



AS CONSTRUCTED

NO REVISIONS

REVISED

VOID

FED. ROAD DISTRICT	DIVISION	PROJECT NO.	SHEET NO.	SHEET TOTALS
VI	COLO.	STM3063(4)	2	

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DIVISION OF HIGHWAYS

STANDARD PLANS LIST

M AND S STANDARDS

JANUARY, 1952

SUMMARY OF APPROXIMATE QUANTITIES

AS CONSTRUCTED			C.FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.
NO REVISIONS	REVISED	VOID	10	VIII	COLO.	STN 3963(+)
						3

INDEX	CONTRACT ITEM NO.	CONTRACT ITEM	UNIT	RAILWAY BID ITEMS																PROJECT TOTALS	
				PLAN	AS CONST.															PLAN	AS CONST.
BOOK / PAGE / SHEET																					
	242	REMOVAL OF STRUCTURE	EACH	52																52	
	242	REMOVAL OF TREE	EACH	2																2	
	242	REMOVAL OF SIDEWALK	SY	4,742																4,742	
	242	REMOVAL OF CURB AND GUTTER	LF	11,234																11,234	
	242	REMOVAL OF CONCRETE PAVEMENT	SY	1,543																1,543	
	242	REMOVAL OF ASPHALT MAT (PLANING)	SY	811																811	
	242	REMOVAL OF PORTIONS OF PRESENT STRUCTURE	L.S.	1																1	
	242	PLUG CULVERT	EACH	94																94	
	242	STRUCTURE EXCAVATION	CY	146																146	
	242	STRUCTURE BACKFILL (CLASS 2)	CF	104																104	
	210	RESET STRUCTURE	EACH	1																1	
	210	RESET FENCE	LF	64																64	
	210	ADJUST MANHOLE	EACH	28																28	
	214	DECIDUOUS TREE (3 INCH CALIPER)	EACH	1																1	
	403	HOT BITUMINOUS PAVEMENT (PATCHING) (ASPHALT)	TON	3,299																3,299	
	408	HOT POURED JOINT AND CRACK SEALANT	TON	11																11	
	410	PLANT MIXED SEAL COAT (TYPE B) (ASPHALT) (GRUNDED)	TON	3,293																3,293	
	411	EXHAUSTED ASPHALT (SLOW-SETTING)	GAL	1,972																1,972	
	412	CONCRETE PAVEMENT (6 INCH)	SY	1,663																1,663	
	412	CONCRETE PAVEMENT (7 INCH) (REINFORCED)	SY	423																423	
	507	CONCRETE SLOPE AND DITCH PAVING	CF	11																11	
	601	CONCRETE CLASS A (MISCELLANEOUS)	CY	79																79	
	601	CONCRETE CLASS B (BOX CULVERT)	CY	151																151	
	602	REINFORCING STEEL	LB	20,698																20,698	
	603	15 INCH REINFORCED CONCRETE PIPE	LF	1,849																1,849	
	604	INLET SPECIAL (5 FOOT)	EACH	37																37	
	604	MANHOLE SPECIAL (5 FOOT)	EACH	2																2	
	607	FENCE CHAIN LINK SPECIAL	LF	89																89	
	608	CONCRETE SIDEWALK	SY	4,169																4,169	
	609	CURB AND GUTTER TYPE 2 (SECTION 1-2)	LF	84																84	
	609	CURB AND GUTTER TYPE 2 SPECIAL	LF	11,516																11,516	
	614	LOOP DETECTOR VIBR.	LF	7,000																7,000	

AS CONSTRUCTED			C.F.D. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.
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تحت إشراف: د. محمد عبد الحليم عبد الله

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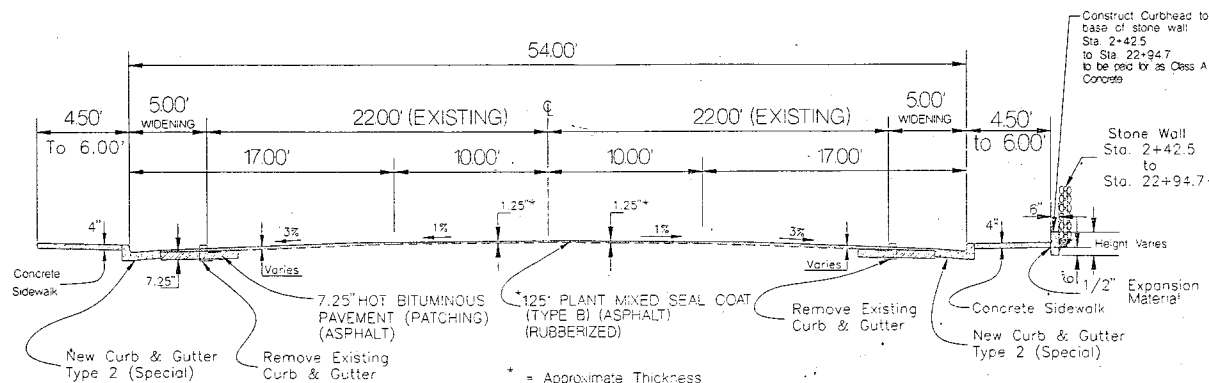
PROJECT NO.	DIVISION	PROJECT NO.	SHEET NO.
001	001	001	5

TYPICAL SECTION

NORTHERN AVE.

STA. 2+38.45 TO 22+97.8
STA. 29+86.75 TO 51+315.0 &
STA. 54+22.43 TO 69+20.14

NOTE: SEE STRIPING PLAN
FOR LANE CONFIGURATION



Scale: 1" = 3'
(Original)

AS CONSTRUCTED	1	1	1	DIVISION	PROJ. NO.	SHEET NO.
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GENERAL NOTES

40 in. dia. chinese elm tree shall be removed at north side of Northern and Palmer Ave. apply at Sta. 39+82 and shall be paid for as REMOVAL OF TREE

11 in. dia. locust tree shall be removed at north side of Northern and Cypress Ave. approx. at Sta. 62+93 and shall be paid for as REMOVAL OF TREE

If needed, shoring along the rock wall or elsewhere will be included in the cost of the work

All radii of curb returns shall be 20' unless otherwise noted on the plans

All work necessary between sidewalk and curb for roadway widening shall be included in the cost of REMOVAL OF CURB AND GUTTER

All clearing and grubbing, including removal of bushes, shall be included in the cost of REMOVAL OF CURB AND GUTTER

Removal of asphalt to allow for new construction shall be included in the cost of REMOVAL OF CURB AND GUTTER

For preliminary plan quantities of pavement materials, the following rates of application were used:

PLANT MIXED SEAL COAT..... @ 110 LBS./SQ.YD./IN

HOT BITUMINOUS PAVEMENT..... @ 110 LBS./SQ.YD./IN

TACK COAT EMULSIFIED ASPHALT (SLOW SETTING) @ 0.05 GAL./SQ.YD.

Rates of application shall be as determined by the engineer at the time of application

It is estimated that 1972 gallons of EMULSIFIED ASPHALT (SLOW SETTING) will be required for Tack Coat

The following shall be furnished with each bituminous paver

1. A set type device at least 30 feet in length
2. Short ski or shoe

Any layer of Bituminous Pavement that is to have a succeeding layer placed thereon shall be placed full width before a succeeding layer is placed thereon

Where existing pavement is required to be cut a vertical cut will be required as directed by the engineer. Vertical droopings exposed to traffic shall not be left overnight. Cost will be included in REMOVAL OF CURB & GUTTER

Loop Detector Wire to be installed as shown on the String Plan

Five sprinkler heads on the north side of Northern between approx. Sta. 13+76 and Sta. 14+23 to be relocated as directed by the engineer and cost to be included in CURB AND GUTTER TYPE 2 (SPECIAL)

Five sprinkler heads on the north side of Northern between approx. Sta. 33+23 and Sta. 34+53 to be removed and cost to be included in CURB AND GUTTER TYPE 2 (SPECIAL)

All traffic and street signs will be relocated by City of Pueblo

Expansion Material (1/2 in.) to be provided where necessary and cost to be included in cost of the SIDEWALK

Adjust existing manholes as shown on the plans to match existing finished grade level. It is estimated that 28 existing manholes are to be adjusted and will be paid for as ADJUST MANHOLE

Furnish and adjust monument box to grade shall include furnishing and installing the cast non-ferrous box to match existing finished grade and shall be paid for as VALVE BOX. It is estimated that 17 VALVE BOXES will be required. Existing Monument Boxes shall be carefully shored and become the property of the City of Pueblo

Where re-sodding is required it shall be included in the cost of the SIDEWALK

Removal of steps on the south side of Northern at approx. Sta. 37+78, Sta. 43+46 and Sta. 63+95 shall be included in the cost of REMOVAL OF SIDEWALK. Sawing of the concrete is required for removal of steps at approx. Sta. 37+78 and shall be included in the cost of REMOVAL OF SIDEWALK

It is estimated that 1 cu. yd. of CLASS A CONCRETE (MISCELLANEOUS) will be required to replace the steps on the south side of Northern at approx. Sta. 43+46 and Sta. 63+95. The steps shall be constructed with approx. the equal risers and treads and shall match the existing landings

One Shade Master Honey Locust (3 in. Caliper) shall be planted on the north side of Northern at approx. Sta. 14+01 and shall be paid for as DECIDUOUS TREE (3 INCH CALIPER)

It is estimated that 64 L.F. of 45 in. chain link fence will be required to be reset on the north and south side of Northern at between approx. Sta. 58+90 and Sta. 59+45 and shall be paid for as RESET FENCE

It is estimated that 89 L.F. of 48 in. FENCE CHAIN LINK SPECIAL will be required on the north and south side of Northern between approx. Sta. 58+93 and Sta. 59+30

It is estimated that 633 sq. yds. between approx. Sta. 51+39 and Sta. 54+22 and 178 sq. yds. between approx. Sta. 58+92 and Sta. 59+32 of REMOVAL OF ASPHALT MAT (PLANNING) is required for this project

It is estimated that 7,000 L.F. of LOOP DETECTOR WIRE is required for this project. Loop detectors, pull boxes, and all other materials and labor to complete the loops, as shown on data, shall be included in the LOOP DETECTOR WIRE item

Expansion joints shall be placed at the angle points on each end of the transitions in the curb and gutter on the side streets and shall be included in the cost of CURB AND GUTTER TYPE 2 (SPECIAL)

The sign and sign base on the north side of Northern and Stone Avenue at approx. Sta. 62+80 shall be reset at the location shown on the drawing and shall be paid for as RESET STRUCTURE

Removal of the sign base on the north side of Northern and Orman Avenue at approx. Sta. 66+41 shall be included in the cost of REMOVAL OF CURB AND GUTTER

Concrete curb head from Sta. 2+42.5 to 22+94.7 along stone wall base on the south side of Northern shall be paid for as CLASS A CONCRETE (MISCELLANEOUS). It is estimated that 57 cu. yds. of CLASS A CONCRETE (MISCELLANEOUS) will be required

Cutting and Removal of Asphalt, Structure Excavation and Structure Backfill for construction of storm sewers shall be included in the 15 INCH REINFORCED CONCRETE PIPE item

A FIELD LABORATORY (CLASS 2) is required and it shall be located as determined by the Contractor

TABULATION OF REMOVAL OF:
CURB & GUTTER, SIDEWALK & CONCRETE PAVEMENT.

STATIONS FROM TO	S I D E	CURB & GUTTER		SIDEWALK		CONCRETE PAVEMENT		SIDEWALK OF CONC PAVMT SAW CUTO		INLET & OF MANHOLE		CURB HEAD		PLUG CULVERT	
		L F	SO YD	SO YD	SO YD	L F	EACH	L F	EACH	L F	EACH	L F	EACH	L F	EACH
2+38.5 TO 5+75	L	340	62	68											
2+42.5 TO 5+75	R	335	148												
5+75 TO 11+25	L	550	46	27											
5+75 TO 11+25	R	550	244												
11+25 TO 16+18.1	L	615	228	53			3						4		
11+25 TO 16+18.1	R	595	269		20	3						6			
16+18.1 TO 22+25	L	568	169	84			1						3		
16+18.1 TO 22+25	R	533	238			1						1			
22+25 TO 22+95.2	L	102	12				1						2		
22+25 TO 22+97	R	72	31												
29+84.8 TO 33+38.3	L	400	160	21			4						8		
29+84.7 TO 33+38.3	R	407	164	11			3						6		
33+38.3 TO 38+75	L	565	246	21	6	3							4		
33+38.3 TO 38+75	R	562	194	52	13	2							4		
38+75 TO 44+25	L	483	222	124			4		55				8		
38+75 TO 44+25	R	608	272	12			4						8		
44+25 TO 49+86.1	L	259	257	342	7	8							14		
44+25 TO 49+86.1	R	480	221	70	7	7							12		
49+86.1 TO 51+39.5	L	154	41	30	3										
49+86.1 TO 51+39.5	R	153	48	26											
54+25.6 TO 55+25	L	99		61	72										
54+22.4 TO 55+25	R	103	19	41											
55+25 TO 60+75	L	506	284	135	38	1							2		
55+25 TO 60+75	R	622	218	45	6	2							4		
60+75 TO 66+05.7	L	559	201	140	10	1							2		
60+75 TO 66+05.7	R	571	232	60	11	2							2		
66+05.7 TO 69+20.1	L	345	509	119		1							2		
66+05.7 TO 69+20.1	R	98	27				1						2		
TOTAL		11234	4742	1543	190	52			55				94		

- * Included in cost of removal of curb and gutter.
- Δ To be paid for as Removal of Structure.
- Sidewalk or concrete pavement saw cut shall be included in the cost of removal of sidewalk or concrete pavement.

