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COLORADO DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED FEDERAL AID SECONDARY PROJECT NO. S0001(16) STATE HIGHWAY NO. 51 (385) KIT CARSON COUNTY

SCALE OF ORIGINAL TRACINGS
ON PLAN 1 IN = 100 FT
ON PROFILE 1 IN = 100 FT HORIZONTAL
1 IN = 10 FT VERTICAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
NET LENGTH OF PROJECT = 28,794.2 FT = 5.453 MILES
GROSS LENGTH OF PROJECT = 28,949.8 FT = 5.482 MILES

FED ROAD DIV	DISTRICT	PROJ NO	SHEET NO	TOTAL SHEETS
9	COLO	S0001(16)	1	

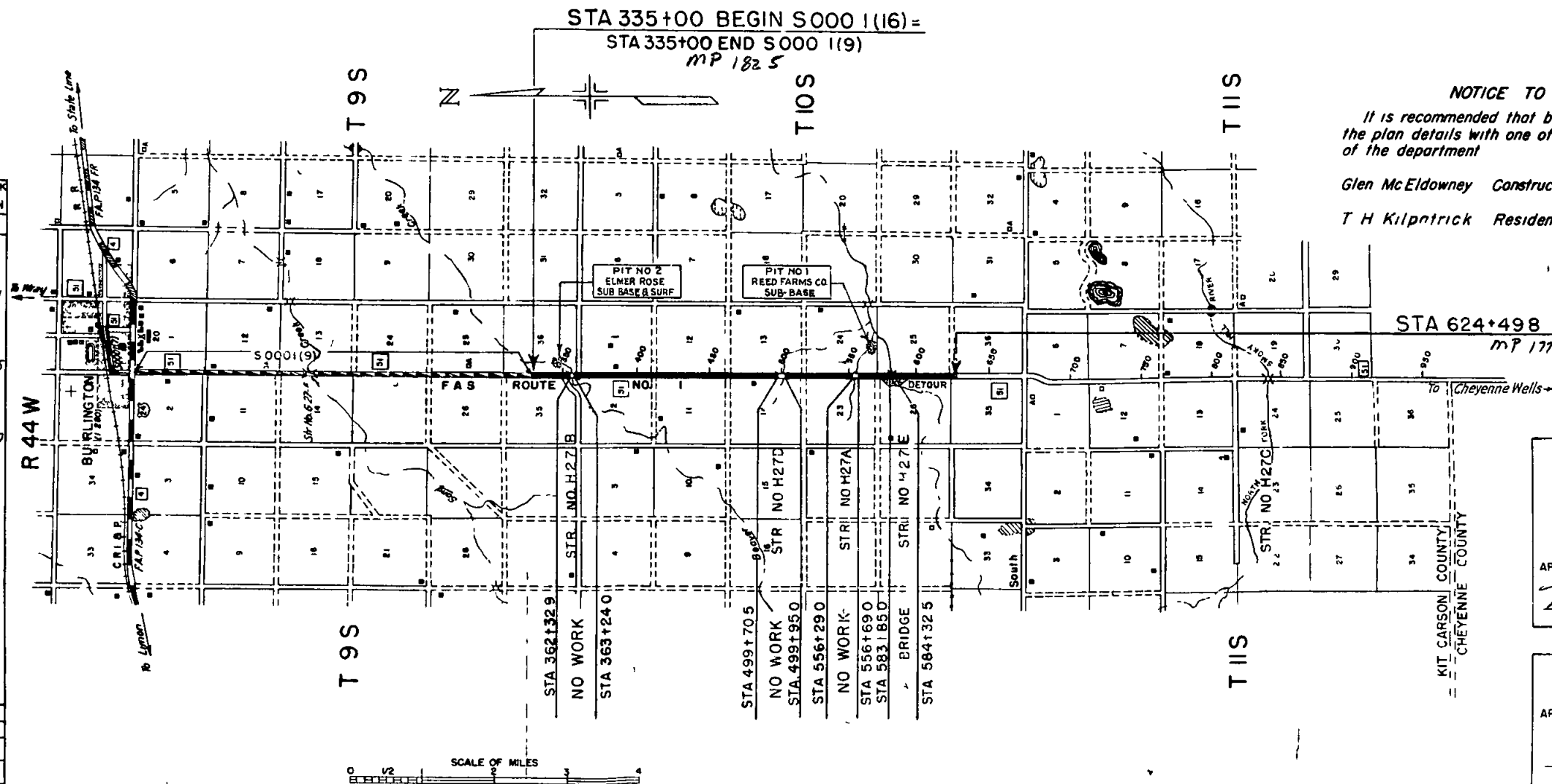
Rev 11-17-53 J.P.K.

CONVENTIONAL SIGNS

CENTER LINE
RIGHT OF WAY LINE
TOWNSHIP OR RANGE LINE T 9 S, R 44 W
SECTION LINE T 10 S, R 44 W
QUARTER SECTION LINE
CITY LIMITS
BARBED WIRE FENCE
WOVEN WIRE-COMBINATION FENCE
TELEPH & TELEG LINE
POWER LINE
PRESENT ROAD (Plan Sheet)
DETOUR

TABULATION OF LENGTH & DESIGN DATA

STATION	DESCRIPTION	ROADWAY LIN FT	BRIDGES LIN FT	LOADING	NO WORK SECTION LIN FT
335+00.0	BEGIN S0001(16) END S0001(9)	27329			
362+32.9	Bridge End, End Work Beaver Creek				911
363+240	Bridge End, Beg Work	13646.5			
499+70.5	Bridge End, End Work				245
499+950	Bridge End, Beg Work	5634.0			
556+290	Bridge End, End Work				400
556+690	Bridge End, Beg Work				
583+850	Bridge End	27160			
584+325	Bridge End		475		
624+498	End S0001(16)	40173			
TOTALS		287467	475		1556
SUMMARY					
ROADWAY					
BRIDGES					
NET LENGTH S0001(16)		287467			5.444
NO WORK SECTION		475			0.009
GROSS LENGTH S0001(16)		287942			5.453
DESIGN DATA					
Maximum Degree of Curve					1.00
Maximum Grade					3.20%
Minimum Sight Distance Horizontal					1300
Minimum Sight Distance Vertical					605
Maximum Design Speed					60 MPH



NOTICE TO BIDDERS

It is recommended that bidders on this Project go over the plan details with one of the following field representatives of the department

Glen McEldowney Construction Engineer, Denver, Colo.
T H Kilpatrick Resident Engineer, Burlington, Colo.