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TABULATION OF CURB & GUTTER, SIDEWALK & CONC. PAVEMENT.

STATIONS FROM TO	S I D E	CURB & GUTTER TYPE 2 (SPECIAL)	CONCRETE SIDEWALK 4" IN		CONC. ① PAVEMENT 16 (INCH)	CONC/PVMT ⑦ (INCH) (REINF.)	INLET ② TYPE 15" 6" WIDE	15 (INCH) RCP	MANHOLE ③ SPECIAL 4' WIDE	CURB & GUTTER TYPE 2 XSCT. 1-B
			L.F.	SO. YD.						
2+38.5 TO 5+75	L	333	131	33	66					
2+42.5 TO 5+75	R	333	203							
5+75 TO 11+25	L	550	193	52						
5+75 TO 11+25	R	550	336							
11+25 TO 16+18.1	L	584	152	55	11	2		82		
11+25 TO 16+18.1	R	561	297	58		2		126		
16+18.1 TO 22+25	L	544	140	81	21	1		40		
16+18.1 TO 22+25	R	530	324			1		40		
22+25 TO 22+95.2	L	86	24	15		1		40		
22+25 TO 22+97	R	72	44							
29+84.8 TO 33+38.3	L	495	108	73	11	1		104		
29+84.7 TO 33+38.3	R	393	135	76	11	3		157		
33+38.3 TO 38+75	L	543	195	44	21	2		104		
33+38.3 TO 38+75	R	538	165	75	21	2		104		
38+75 TO 44+25	L	636	198	104	12	4		169		
38+75 TO 44+25	R	565	215	97	8	4		221		
44+25 TO 49+86.1	L	578	224	104	57	4		202		
44+25 TO 49+86.1	R	559	209	105	28	4		237		
49+86.1 TO 51+39.5	L	153	50	21	15					
49+86.1 TO 51+39.5	R	153	46	8	18					
54+25.6 TO 55+25	L	99		39	21					
54+22.4 TO 55+25	R	113	19	36	15					
55+25 TO 60+75	L	554	177	110		1		17		
55+25 TO 60+75	R	568	137	154	36	2		68		
60+75 TO 66+05.7	L	535	107	135	21	1		6	1	
60+75 TO 66+05.7	R	540	157	92	24	1		22	1	
66+05.7 TO 69+20.1	L	345	175	57						
66+05.7 TO 69+20.1	R	87	4	85		1		89		
TOTAL		11516	4169	1143	423	37		1845	2	64

- ① 5" Concrete quantity includes driveways and handicap ramps at intersections.
- ② Will be paid for as Inlet Special (5 Feet).
- ③ All 15" RCP to be Class 5.
- ④ Will be paid for as Manhole Special (5 Feet).

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NO. REVISIONS	REVISED	VOO

FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.
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TABULATION OF REMOVAL OF PORTION OF PRESENT STRUCTURE: *

STATIONS FROM TO	SIDE	REMOVAL OF PORTION OF STRUCTURE		REMOVAL OF VINGWALL		REMOVAL OF STRUCTURAL (SIDEWALK)	
		CU. YD.		CU. YD.		CU. YD.	
59+01.7 TO 59+22.1	L	10		3.7		6	
59+01.4 TO 59+22.2	R	10		3.7		6	
TOTAL		20		7.4		12	

* Quantities shown are approximate and shown for information only. Removal to be paid for as Item 202 Removal of Portion of Present Structure (L.S.).

TABULATION OF BOX CULVERT CONSTRUCTION:

STATIONS FROM TO	SIDE	STRUCTURE EXCAVATION		STRUCTURE BACKFILL (CLASS 2)		CONCRETE CLASS A (MISCELLANEOUS)		CONCRETE CLASS D		REINFORCING STEEL		CONCRETE SLOPE AND DITCH PAVING	
		CU. YD.		CU. YD.		CU. YD.		CU. YD.		LB.		CU. YD.	
59+01.4 TO 59+22.2	L	73		52		10.5		75.5		10,300		5	
59+01.4 TO 59+22.2	R	73		52		10.5		75.5		10,300		6	
TOTAL		146		104		21.0		151.0		20,600		11	

SURFACING PLAN:

STATIONS FROM TO	HOT BITUMINOUS PAVEMENT (PATCHING) (ASPHALT)		PATCHING PARKING LOTS & DRIVEWAYS ①		PATCHING OVER STORM SEWER PIPES ②		PLANT MIXED SEAL COAT (TYPE B) (ASPHALT) (RUBBERIZED)		HOT POURED JOINT AND CRACK SEALANT	
	TON		TON		TON		TON		TON	
0+23.9 TO 23+30							1.156		4	
2+38.5 TO 22+97	912		21		82					
29+24.7 TO 51+39.3	961		13		332					
29+70 TO 69+20.1							2063		6	
54+24 TO 69+20.1	653		40		50					
CCPR, IRREG & MISC.	51		2		9		24		1	
TOTAL	2,577		76		437		3,223		11	

① To be constructed 4 inch thick and paid for as Hot Bituminous Pavement (Patching) (Asphalt).

② To be constructed 7 1/4 inch thick and paid for as Hot Bituminous Pavement (Patching) (Asphalt).

On all the project HSP is Contractor source.

DATE	12/15/88
BY	W. J. H.
PROJECT	ST. 100
SECTION	100
DATE	12/15/88
BY	W. J. H.
PROJECT	ST. 100
SECTION	100

DATE	12/15/88
BY	W. J. H.
PROJECT	ST. 100
SECTION	100
DATE	12/15/88
BY	W. J. H.
PROJECT	ST. 100
SECTION	100

AS CONSTRUCTED		
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FED. ROAD DIST. NO.	PROJ. NO.	SHEET NO.
100	STH 3063(2)	9

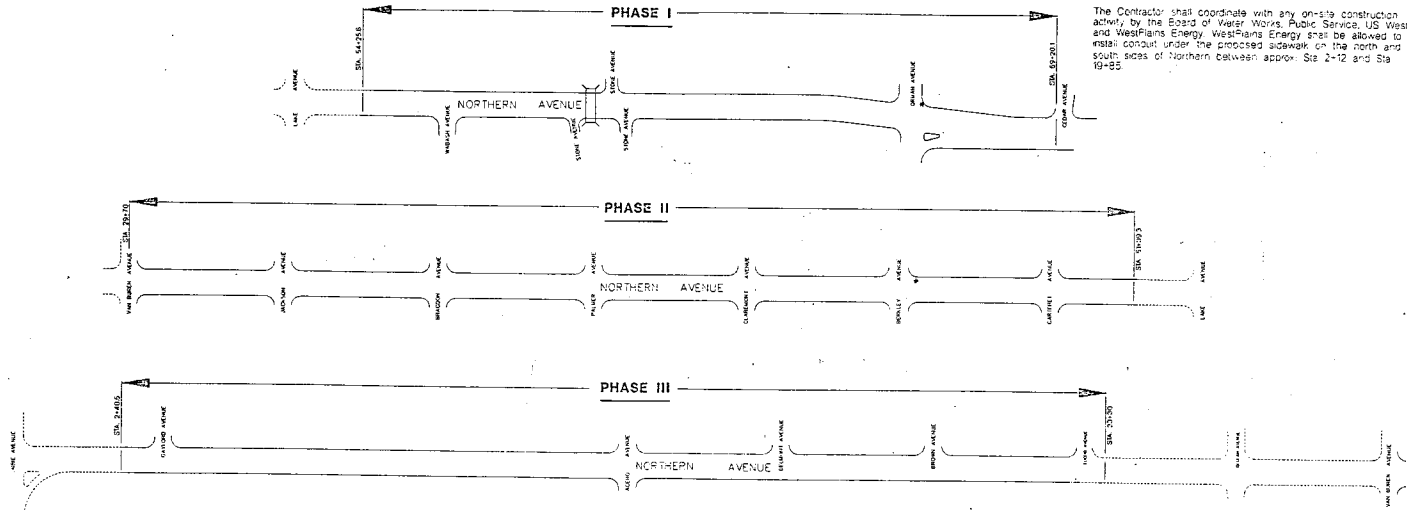
CONSTRUCTION PHASING PLAN

NOTES

The Contractor shall complete construction of Box Culvert before any other work can be done in Phase I.

The Contractor shall complete all work in each phase, with the exception of the paving and striping, before moving on to the next phase.

The Contractor shall coordinate with any on-site construction activity by the Board of Water Works, Public Service, US West and WestPlans Energy. WestPlans Energy shall be allowed to install conduit under the proposed sidewalk on the north and south sides of Northern between approx. Sta. 2+12 and Sta. 19+85.



AS CONSTRUCTED			FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.
NO. REVISIONS	REVISED	VOO	1	2	STM 3553(4)	10

SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES

SIGN CODE	LEGEND	DIMENSION	PANEL SIZE-QUANTITIES EACH			
			A	B	OTHER	
36W20-1	ROAD/CONST./AHEAD	36"X36"	16			
• 36W20-5 (R) OR (L)	LANE/CLOSED/AHEAD	36"X36"	2			
36W4-2 (R) OR (L)	LANE TRANSITION	36"X36"	2			
36W20-3	ROAD/CLOSED/AHEAD	36"X36"	4			
36W20-7a	FLAGGER/AHEAD	36"X36"	2			
24R3-1R	NO RIGHT TURN	24"X24"	4			
24R3-2L	NO LEFT TURN	24"X24"	14			
48R11-2	ROAD/CLOSED	48"X30"		4		
60R11-4	ROAD CLOSED TO THRU TRAFFIC	60"X30"		4		
• 48M4-10(R)	DETOUR 	48"X18"	1			
• 48M4-10(L)	DETOUR 	48"X18"	1			
78R4-7B(L)	KEEP LEFT 	18"X24"	2			
18R4-7B(R)	KEEP RIGHT 	18"X24"	14			
60Q2C-2	END CONSTRUCTION	60"X24"	2			
• 48M4-9 (R) OR (L)	DETOUR	24"X30"	8			
	SIDEWALK CLOSED	24"X30"	28			
	BARRICADE (TYPE B (WITH LIGHT) FLASHING)		75			
TOTAL			171	8		
TRAFFIC CONE 28"						50
VERTICAL PANEL (WITH LIGHT/FLASHING)						30
VERTICAL PANEL (WITH LIGHT/STEADY BURN)						260
BARRICADE TYPE (3M-A) (TEMP)						4
• CONCRETE BARRIER (TEMPORARY)						108 LF

- These signs will be used interchangeably and will be used as one sign.
- To consist of 6'-10" sections and 4'-12" transition sections. To be located at approx. Sta. 59+0 on Northern Ave. and to be set as directed by the Engineer.

CONSTRUCTION SIGNING NOTES

W20-1 THIS SIGN IS TO BE LOCATED IN ADVANCE OF THE INITIAL ACTIVITY OR DETOUR A DRIVER MAY ENCOUNTER, AND IS INTENDED TO BE USED AS A WARNING OF OBSTRUCTIONS OR RESTRICTIONS.

W20-50 THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE ONE LANE OF A MULTIPLE-LANE ROADWAY IS CLOSED. IT SHOULD BE PROVIDED WITH REVERSIBLE PLACES READING "RIGHT", "LEFT" AND "CENTER" AT NO ADDITIONAL COST TO THE PROJECT.

W4-20 THIS SIGN IS INTENDED FOR USE 500' IN ADVANCE OF THE REDUCTION IN THE NUMBER OF TRAFFIC LANES IN THE DIRECTION OF TRAVEL ON THE MULTI-LANE HIGHWAY.

W20-3 THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT AT WHICH A ROADWAY IS CLOSED TO ALL OR TO ALL BUT LOCAL TRAFFIC.

W20-7a THIS SIGN IS INTENDED FOR USE 500' IN ADVANCE OF ANY POINT AT WHICH A FLAGGER HAS BEEN STATIONED TO CONTROL TRAFFIC THROUGH OR AROUND THE PROJECT.

R11-4, W1-7 OR M4-10 THESE SIGNS ARE TO BE MOUNTED ON A TYPE (3M-A) BARRICADE AND PLACED BEFORE THE WORK ZONE ENTRANCE TO PROHIBIT TRAFFIC FROM ENTERING THE WORK ZONE.

R11-2 THIS SIGN IS TO BE MOUNTED ON A TYPE I BARRICADE AND PLACED TO PROHIBIT TRAFFIC FROM ENTERING THE WORK ZONE.