COLORADO DEPARTMENT OF HIGHWAYS	
APPROVED <i>Mark E. Watkins</i> CHIEF ENGINEER	10-22-53 DATE

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED	DATE
DISTRICT ENGINEER	

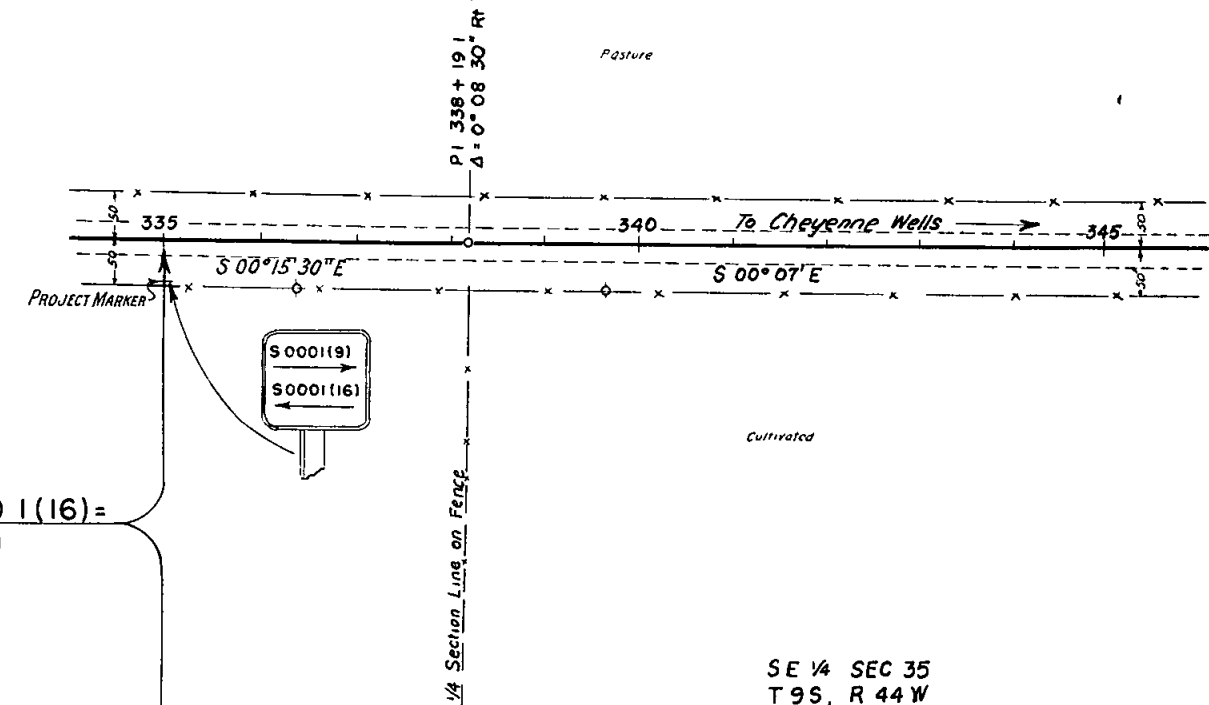
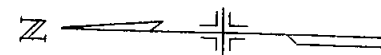
NOTE
Alignment and Grades as shown are subject to modification during construction after approval by the Denver Office

Soil data shown on the plans is obtained from best available testing laboratory information. This information is shown for convenience of the Contractor and the Department does not guarantee the accuracy of these tests. If materials not conforming to the data on plans are encountered during construction, the grading plan shown on plans will be modified where necessary to secure dense, stable embankments

Timber Guard Posts, See Sheet No 3

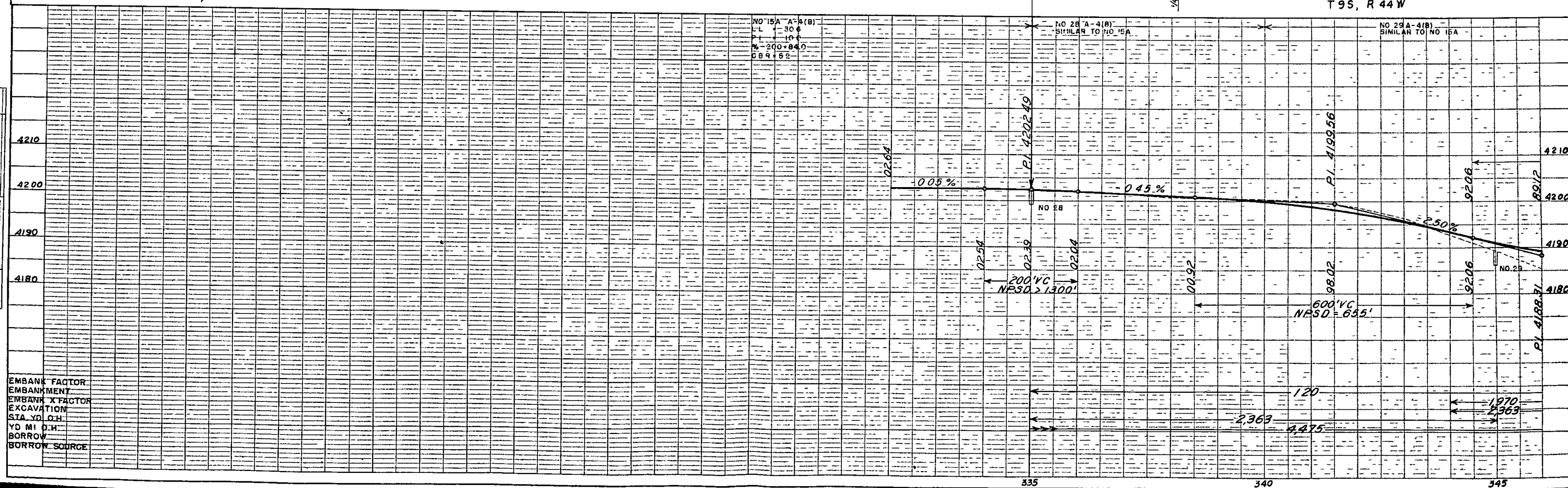
FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO	S0001(16)	16	

SW 1/4 SEC 36
T 9 S, R 44 W



STA 335+00 BEGIN S0001(16)=
STA 335+00 END S0001(9)

SE 1/4 SEC 35
T 9 S, R 44 W

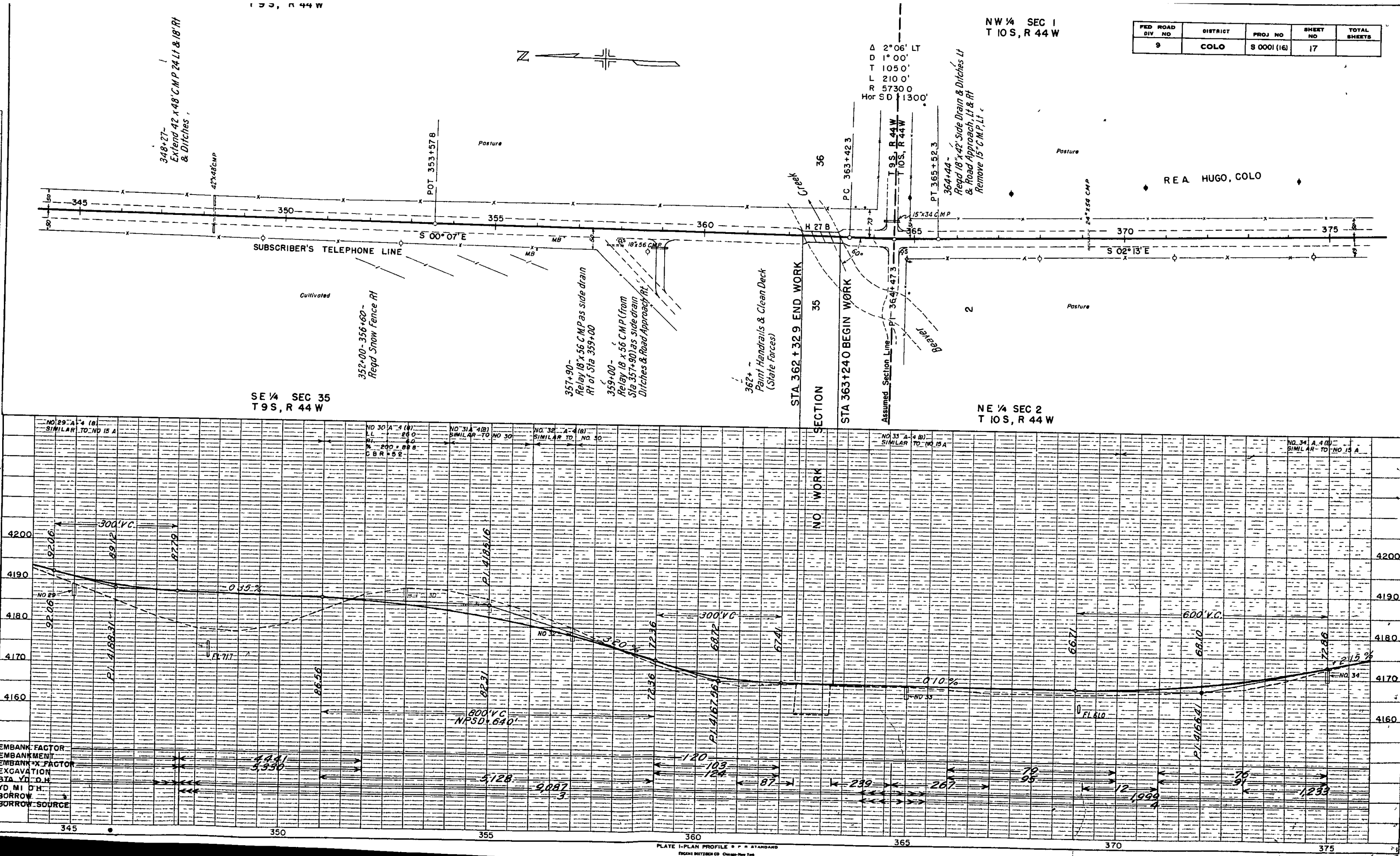


EMBANK FACTOR
EMBANKMENT
EMBANK X FACTOR
EXCAVATION
STA. YD. O.H.
YD. MI. O.H.
BORROW
BORROW SOURCE

PLAN	DATE
NO. 15768	
NOTED	DATE
NO. 15768	

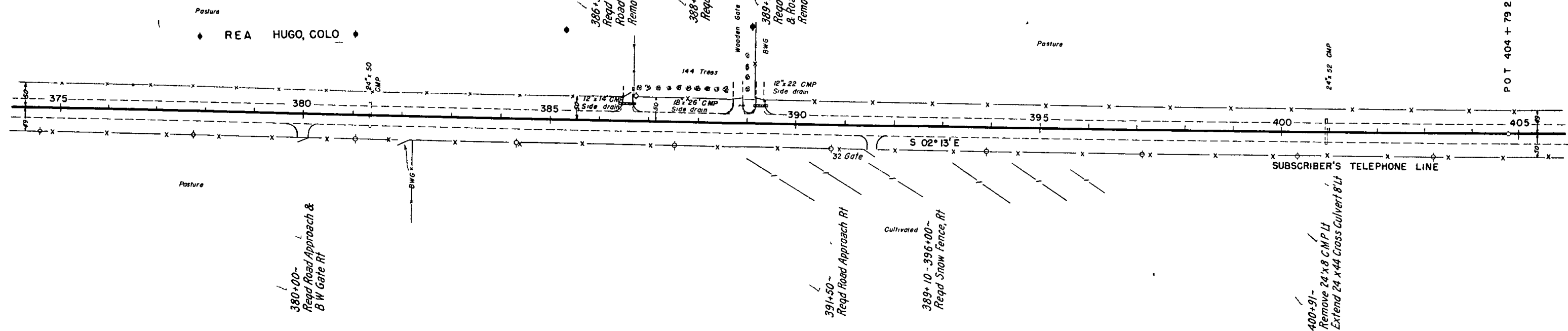
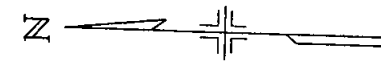
PROFILE	DATE
NO. 15768	
NOTED	DATE
NO. 15768	