G20-2 THIS SIGN SHOULD BE ERECTED APPROXIMATELY 500' BEYOND THE END OF THE PROJECT.

ONLY THE STREET APPROACHES TO TWO INTERSECTIONS MAY BE CLOSED AT ANY ONE TIME.

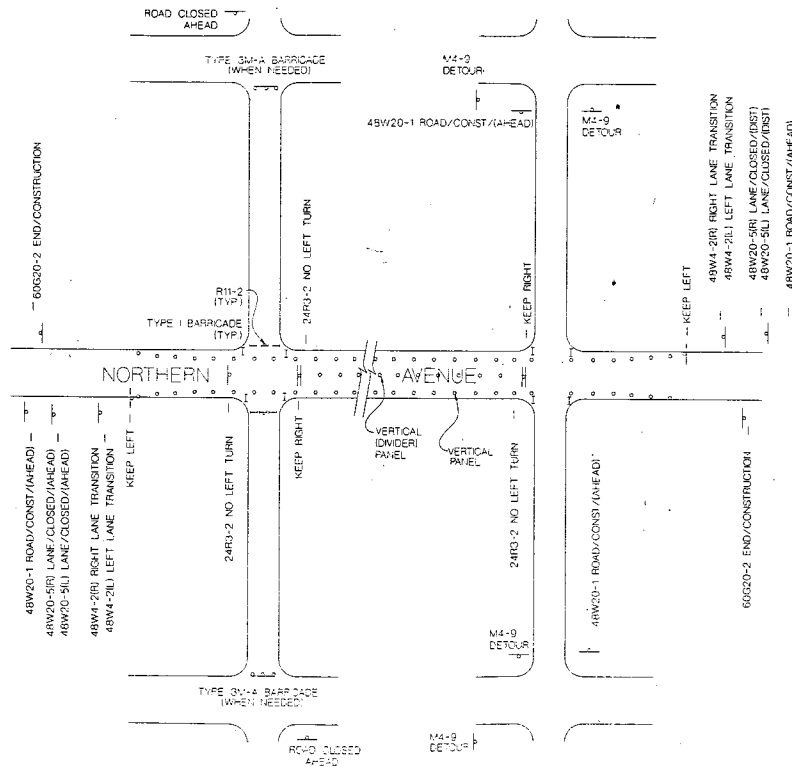
BASED UPON SIGHT DISTANCE AND OTHER CONSIDERATIONS, THE FINAL LOCATION OF THE SIGNS IS SUBJECT TO THE APPROVAL OF THE PROJECT ENGINEER.

TYPICAL CONSTRUCTION TRAFFIC CONTROL PLAN

AS CONSTRUCTED

NO REVISIONS ☐ REVISED ☐ VOID ☐

FED. MONO REGION	DMSION	PROJ. NO.	SHEET NO
VIII	COLO	STM 3063(4)	11



NOTE:
EAST-WEST TRAFFIC SHALL BE
SEPARATED W/VERTICAL PANELS
DURING CONSTRUCTION OF PMSC.

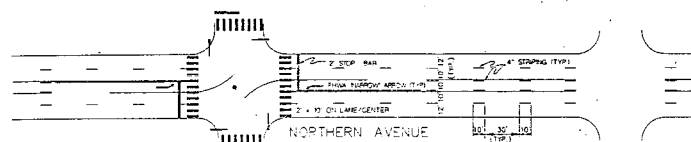
AS CONSTRUCTED

NO REVISIONS REVISED VOID

FED. ROAD DIST. NO.	DIVISION	PROJ. NO.	SHEET NO.
306	COLO.	STM 3065(14)	12

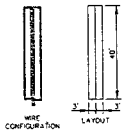
LOCATION	LOOP
ON BERGLEY S/O NORTHERN	2 - 6' x 40' (2-4-2)
ON BERGLEY N/O NORTHERN	2 - 6' x 40' (2-4-2)
ON LAKE S/O NORTHERN	2 - 6' x 40' (2-4-2)
ON LAKE N/O NORTHERN	2 - 6' x 40' (2-4-2)
ON ORMAN S/O NORTHERN	2 - 6' x 40' (2-4-2)
ON ORMAN N/O NORTHERN	2 - 6' x 40' (2-4-2)
ON ORMAN E/O NORTHERN	1 - 6' x 40' (2-4-2)
ON NORTHERN E/O ORMAN	1 - 6' x 40' (2-4-2)
ON NORTHERN W/O ORMAN	1 - 6' x 40' (2-4-2)

TYPICAL STRIPING PLAN

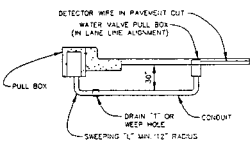


ALL PAVEMENT MARKING TO BE PREPARED PLASTIC
 QUANTITY OF PERFORMANCE PLASTIC PAVEMENT MARKING (60 MILES) 12,700 SQ. FT. TOTAL
 WHITE 8,890 SQ. FT. YELLOW 3,810 SQ. FT.

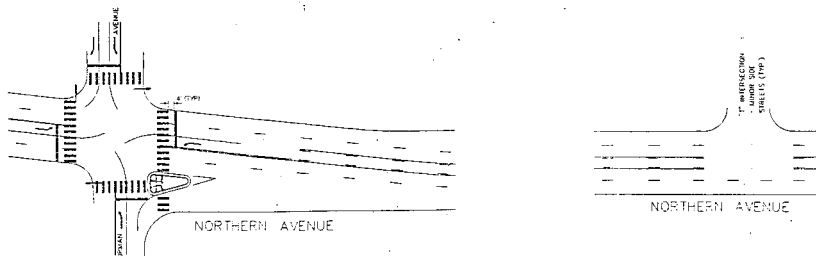
SCALE: 1" = 40'
 (ORIGINAL)



DUAL LOOP



LOOP DETECTOR LEAD-IN



NO REVISIONS 4/23

REGULAR



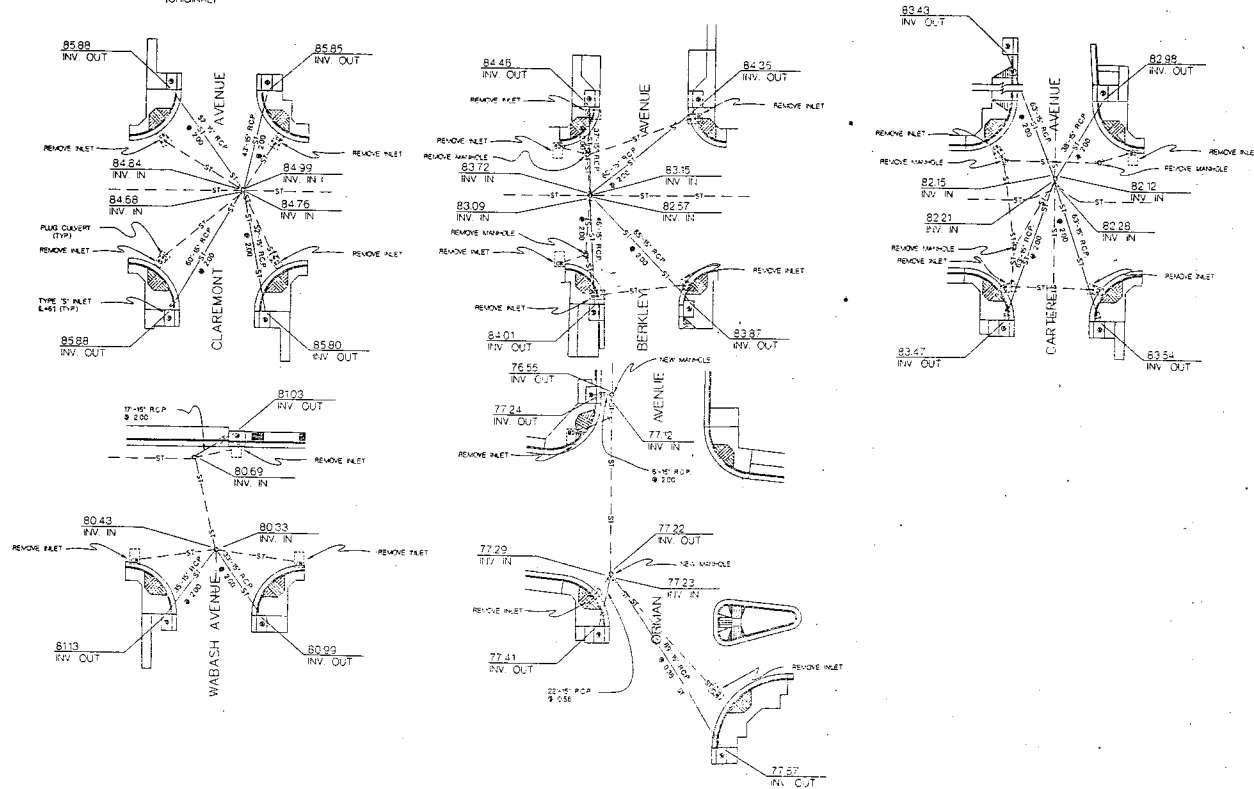
SHEET TAG

AS CONSTRUCTED		
NO REVISIONS	REVISED	VOID

FILE NO.	DIVISION	PROJ. NO.	SHEET NO.
1111	COLD	STM 3022/41	14

STORM SEWER DETAILS

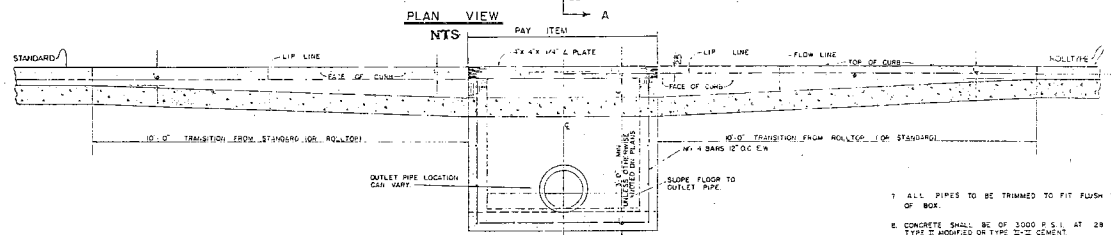
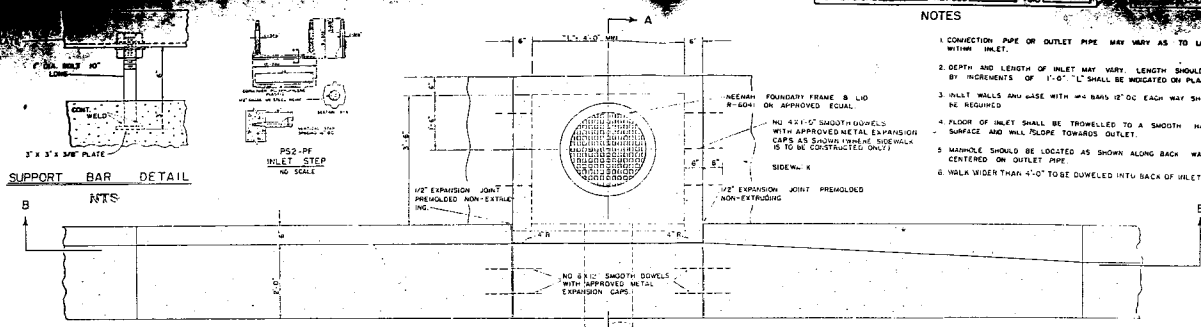
SCALE 1" = 20'
(ORIGINAL)



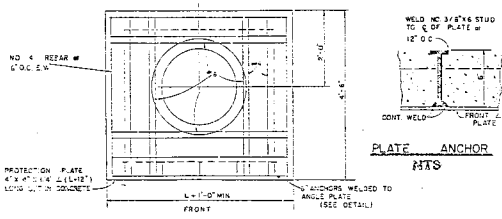
NO REVISIONS REVISED

NOTES

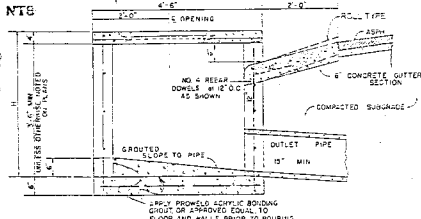
1. CONNECTION PIPE OR OUTLET PIPE MAY VARY AS TO LOCATION WITHIN INLET.
2. DEPTH AND LENGTH OF INLET MAY VARY. LENGTH SHOULD VARY BY INCREMENTS OF 1'-0". "L" SHALL BE INDICATED ON PLAN.
3. INLET WALLS AND BASE WITH #4 BARS 12" OC EACH WAY SHALL BE REQUIRED.
4. FLOOR OF INLET SHALL BE TROWELED TO A SMOOTH HARD SURFACE AND SHALL SLOPE TOWARDS OUTLET.
5. MANHOLE SHOULD BE LOCATED AS SHOWN ALONG BACK WALL AND CENTERED ON OUTLET PIPE.
6. WALK WIDER THAN 4'-0" TO BE DUWELED INTO BACK OF INLET CURB.



SECTION B - B



COVER DETAIL
NTS

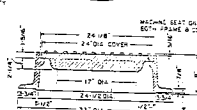
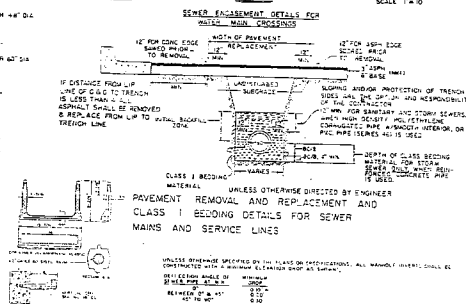
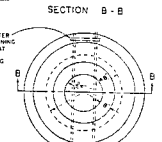
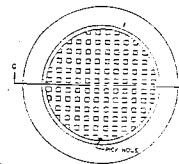


SECTION A - A
NTS

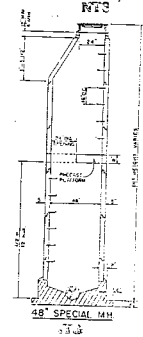
7. ALL PIPES TO BE TRIMMED TO FIT FLUSH WITH INSIDE WALL OF BOX.
8. CONCRETE SHALL BE OF 3000 P.S.I. AT 28 DAYS TYPE II MODIFIED OR TYPE II-C CEMENT.
9. IF OPENING IS GREATER THAN 4'-0" SUPPORT BARS WILL BE REQUIRED AT INTERVALS NOT GREATER THAN 3' ON CENTER.
10. SURFACE OF ALL EXPOSED CONCRETE SHALL CONFORM IN SLOPE, GRADE, COLOR, FINISH, AND TEXTURE TO EXISTING OR PROPOSED SURFACES.
11. SUPPORT BAR MAY BE WELDED TO 4" x 4" x 1/2" L IN LIEU OF BOLT AND NUT CONNECTION.
12. THE EXPOSED PORTION OF THE REINFORCING BARS AND SUPPORT BARS SHALL BE CLEANED AND PRIMED WITH AN ASPHALT BASE PAINT AFTER THE CONCRETE PORTION OF THE INLET HAS BEEN COMPLETED.
13. REINFORCING STEEL - ASTM A615-B 60,000 MIN. YIELD.
14. INLET STEPS REQUIRED FOR "H" GREATER THAN 3'-0"

INLET SPECIAL

1	REC'D	DIVISION	PROV. NO.	500
2	YH	COLO.	STM 3053(4)	16



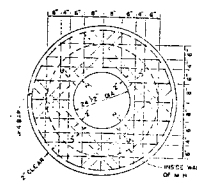
PUEBLO 24" HEAVY DUTY MACHINED
24 x 8 x 1-1/4 H.Q.M.
SECTION C-C
MANHOLE RING AND COVER
WEIGHT - 430 LB.



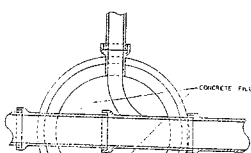
WHEN MAINPILE HEIGHT
EXCEEDS 18 FEET A PRE-
CAST PLATFORM SHALL
BE PLACED AS SHOWN

PRE-CAST CONCRETE PIPE MANHOLE
NTS

STANDARD MANHOLE
NTS



TOP CONCRETE SLAB FOR SHALLOW M.H.



THREE WAY MANHOLE

GENERAL NOTE:

IN EXISTING STREETS ALL PRE-CAST CONCRETE MANHOLES SHALL BE COMPLETED WITH BRICK OR CONCRETE ADJUSTING RINGS AS SHOWN ON SECTION A-A TO FACILITATE SUBSEQUENT LOWERING OF CASTING TO GRADE

ALL RINGS AND COVERS ARE TO CONFORM TO SECTION C-C WHENEVER AN EXISTING CASTING IS OF LIGHTER WEIGHT THAN SPECIFIED, IT SHALL BE REMOVED AND REPLACED WITH A NEW CASTING AS SHOWN IN SECTION C-C. THE REPLACEMENT COSTS WILL BE BID SEPARATELY AS A UNIT COST ITEM

CONCRETE PIPE USED IN PRE CAST CONCRETE PIPE MANHOLE SHALL MEET ALL REQUIREMENTS OF A STA SPECIFICATIONS C-76 (LATEST EDITION). IF THE MANHOLE DEPTH IS SO SHALLOW THAT THE TOP OF THE MANHOLE CANNOT BE REDUCED TO THE 24" DIMENSION AS SHOWN IN THE DETAILS ABOVE, A REINFORCED CONCRETE SLAB OF 8" THICKNESS AND USING 1/2" Ø BARS SHALL BE CONSTRUCTED ON TOP OF THE MANHOLE WALLS AT AN ELEVATION THAT WILL PERMIT THE SETTING OF THE MANHOLE RING AND COVER AT A GRADE ESTABLISHED BY THE ENGINEER.

48" DIAMETER MANHOLES SHALL BE STANDARD FOR PIPE SIZES OF 6" DIAMETER THROUGH 15" DIAMETER. FOR PIPE SIZES OF 18" DIAMETER THROUGH 36" DIAMETER THE DIAMETER OF THE MANHOLE SHALL BE INCREASED TO 60" UNLESS OTHERWISE SHOWN IN DETAILED PLANS FOR THE MANHOLE CONCERNED, ESTABLISHED BY ENGINEERS AS PER DETAIL THIS SHEET

SAINTMARY SEWER SERVICE LINES SHALL BE LAID ON A GRADE OF 1/4" PER 1' FROM THE MAIN TO THE RIGHT OF WAY LINE, OR AS SPECIFIED ON THE PLANS OR BY THE ENGINEER.

THE END OF SAINTMARY SEWER SERVICE LATERALS SHALL BE PLAINLY MARKED FOR EASY LOCATION WITH A 2" x 4" OR OTHER SUITABLE MARKER EXTENDING 12" ABOVE GRADE AND 36" BELOW GRADE AND 3" WIDE BROWN TAPE TIED TO END OF SERVICE LINE AND EXTENDING 6" ABOVE GRADE.

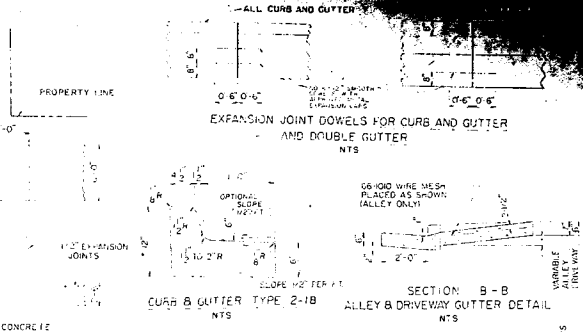
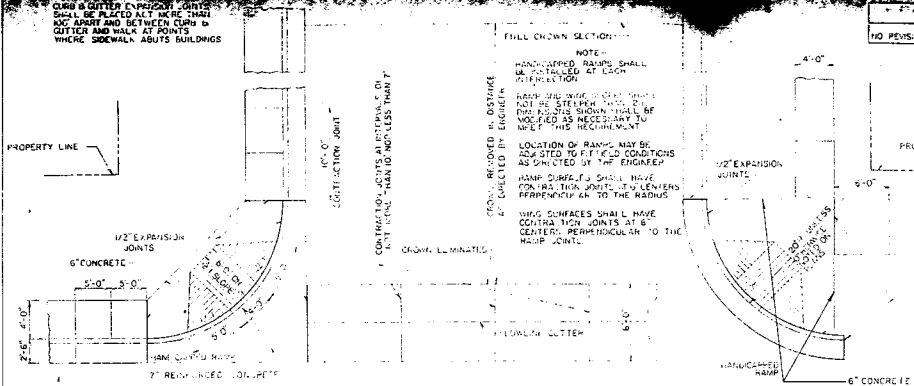
ALL PIPE ENDS SHALL BE PLUGGED, OR CAPPED, AS APPROVED BY THE ENGINEER.

MANHOLE SPECIAL

CURB & GUTTER EXPANSION JOINTS SHALL BE PLACED AT MORE THAN 10' APART AND BETWEEN CURB & GUTTER AND WALK AT POINTS WHERE SIDEWALK ABUTS BUILDINGS

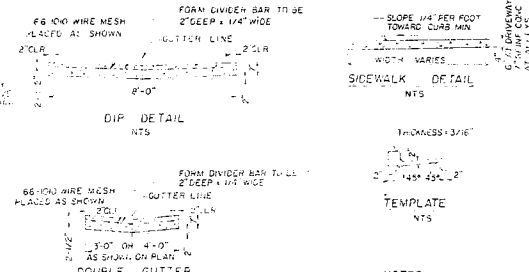
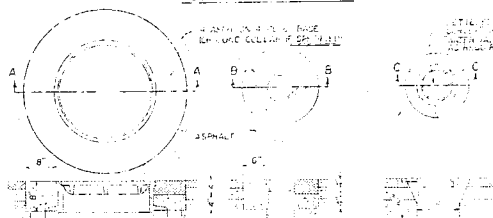
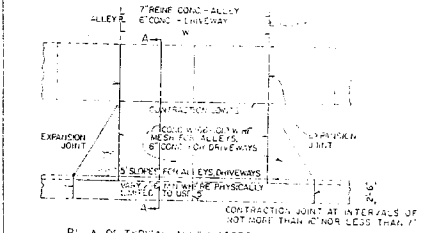
NO PROVISIONS REVISED

ALL CURB AND GUTTER



PLAN OF TYPICAL STREET INTERSECTION
SCALE NONE

ADJUSTMENT DETAILS

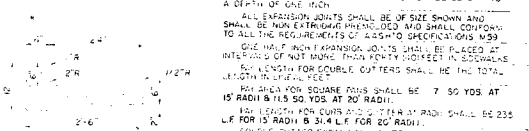
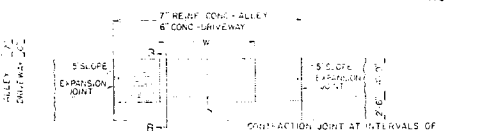
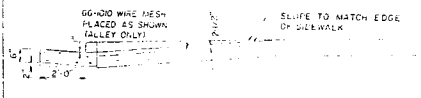


PLAN OF TYPICAL ALLEY APPROACH & DRIVEWAY DETAIL
FOR DETACH WALK
TYPE "B"
NTS

SECTION A-A
WALKWAY RING
NTS

SECTION B-B
WALKWAY RING
NTS

SECTION C-C
WALKWAY RING
NTS



SECTION 1-1
ALLEY & DRIVEWAY GUTTER DETAIL
NTS

PLAN OF TYPICAL ALLEY APPROACH & DRIVEWAY DETAIL
FOR ATTACHED WALK
TYPE "B"
NTS

STANDARD CURB & GUTTER
TYPE 2 (SPECIAL)
NTS

NOTES

1. ALL JOINTS ENDORSEMENTS ON CONSTRUCTION ARE TO BE MOVED BY OWNERS.

2. CONTRACTION JOINTS IN SIDEWALK SHALL BE CUT TO A DEPTH OF ONE INCH.

3. ALL EXPANSION JOINTS SHALL BE OF SIZE SHOWN AND SHALL BE NON-EXTENDING PRECAST AND SHALL CONFORM TO ALL THE REQUIREMENTS OF ASTM SPECIFICATIONS M59.