EMBANKMENT
EXCAVATION
STA. YD. O.H.
YD. M.I. O.H.
BORROW SOURCE



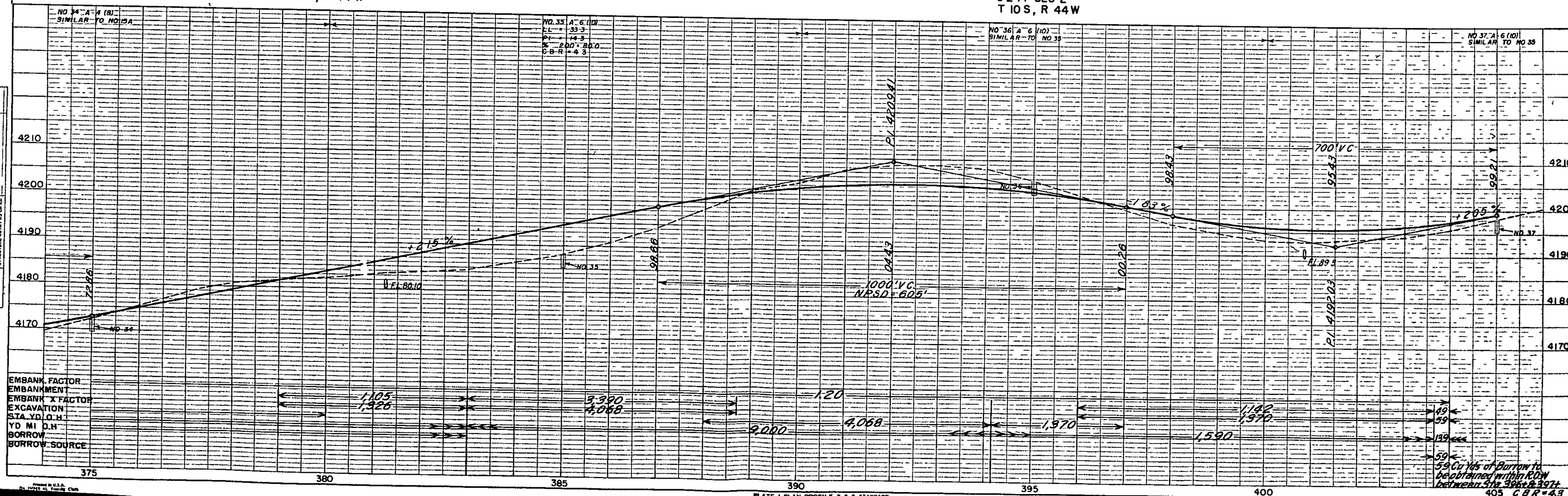
SW 1/4 SEC 1
T 10S, R 44W

FED ROAD DIV NO	DISTRICT	PROJ NO	SHEET NO	TOTAL SHEETS
9	COLO	S 0001 (16)	18	



NE 1/4 SEC 2
T 10 S, R 44 W

SE 1/4 SEC 2
T 10 S, R 44 W



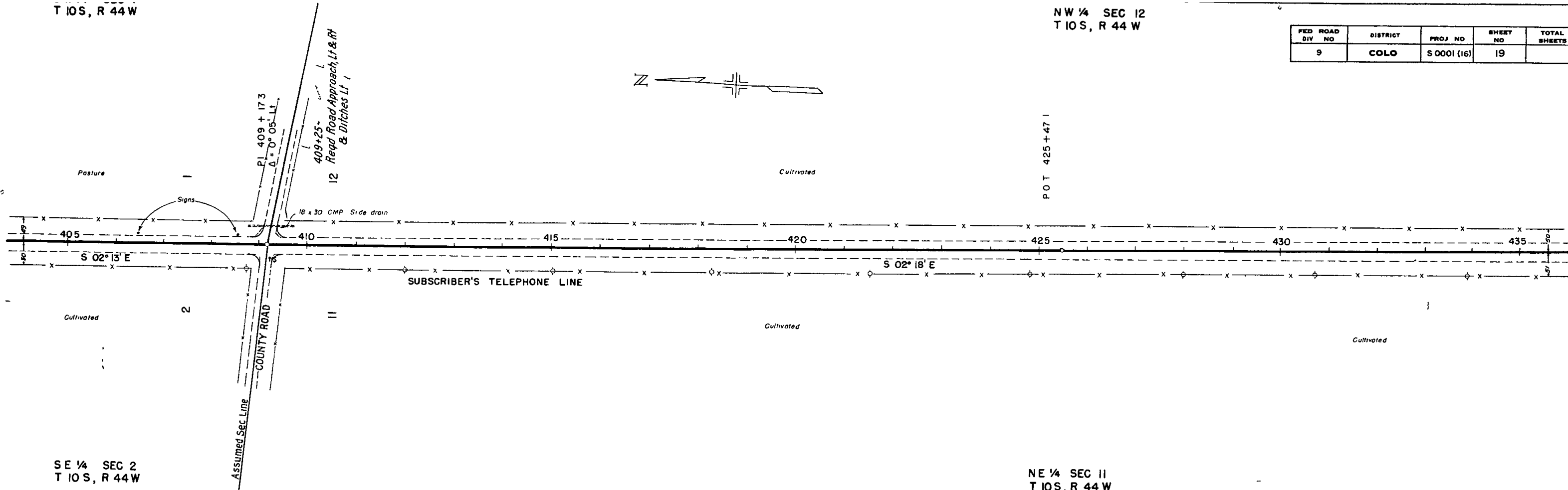
be obtained within R.O.W.
between Sta. 396+0-397+0
405 CBR=4

T 10 S, R 44 W

NW 1/4 SEC 12
T 10 S, R 44 W

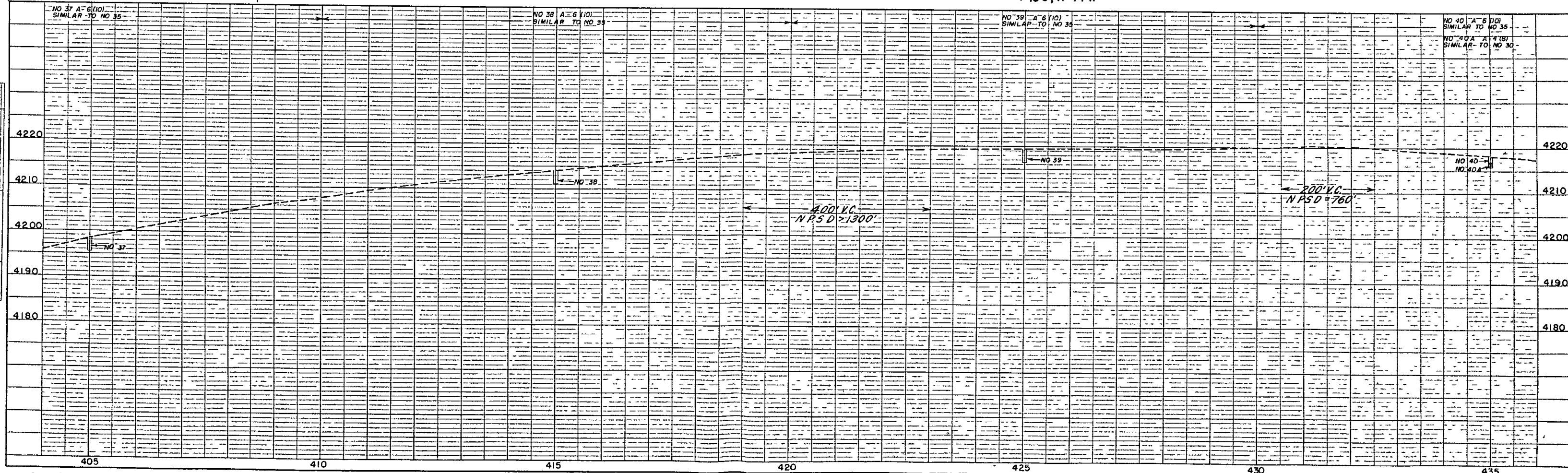
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9	COLO.	S 0001 (16)	19	