4. ONE HALF INCH EXPANSION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN FORTY FEET IN SIDEWALKS.

5. LENGTH FOR DOUBLE GUTTERS SHALL BE THE TOTAL WIDTH OF SIDEWALK.

6. MAX AREA FOR SQUARE PAVES SHALL BE 7.50 YDS. AT 15' RADII & 15.00 YDS. AT 20' RADII.

7. MAX LENGTH FOR CURB & GUTTER AT 15' RADII SHALL BE 235 LF FOR 15' RADII & 314 LF FOR 20' RADII.

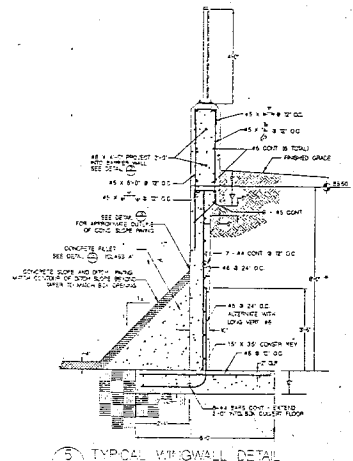
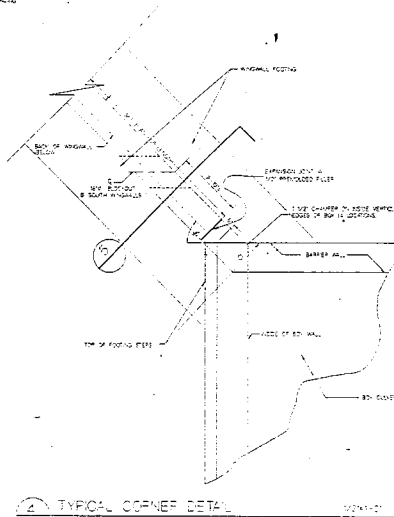
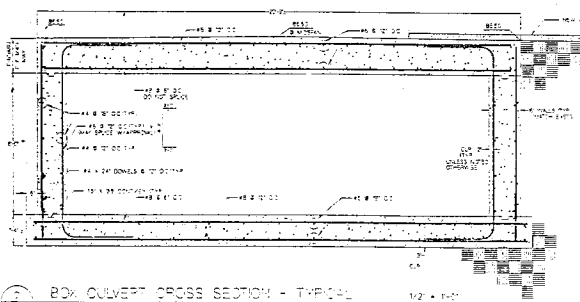
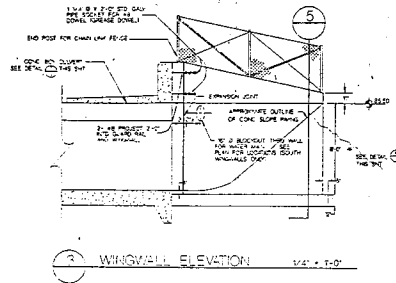
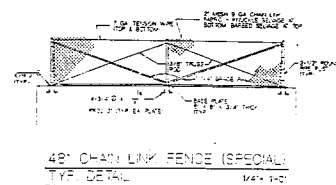
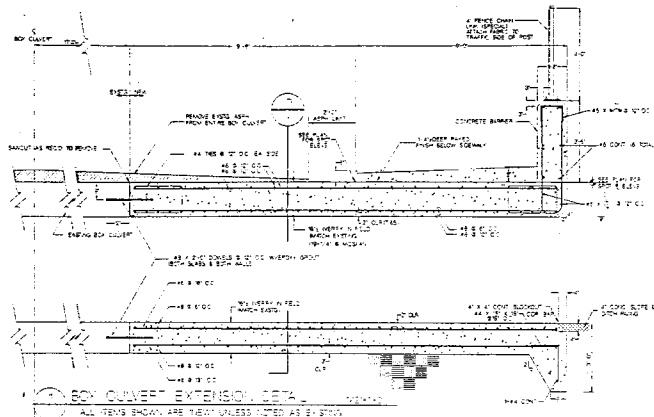
8. DOUBLE GUTTER EXPANSION JOINTS SHALL BE PLACED NOT MORE THAN 10' APART.

9. ALL CURB AND GUTTER AND DOUBLE GUTTER EXPANSION JOINTS SHALL BE DOWELLED AS SHOWN IN THE DETAILS.

10. SEE PLANS FOR NORMAL DOWEL JOINTS BETWEEN SUCCESSIVE LIFTS SHALL BE OFFSET 3" MINIMUM TO BE PLACED AT A MINIMUM OF 3" DEPTH AND IN A MINIMUM OF 2 LIFTS.

BOX CULVERT DETAIL

AS CONSTRUCTED			
NO REVISIONS	REVISED	VOID	



*ACTUAL HEIGHT UNKNOWN - VERIFY IN FIELD
DO NOT FABRICATE MEASUREMENTS WITH DIMENSIONS ARE FIELD VERIFIED

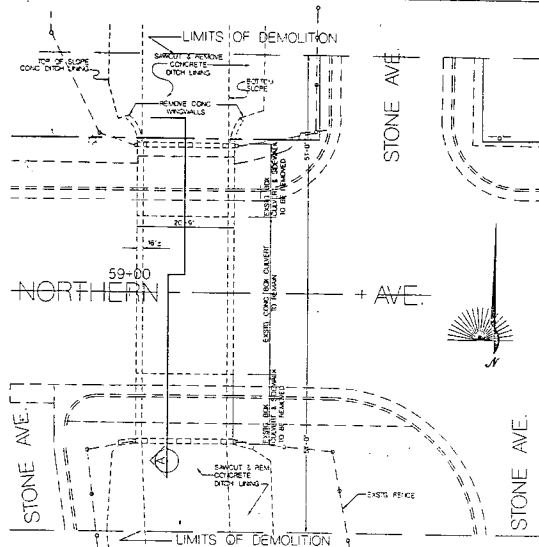
* ACTUAL FIELD CONDITIONS - TO MATCH EXIST. BOX CULVERT
DO NOT PROCEED REINFORCING UNTIL DIMENSIONS ARE FIELD VERIFIED

ACB FILE #157-15-479

WILLIS TAYLOR

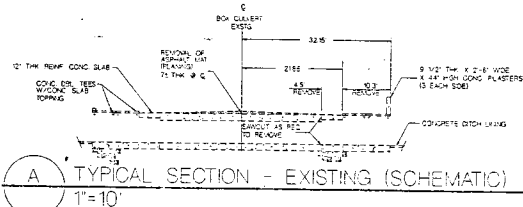
BOX CULVERT DETAIL

NO. REVISIONS	AS CONSTRUCTED	NO. DIVISION	PROJ. NO.	SHEET
1	REVISED	1000	STW 006340	19



DEMOLITION PLAN

1"=10'



TYPICAL SECTION - EXISTING (SCHEMATIC)

1"=10'

GENERAL NOTES

- DESIGN OF BOX CULVERT IS BASED UPON AASHTO M22.2-44 SPECIFICATIONS FOR HIGHWAY CONCRETE BOX CULVERTS.
- CONTRACTOR SHALL FIELD MEASURE AND VERIFY ALL EXISTING AND DIMENSIONS AT JOB SITE (SEE DEMOLITION NOTES).
- IN CASE EXISTING CONDITIONS OR DIMENSIONS DIFFER FROM THOSE SHOWN ON (OPER ADJUSTMENTS) CAN BE MADE.

DEMOLITION NOTES

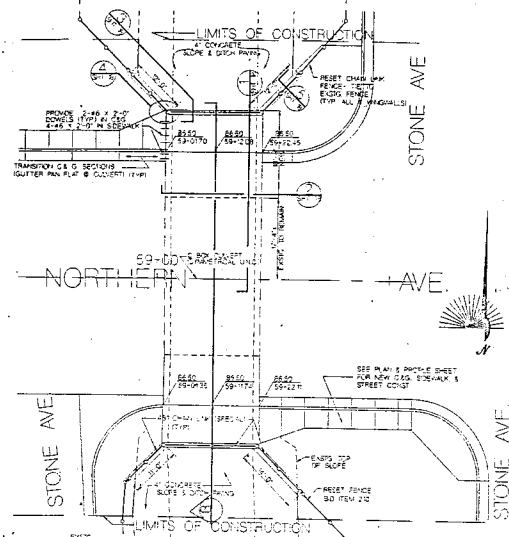
1. PRIOR TO DEMOLITION CONTRACTOR SHALL BE OBLIGED TO EXISTING BOX CULVERT AT EACH SIDE OF BOX CULVERT. CONTRACTOR SHALL BE OBLIGED TO EXISTING BOX CULVERT. CONTRACTOR SHALL BE OBLIGED TO EXISTING BOX CULVERT.
2. REMOVE AND DISCARD CHAIN LINK FENCE BEARING, RAILS, POSTS, AND WIRE AS REQUIRED FOR CULVERT DEMOLITION AND CONSTRUCTION.
3. SAWCUT & REMOVE CONCRETE DECK SLABS TO LIMITS (ON-PAVEMENT) (ON-PAVEMENT).
4. REMOVE CONCRETE WALLS AND FOOTINGS.
5. SAWCUT CONCRETE DECK SLAB, WALLS AND BOTTOM SLAB. REMOVE AND DISCARD. REMOVE AND DISCARD. REMOVE AND DISCARD. REMOVE AND DISCARD.
6. REMOVE ANY SOFT, LOOSE OR SATURATED SOILS FROM WITHIN CONCRETE. PROVIDE COMPACTION (MINIMUM WITH APPROVED SOIL). COMPACTION TO 95% OF MAXIMUM PROCTOR DENSITY (ASTM D 1557).

FOUNDATION NOTES

1. ALL FOOTINGS SHALL REST ON SOLID UNDISTURBED SOIL OR COMPACTED FILL. ASSURED OVERLAP DESIGN BEARING CAPACITY.
2. THE ENGINEER SHALL PROVIDE AN OPEN EXCAVATION. SUPPORT APPROVED PLATE'S FOUNDATIONS TO EXHIBIT THE BEARING CAPACITY (RTY) & 2,000 PSF.
3. IN CASE CONDITIONS FOUND AT THE SITE VARY FROM THOSE SHOWN ON THE DRAWING, THE ENGINEER IS TO BE NOTIFIED SO HE MAY RE-EVALUATE FOUNDATION TO MEET FIELD CONDITIONS.
4. ALL FOOTINGS OF FOUNDATION WALLS SHALL BE PLACED WITH ADJUST OBSERVATION.
5. NO CONCRETE SHALL BE PLACED IN EXCAVATION CONTAINING OUT ENGINEER'S SOFT OR LOOSE SOILS OR ON FROZEN GROUND.
6. WALLS, FOOTINGS AND FLOOR OF BOX CULVERT SHALL BE WATER TAID. UTICALLY.
7. BACKFILL SHALL NOT BE PLACED AGAINST BOX CULVERT WALL. PLACED AGAINST DECK SLAB IS IN PLACE.

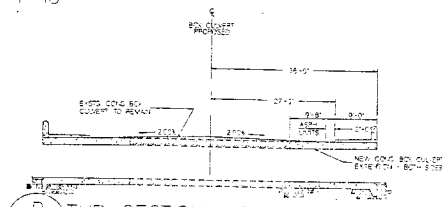
CONCRETE NOTES

1. MATERIALS, MIX, WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION PUBLISHED BY THE STATE DEPARTMENT OF HIGHWAYS, DIVISION OF HIGHWAYS, STATE OF COLORADO.
2. ALL CONCRETE SHALL BE CLASS 40 AND WILL HAVE A MINIMUM STRENGTH OF 4,000 PSI AT THE AGE OF 28 DAYS.
3. ALL CEMENT USED IN CONCRETE SHALL BE TYPE I OR TYPE III COMPRESSIVE.
4. ALL CONCRETE SHALL HAVE A MINIMUM CEMENT CONTENT OF 130 LBS PER CUBIC YARD UNLESS OTHERWISE SPECIFIED.
5. CHECKING CRACKS SHALL NOT BE ADDED TO CONCRETE. 1/8" MAX PER 12" MAX.
6. REINFORCING BARS SHALL CONFORM TO ASTM A-618-57 OR A-618-61.
7. ALL REINFORCING STEEL FOR BOX CULVERT SHALL BE EPOCH 60 OR EPOCH 60 TO AASHTO M-281 REINFORCING BARS FOR WALLS AND FLOOR.
8. BAR BENDING DETAILS AND PLACING DRAWINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF STANDARD PRACTICES FOR REINFORCING PRECAST CONCRETE STRUCTURES, 401-03, LATEST EDITION.
9. PROVIDE BAR BENDING DETAILS AND PLACING DRAWINGS TO REINFORCE CONCRETE. PROVIDE BAR BENDING DETAILS AND PLACING DRAWINGS TO REINFORCE CONCRETE.
10. BAR CLIMBERS AND BRACES MUST REST ON OR AGAINST EMBANKMENT. SHALL BE PLASTIC OR STEEL COATED.
11. CONTRACTORS SHALL LIFT UP OR DOWNSIDES WHERE PROTECTED SURFACES. SHALL BE LIFTED UP OR DOWNSIDES WHERE PROTECTED SURFACES.
12. ALL EXISTING DIMENSIONS ON CONCRETE SHALL BE CHANGING. 1/8" MAX PER 12" MAX.



BOX CULVERT WIDENING PLAN

1"=10'



TYPICAL SECTION - PROPOSED (SCHEMATIC)

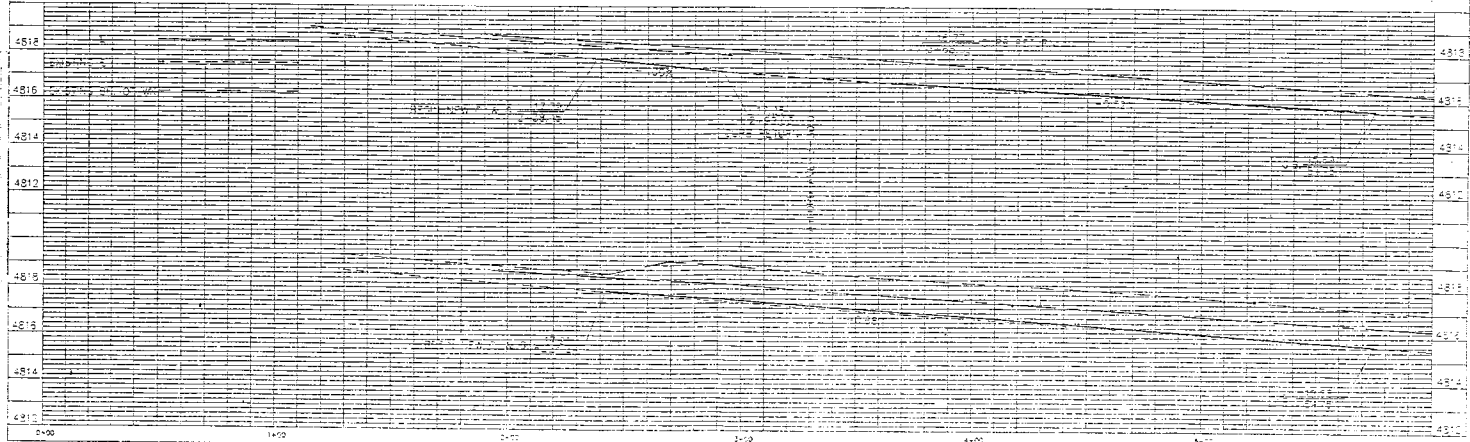
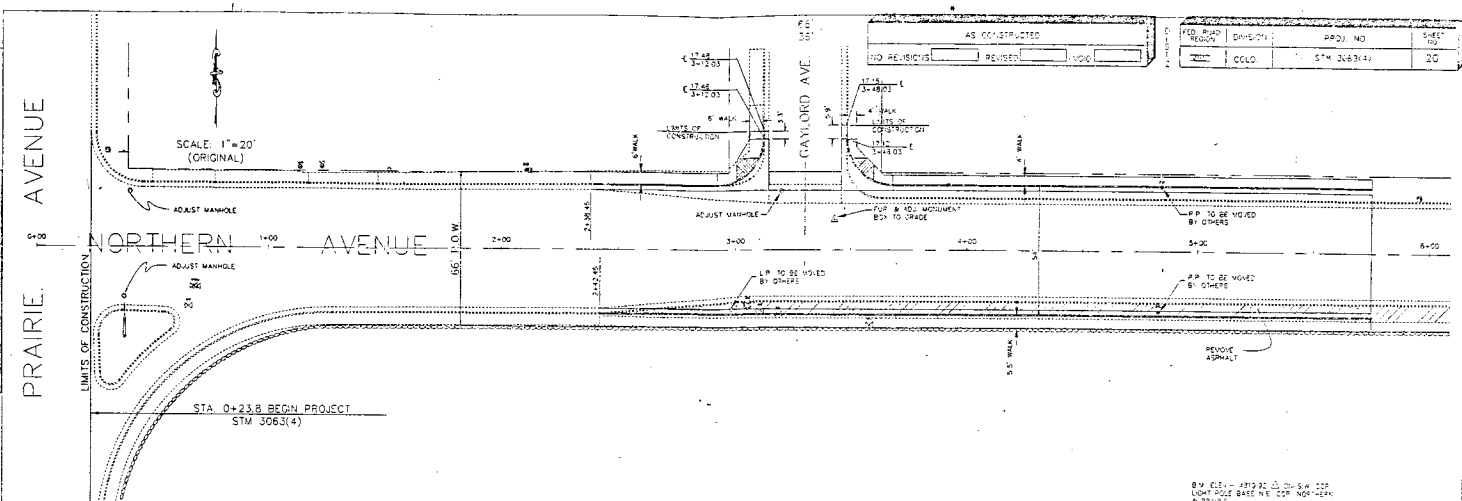
1"=10'

NO.	DATE	BY	CHKD.	REVISION
1	10/1/80	W. J. BERRY		1. PREPARED FOR THE CITY OF DENVER
2	10/1/80	W. J. BERRY		2. REVISED TO SHOW THE RESULTS OF THE FIELD SURVEY
3	10/1/80	W. J. BERRY		3. REVISED TO SHOW THE RESULTS OF THE FIELD SURVEY
4	10/1/80	W. J. BERRY		4. REVISED TO SHOW THE RESULTS OF THE FIELD SURVEY
5	10/1/80	W. J. BERRY		5. REVISED TO SHOW THE RESULTS OF THE FIELD SURVEY

NO.	DATE	BY	CHKD.	REVISION
1	10/1/80	W. J. BERRY		1. PREPARED FOR THE CITY OF DENVER
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3	10/1/80	W. J. BERRY		3. REVISED TO SHOW THE RESULTS OF THE FIELD SURVEY
4	10/1/80	W. J. BERRY		4. REVISED TO SHOW THE RESULTS OF THE FIELD SURVEY
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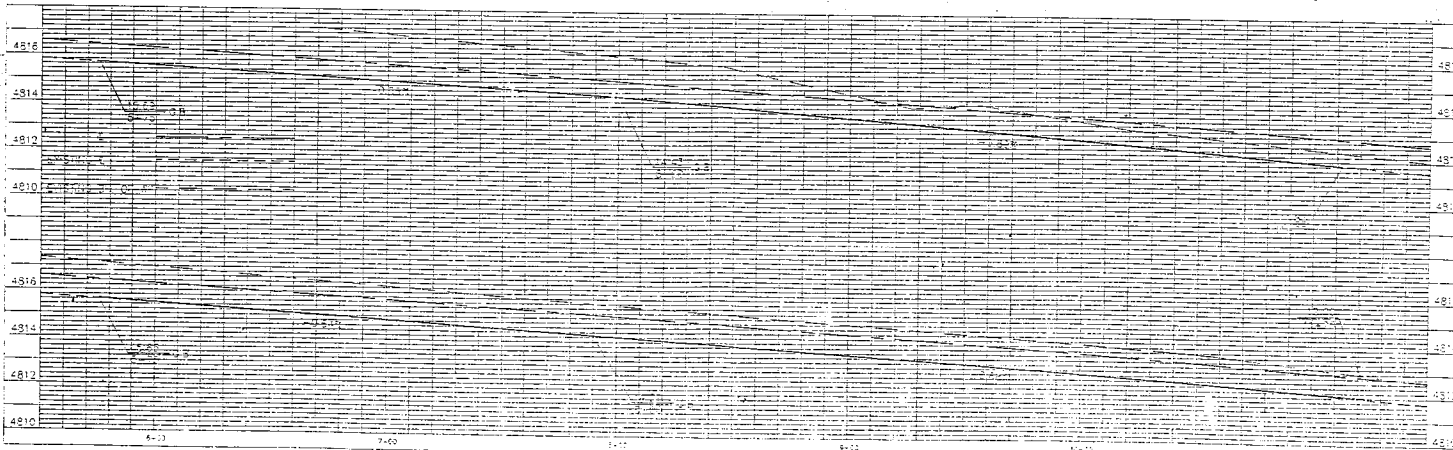
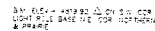
PRAIRIE AVENUE

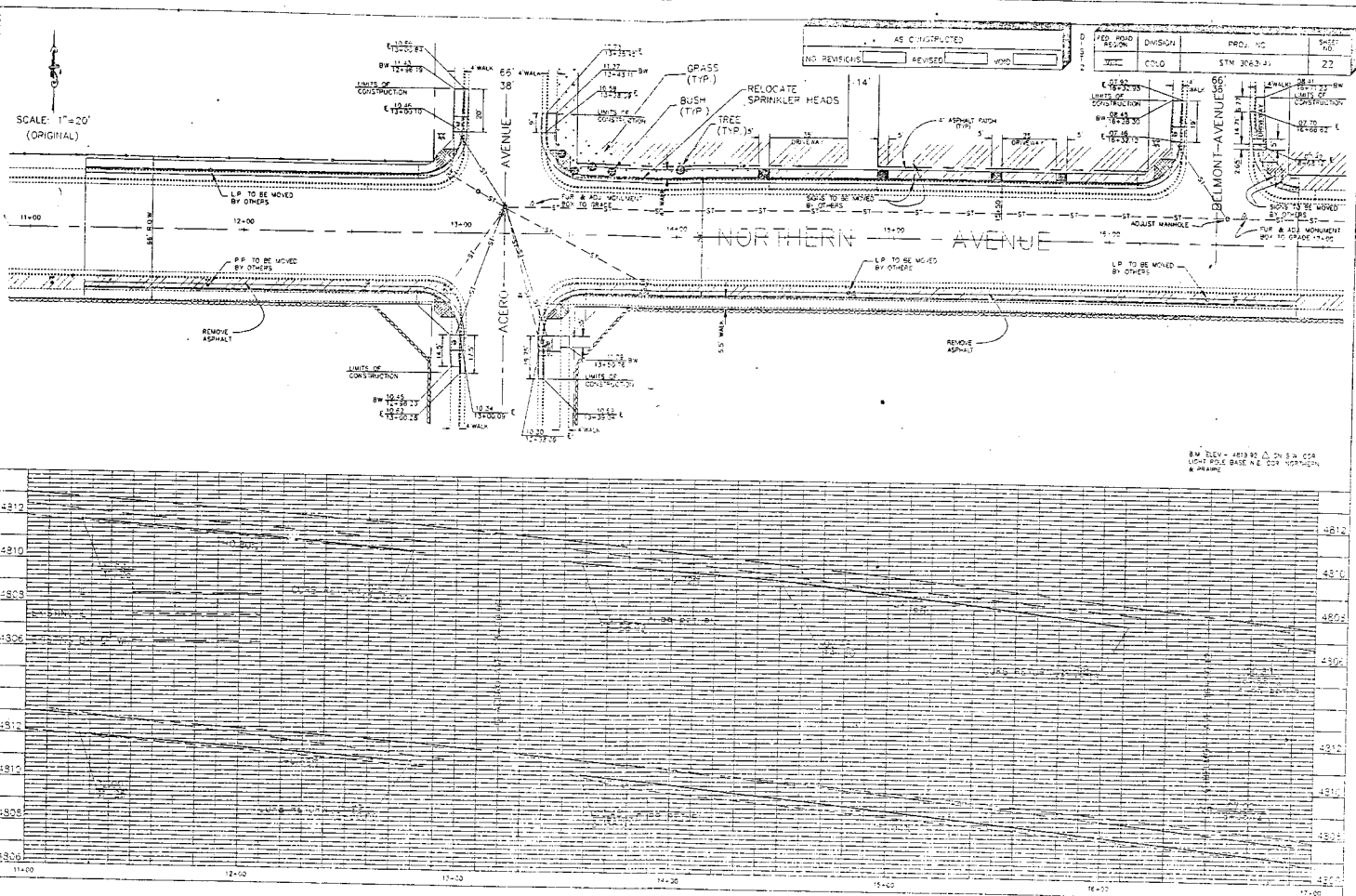
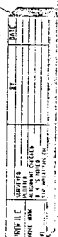
NORTHERN AVENUE



W. J. BERRY
10/1/80

DIST 2	FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.
		COLO	STM 3062(4)	21

[illegible]
$$\begin{aligned} \frac{\partial}{\partial t} \left(\frac{1}{2} \rho v^2 \right) &= - \nabla \cdot (\rho v \otimes v) + \rho v \cdot \nabla v \\ &= - \nabla \cdot (\rho v \otimes v) + \rho v \cdot \nabla v \end{aligned}$$



B.M. ELEV - 4819.92 Δ ON SW COR
LIGHT POLE BASE N.E. COR. NORTHERN
& PRAIRIE

$$A_{\alpha}^{\beta} = \frac{1}{2} \left(\frac{\partial}{\partial x^{\alpha}} \frac{\partial}{\partial x^{\beta}} + \frac{\partial}{\partial x^{\beta}} \frac{\partial}{\partial x^{\alpha}} \right) \phi$$



AS CONSTRUCTED		D I S T R I B U T I O N	FED. ROAD REGION	DIVISION	PROJ. NO.	SHEET NO.
NO. REVISIONS	REVISED		YR.	COLO.	STM 3063-4)	24

SCALE: 1"=20'
(ORIGINAL)