DATE	BY
7-2-56	J. J.
SURVEYED	
NOTED	
NO. 17356	



SE 1/4 SEC 2
T 10 S, R 44 W

NE 1/4 SEC 11
T 10 S, R 44 W



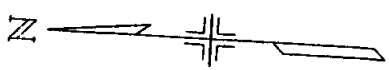
DATE	BY
7-2-56	J. J.
SURVEYED	
NOTED	
NO. 17356	

PLATE 1 PLAN PROFILE

PLATE 1 PLAN PROFILE

PLATE 1 PLAN PROFILE

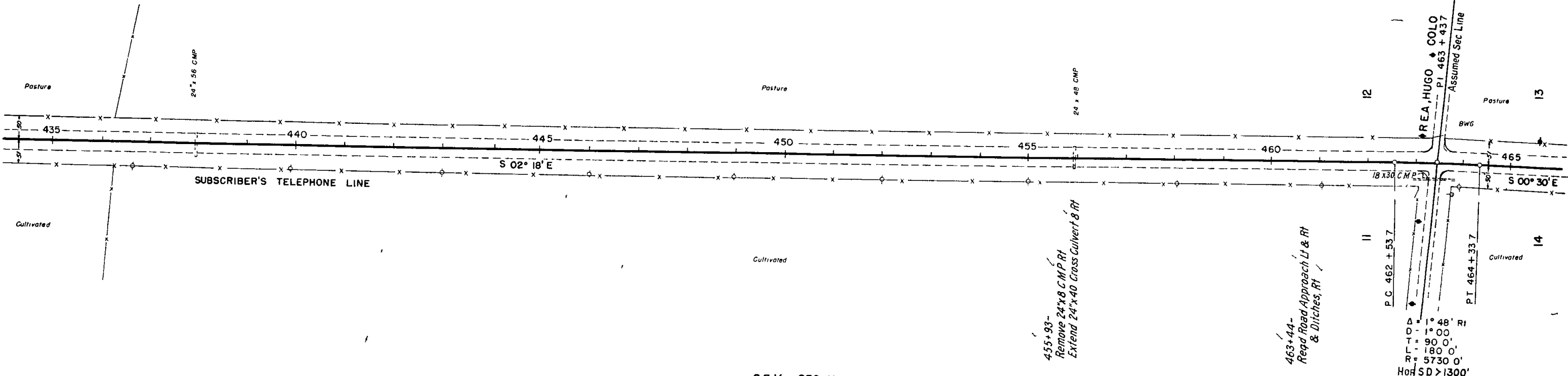
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T 10S, R 44W



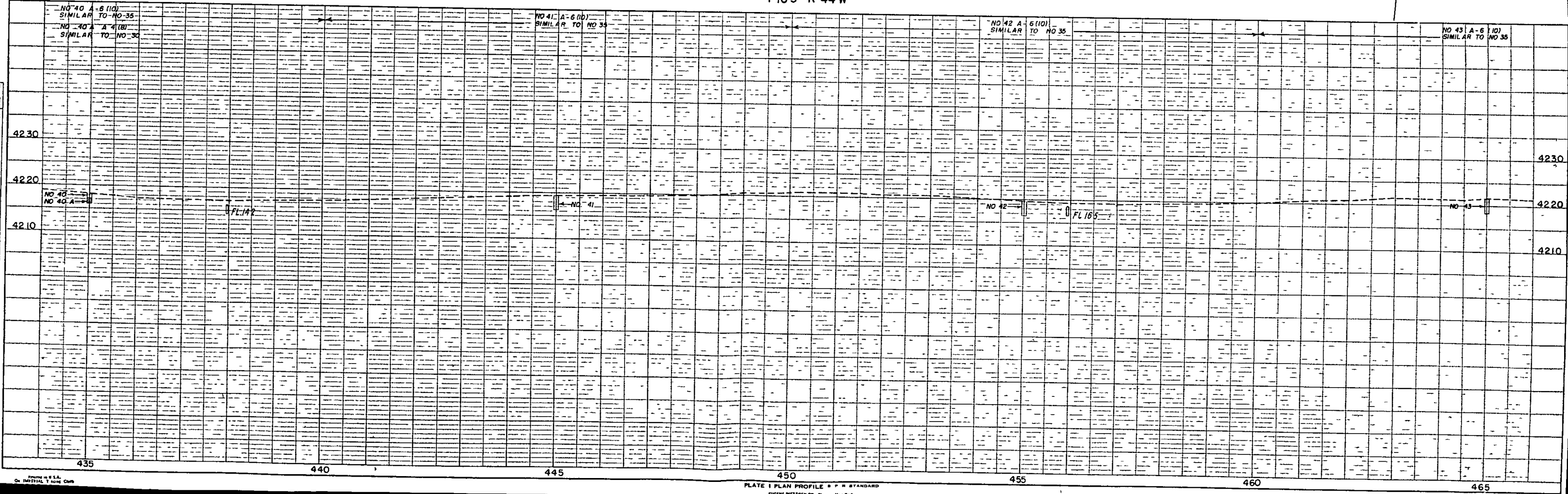
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9	COLO	S 0001 (16)	20	

PLAN	NO. 15768	SURVEYED NOTE BOOK ALIGNED CHECKED BY	DATE

PROFILE	NO. 17356	SURVEYED NOTE BOOK STRUCTURE NOT AT 100' ON RD	DATE



SE 1/4 SEC 11
T 10S R 44W



FED ROAD DIV NO	DISTRICT	PROJ NO	SHEET NO	TOTAL SHEETS
9	COLO	S 0001(16)	21	

486+75~
Req'd Road Approach Lt & Rt
& Ditches, Lt & Rt

$$\Delta = 0.05'R$$

Cultivated

POT 476 + 19 8

REA HUGO, X COLO

SUBSCRIBER'S TELEPHONE LINE

Pasture

Cultivated

Grave
of

Stucco House

Timber Windbreak

Corral

x ○ *Silo*

 **BARN**

S.E 1/4 SEC 14
T 10 S, R 44 W

NO 43-A-6 (10)
SIMILAR NO 35

NO. 44-A-6 (10)
SIMILAR TO NO. 35

NO-45-A	6 (10)
EL	32 6

NO 46-A-6 (10)