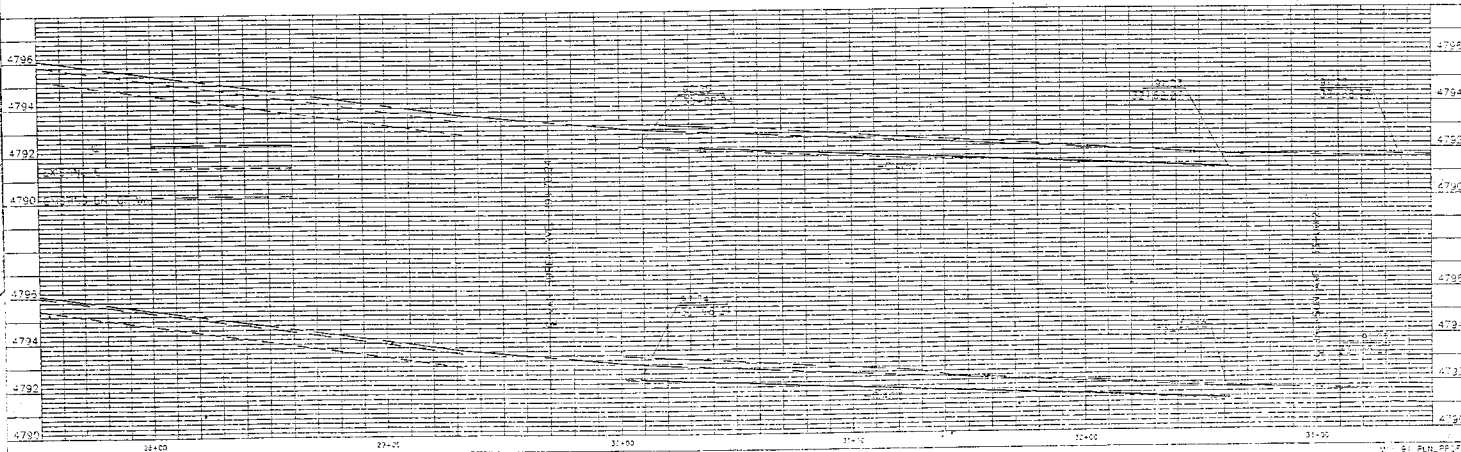
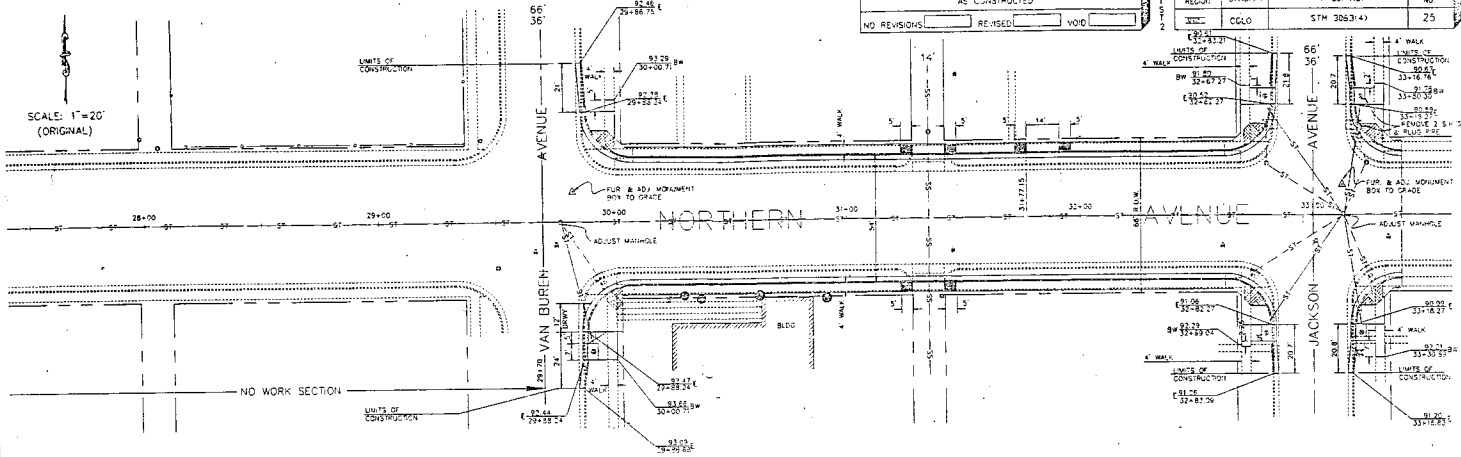
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SECTION	DATE	BY	CHKD
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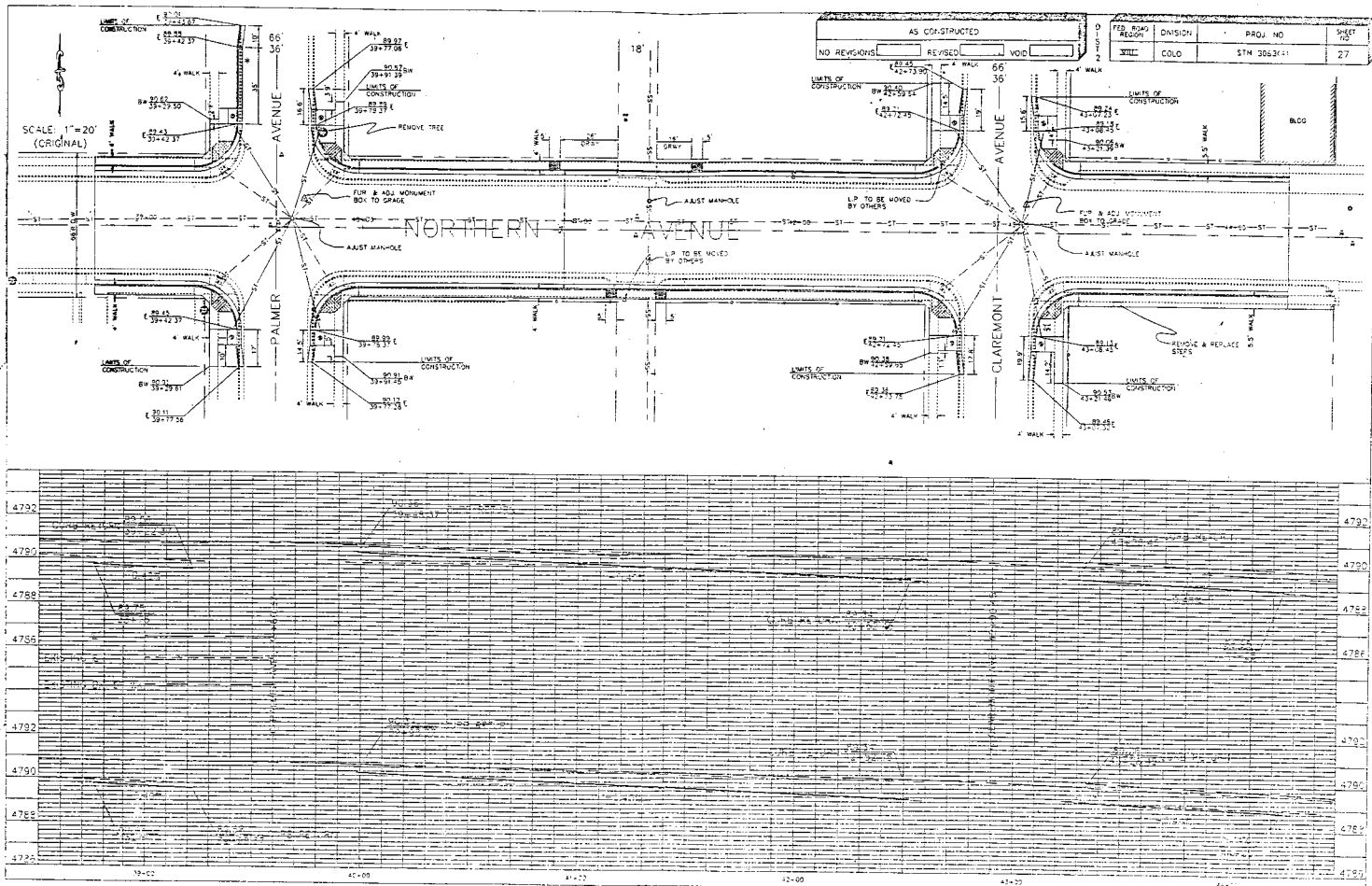
AS CONSTRUCTED

NO REVISIONS: REVISED: VOID:

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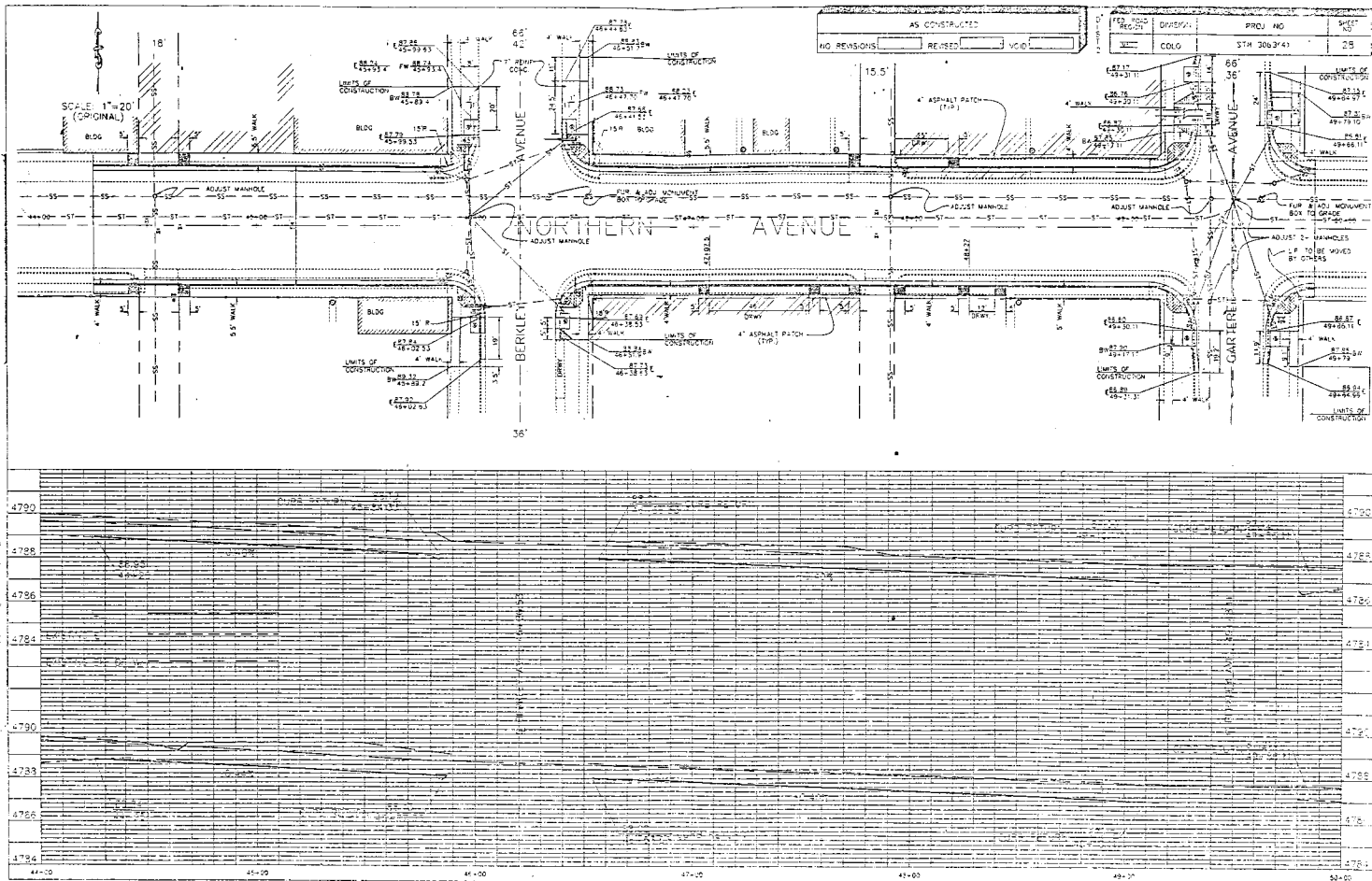