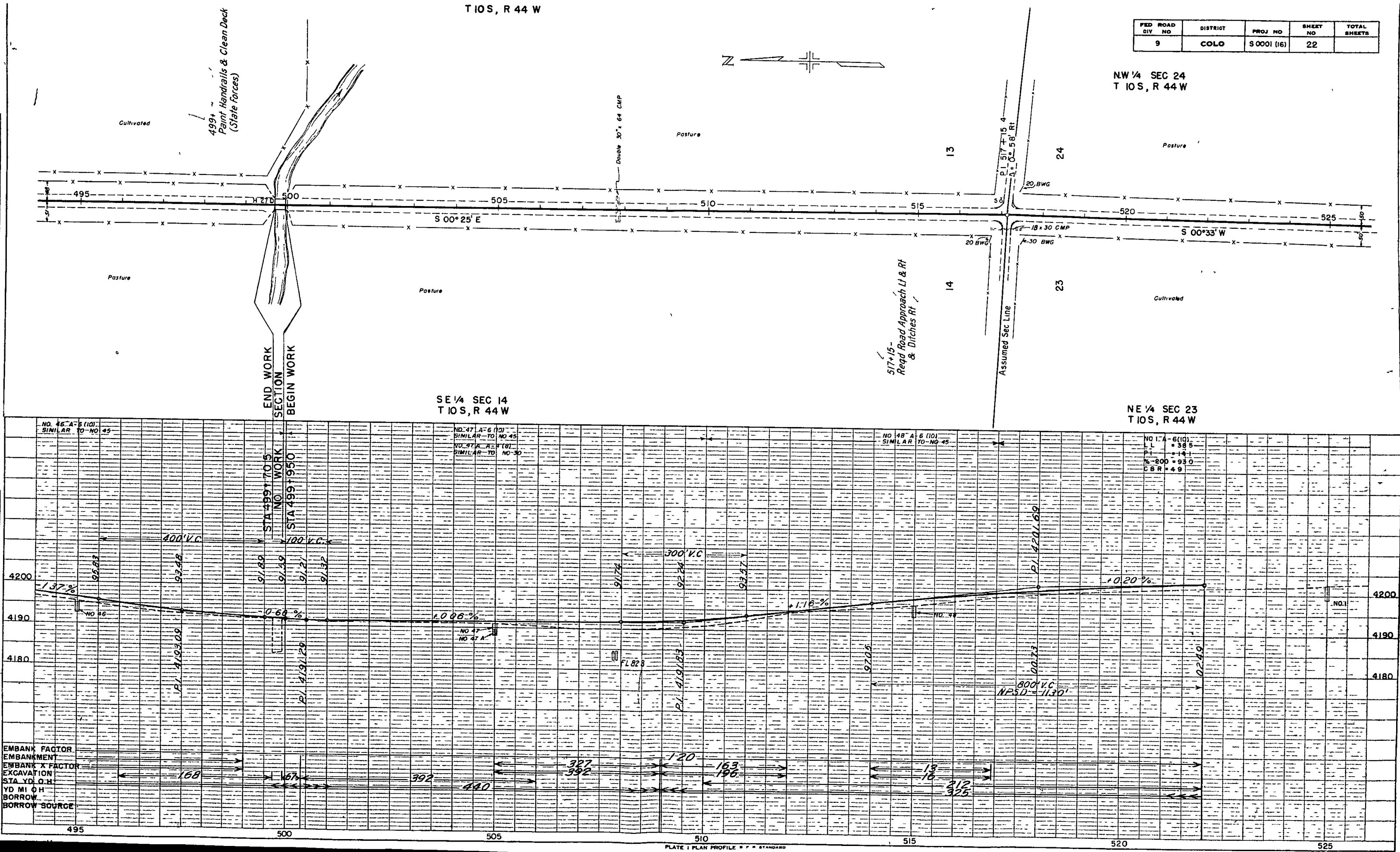
EMBANK FACTOR	
EMBANKMENT	
EMBANK X FACTOR	
EXCAVATION	
STA YD O'H	
YD MI O'H	
BORROW	
BORROW SOURCE	

PLATE I PLAN PROFILE B F R STANDARD
GLEN DITZCOIL CO. Chicago-New York

Printed in U.S.A.
On IMPERIAL Typing Cloth

DATE
BY
SURVEYED
PLANNED
NOTED
NO. 15766

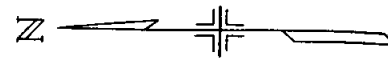
DATE
BY
SURVEYED
PLANNED
NOTED
NO. 15766



NW 1/4 SEC 24
T 10 S, R 44 W

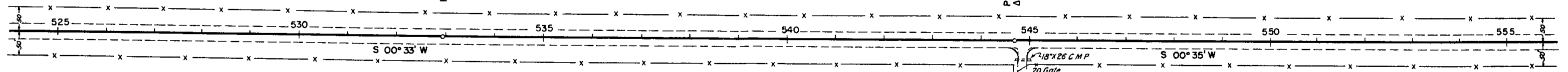
SW 1/4 SEC 24
T 10 S, R 44 W

FED ROAD DIV NO	DISTRICT	PROJ NO	SHEET NO	TOTAL SHEETS
9	COLO	S 0001 (16)	23	



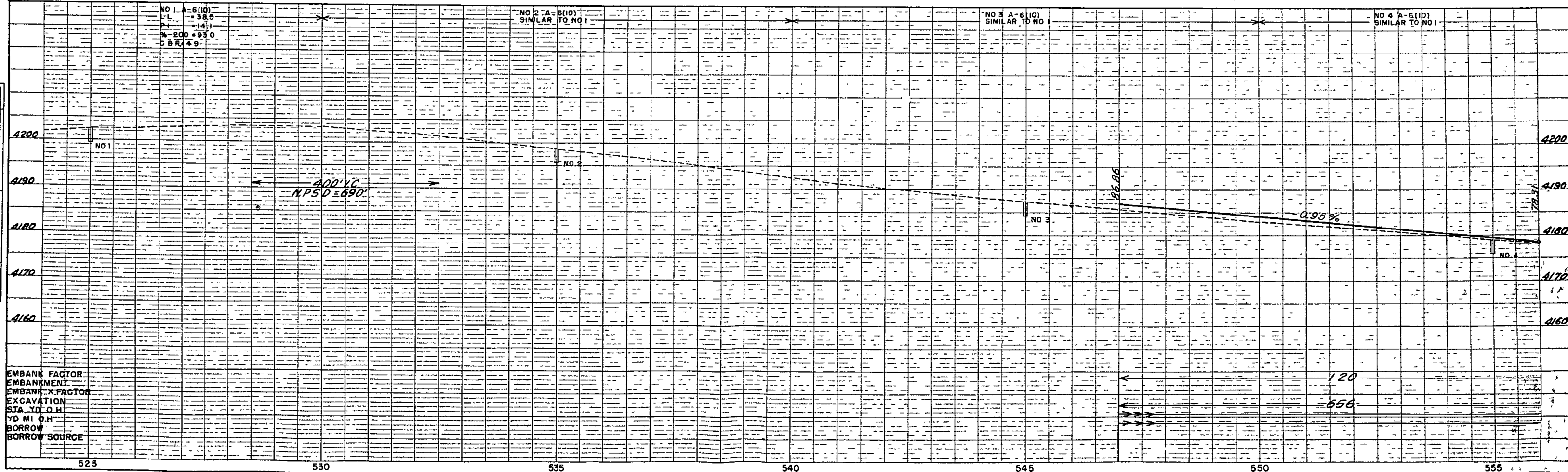
POT 532 + 95.3

PI 544 + 71.2
 $\Delta = 0^\circ 02' R$



NE 1/4 SEC 23
T 10 S, R 44 W

SW 1/4 SEC 23
T 10 S, R 44 W

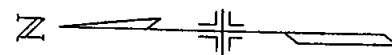


EMBANK FACTOR
EMBANKMENT
EMBANK X FACTOR
EXCAVATION
STA YD O.H.
YD MI O.H.
BORROW
BORROW SOURCE

SW 1/4 SEC 24
T 10S, R 44W

NW 1/4 SEC 25
T 10S, R 44W

FED ROAD DIV NO	DISTRICT	PROJ NO	SHEET NO	TOTAL SHEETS
9	COLO	S 0001(16)	24	



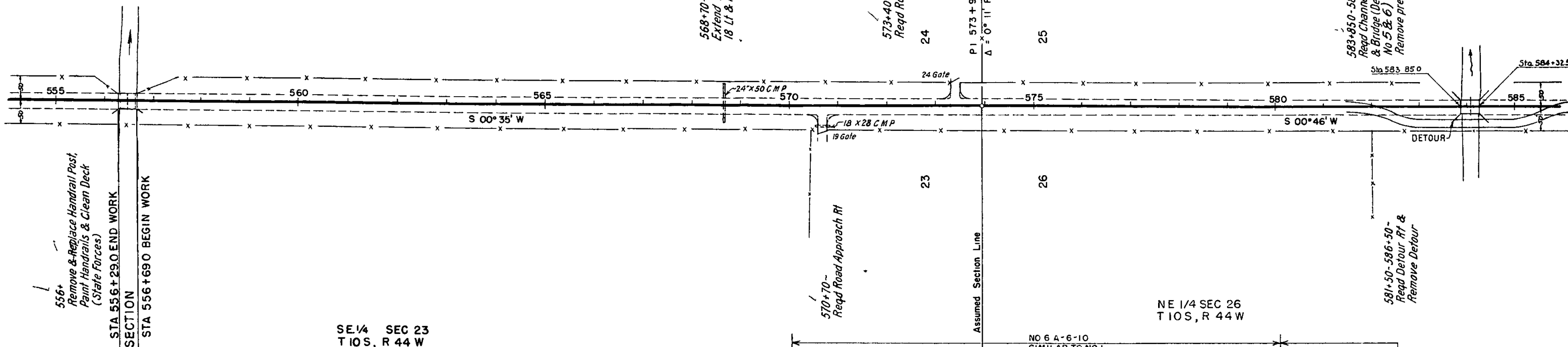
568+70-
Extend 24 x 50 Cross Culvert
18 Lt & 12 Rt

573+40-
Regd Road Approach Lt

PI 573+97.1
 $\Delta = 0^\circ 11' 11''$

583+850-584+32.5-
Regd Channel Improvement
& Bridge (Details on Sheet
No 5 & 6)
Remove present Bridge

581+50-586+50-
Regd Detour Rt &
Remove Detour



SE 1/4 SEC 23
T 10S, R 44W

NE 1/4 SEC 26
T 10S, R 44W

STRUCTURE NOTES FOR BRIDGE STA 583+850 to 584+32.5 STR NO H-27-E

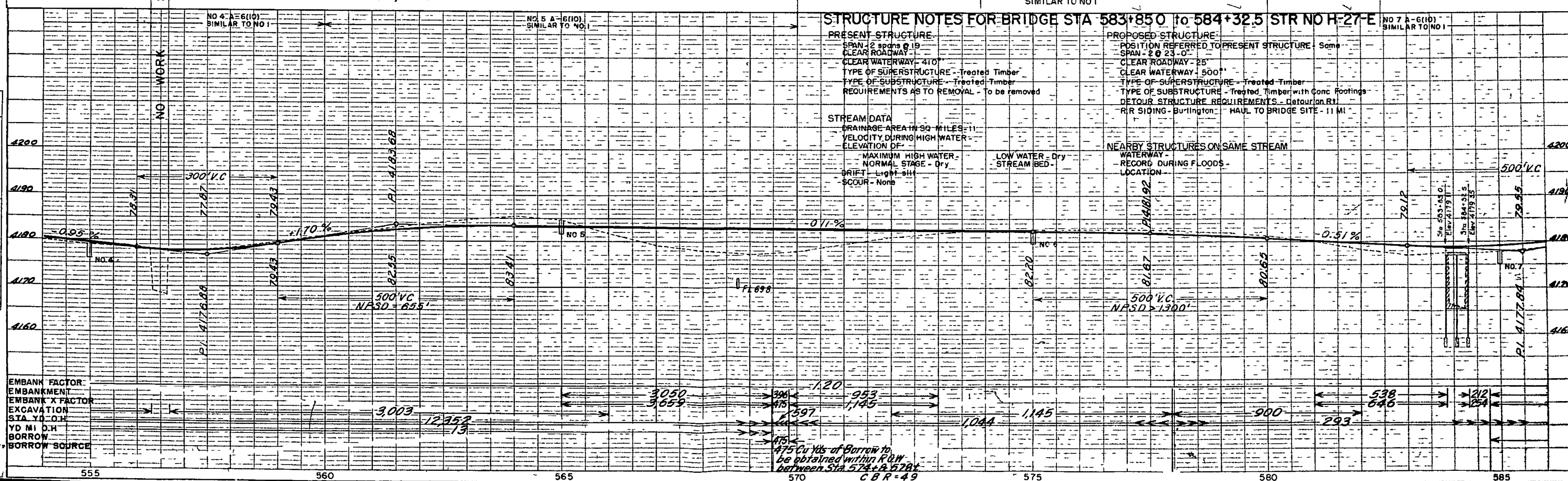
PRESENT STRUCTURE:
SPAN - 2 spans @ 19'
CLEAR ROADWAY - 410'
CLEAR WATERWAY - 410'
TYPE OF SUPERSTRUCTURE - Treated Timber
TYPE OF SUBSTRUCTURE - Treated Timber
REQUIREMENTS AS TO REMOVAL - To be removed