PLAN	SECTION	DATE	BY
AS CONSTRUCTED	AS CONSTRUCTED	1977	W. J. B.
NO REVISIONS	REVISION		

PLAN	SECTION	DATE	BY
AS CONSTRUCTED	AS CONSTRUCTED	1977	W. J. B.
NO REVISIONS	REVISION		



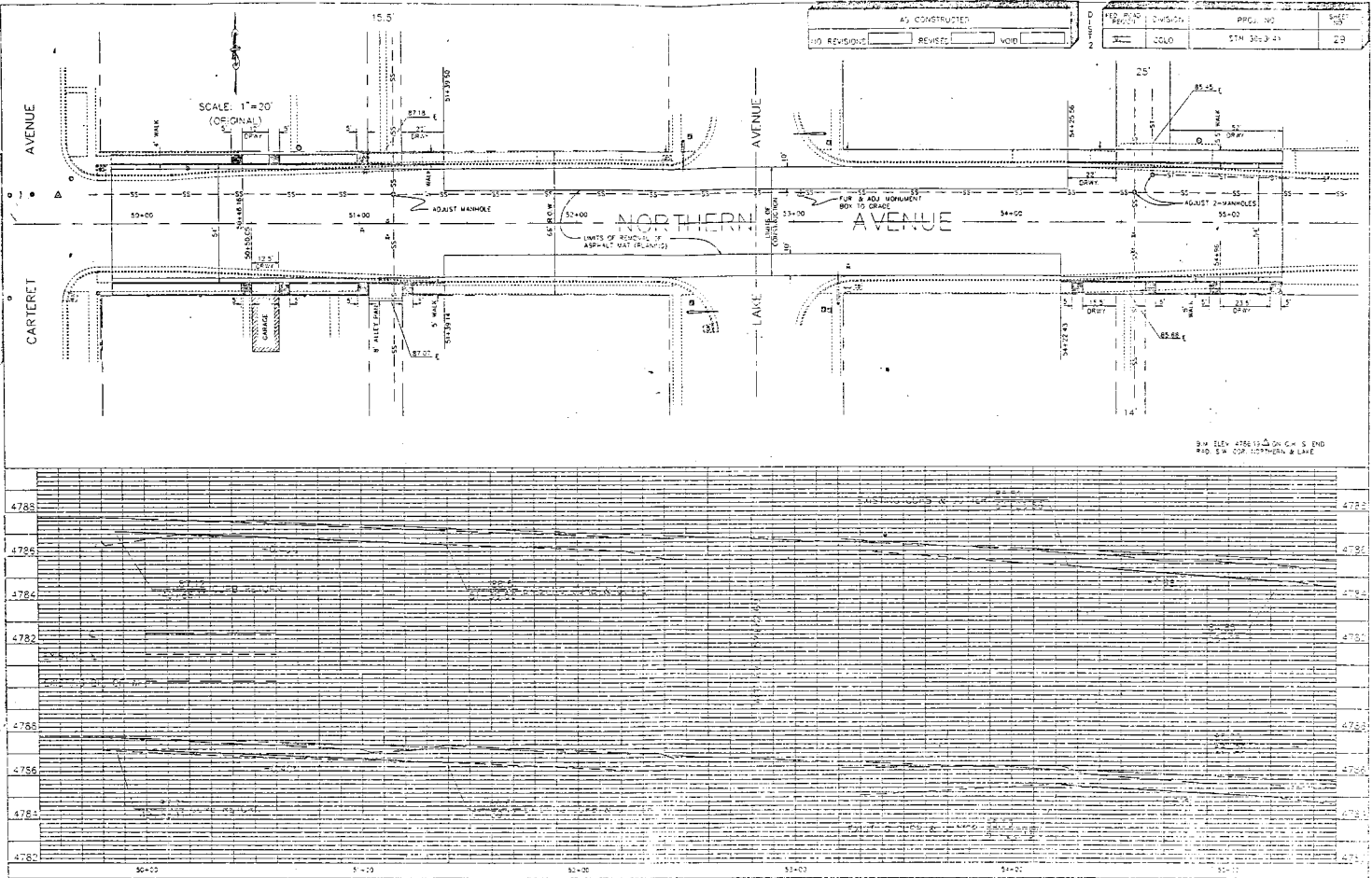
NO REVISIONS	REVISION	VOID

PROJ. NO.	DIVISION	COL.	STN.	DATE
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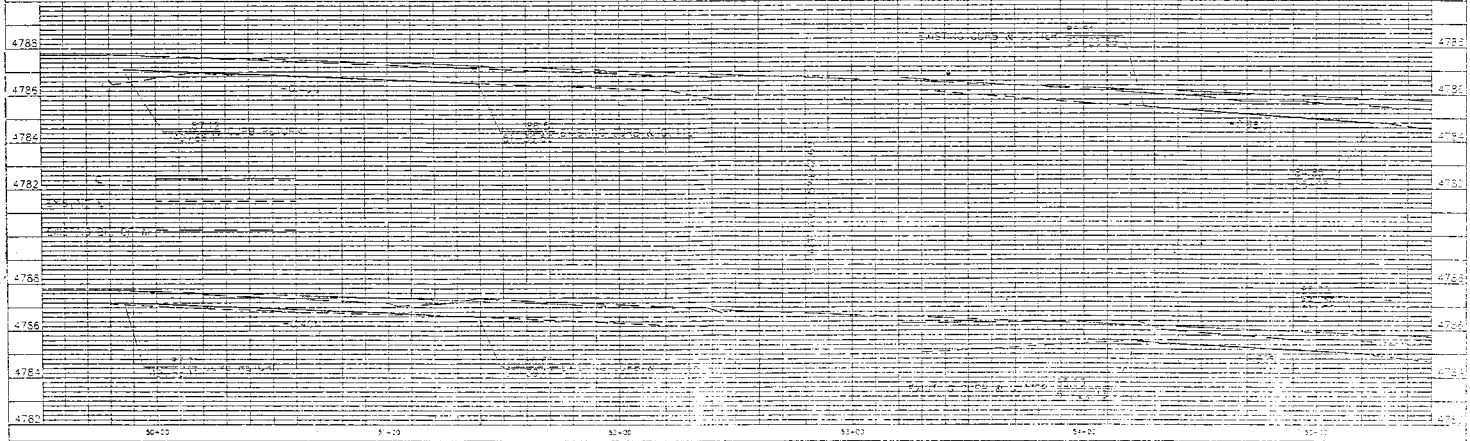
W. J. B. PLN. 1977
AS CONSTRUCTED

DATE	10/1/50
BY	W. H. HARRIS
CHECKED	W. H. HARRIS
SCALE	1"=20'
PROJECT	ST. 101.30
SECTION	101.30
DATE	10/1/50
BY	W. H. HARRIS
CHECKED	W. H. HARRIS

DATE	10/1/50
BY	W. H. HARRIS
CHECKED	W. H. HARRIS
SCALE	1"=20'
PROJECT	ST. 101.30
SECTION	101.30
DATE	10/1/50
BY	W. H. HARRIS
CHECKED	W. H. HARRIS

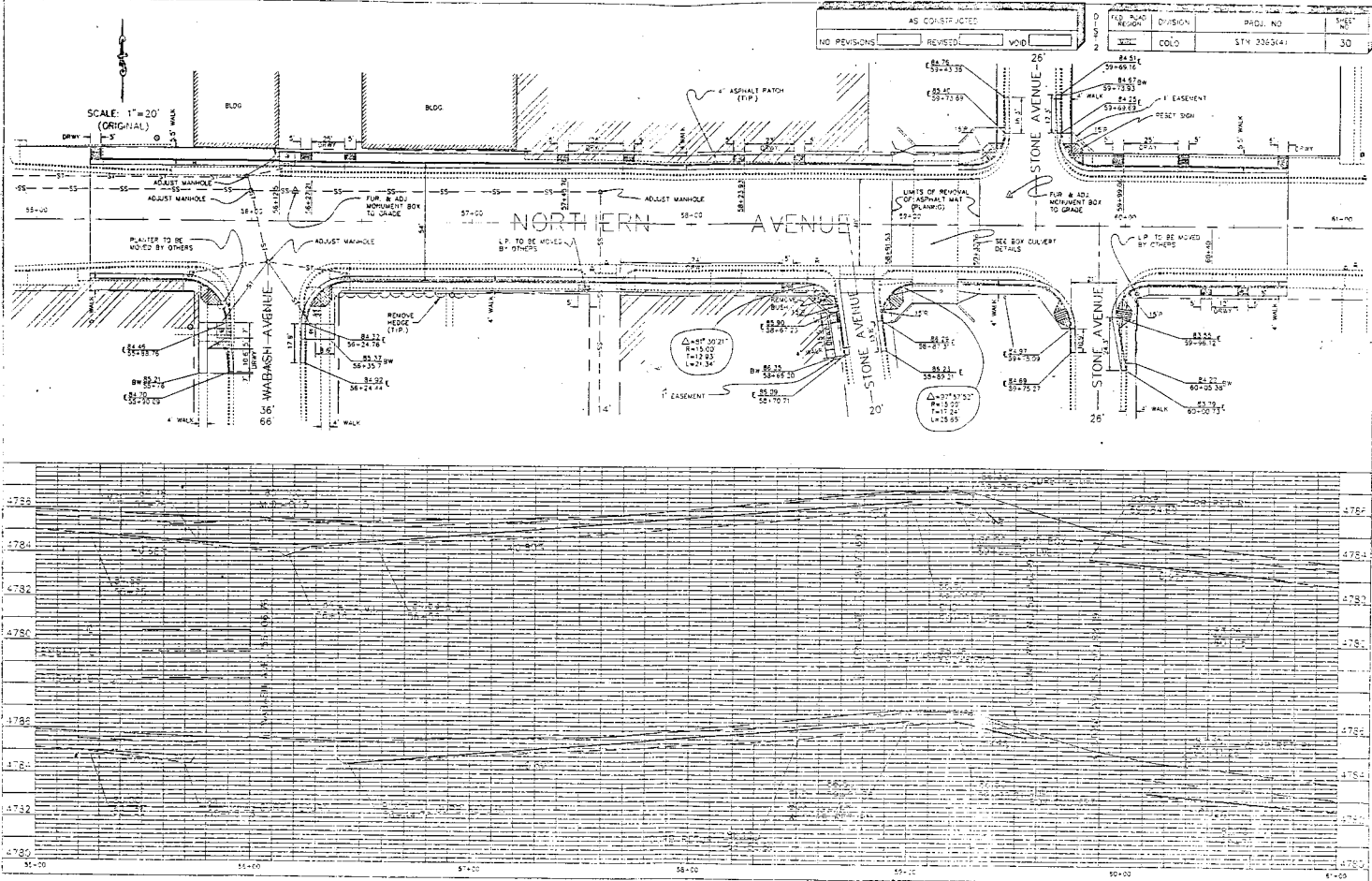


24' SIDE WALK ON CH & END
24' SIDE WALK ON NORTHERN & LAKE



NO.	DATE	BY	REVISION
1	10/1/50	J.E.	AS CONSTRUCTED
2	10/1/50	J.E.	REVISED
3	10/1/50	J.E.	VOID

NO.	DATE	BY	REVISION
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2	10/1/50	J.E.	REVISED
3	10/1/50	J.E.	VOID

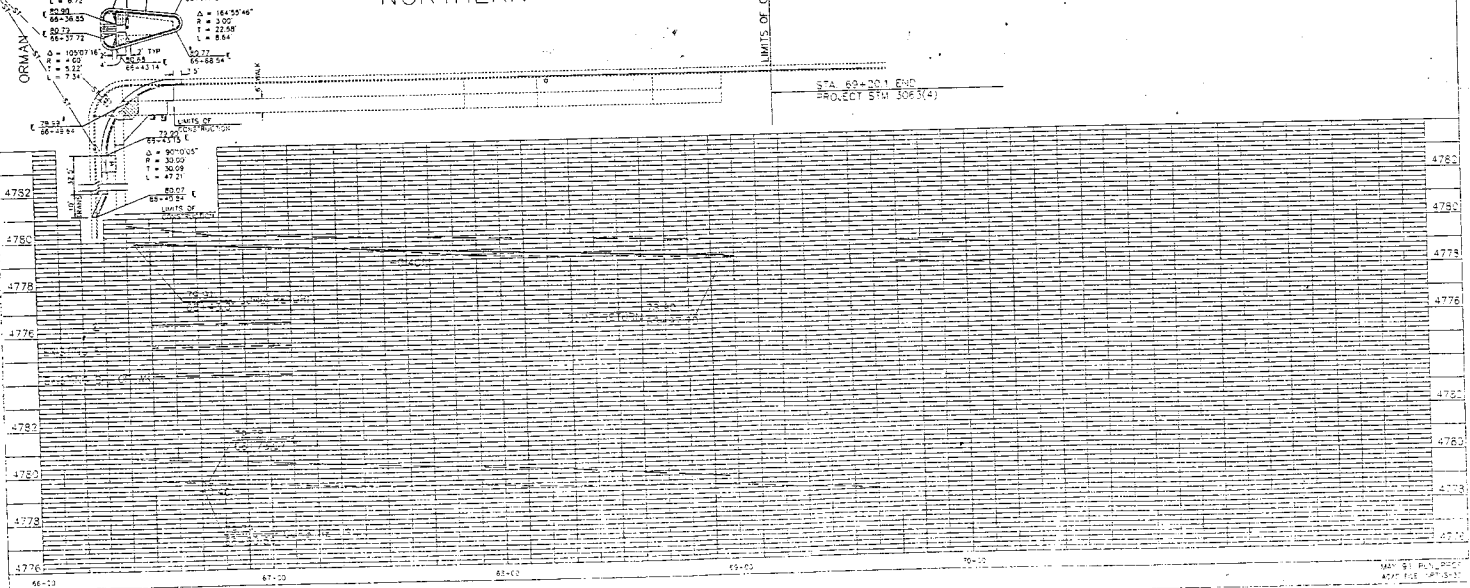
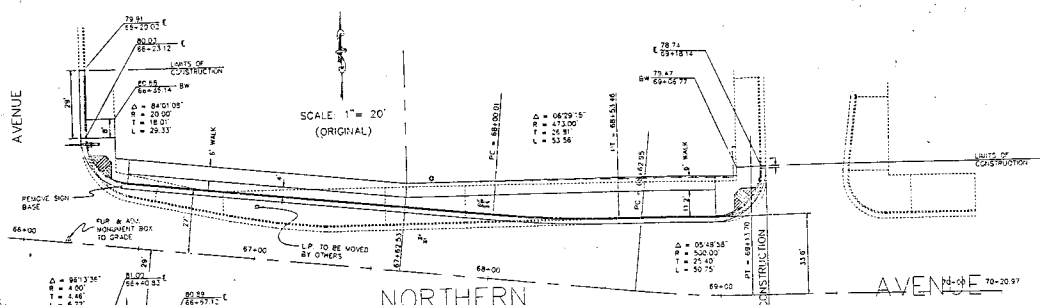


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PROJECT FILE	DATE	BY	CHKD	APP'D
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SAVED				
PLANS				
ALPHABETICALLY				
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