STREAM DATA:
DRAINAGE AREA IN SQ. MILES - 11
VELOCITY DURING HIGH WATER -
ELEVATION OF -
MAXIMUM HIGH WATER -
NORMAL STAGE - Dry
DRIFT - Light silt
SCOUR - None

LOW WATER - Dry
STREAM BED -

PROPOSED STRUCTURE:
POSITION REFERRED TO PRESENT STRUCTURE - Same
SPAN - 2 @ 23'-0"
CLEAR ROADWAY - 25'
CLEAR WATERWAY - 500'
TYPE OF SUPERSTRUCTURE - Treated Timber
TYPE OF SUBSTRUCTURE - Treated Timber with Conc. Footings
DETOUR STRUCTURE REQUIREMENTS - Detour on Rt
R/R SIDING - Burlington - HAUL TO BRIDGE SITE - 11 MI

NEARBY STRUCTURES ON SAME STREAM:
WATERWAY -
RECORD DURING FLOODS -
LOCATION -

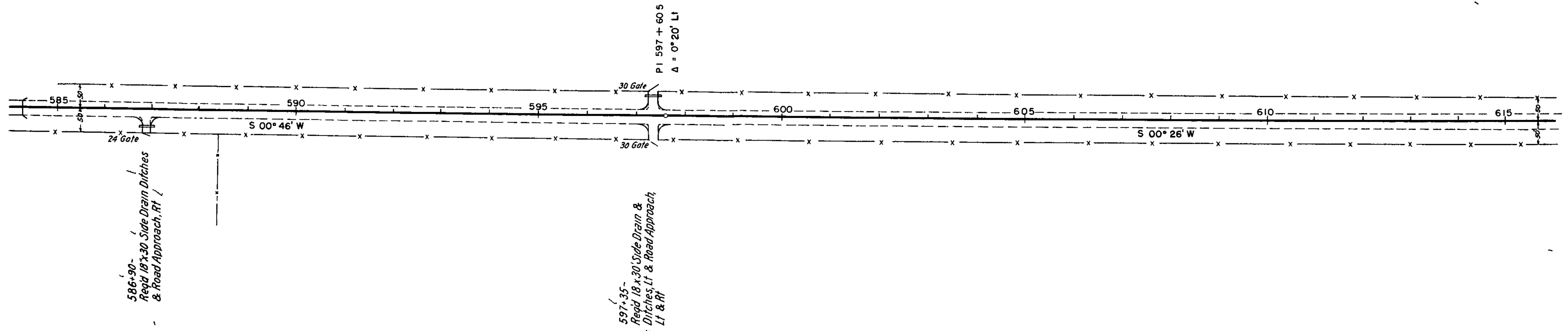


475 Cu Yds of Borrow to
be obtained within R.O.W.
between Sta 574+2 & 578+4
C.B.R. = 4.9

PLATE 1 PLAN PROFILE & P.R. STANDARD
EUGENE BRITZLER CO. Chicago-New York

Printed by 913 A
On Macmillan 11 x 17 inch paper

SW 1/4 SEC 25
T 10S, R 44 W



NE 1/4 SEC 26
T 10 S, R 44 W

SE 1/4, SEC 26
T 10 S, R 44 W

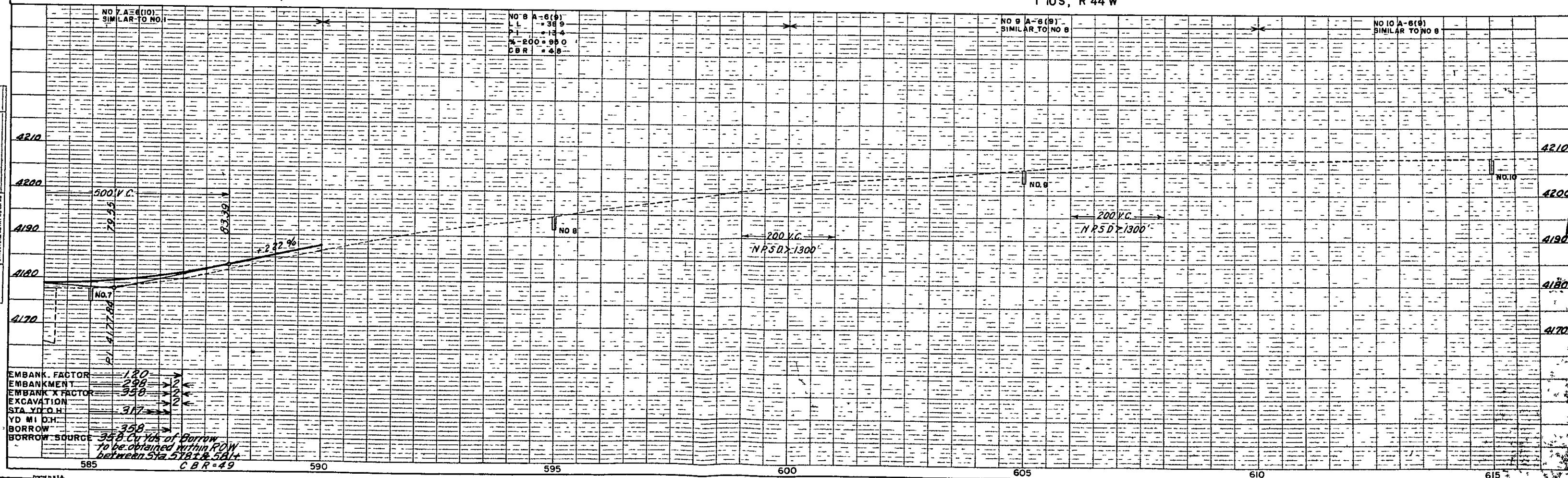
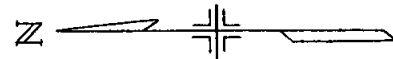
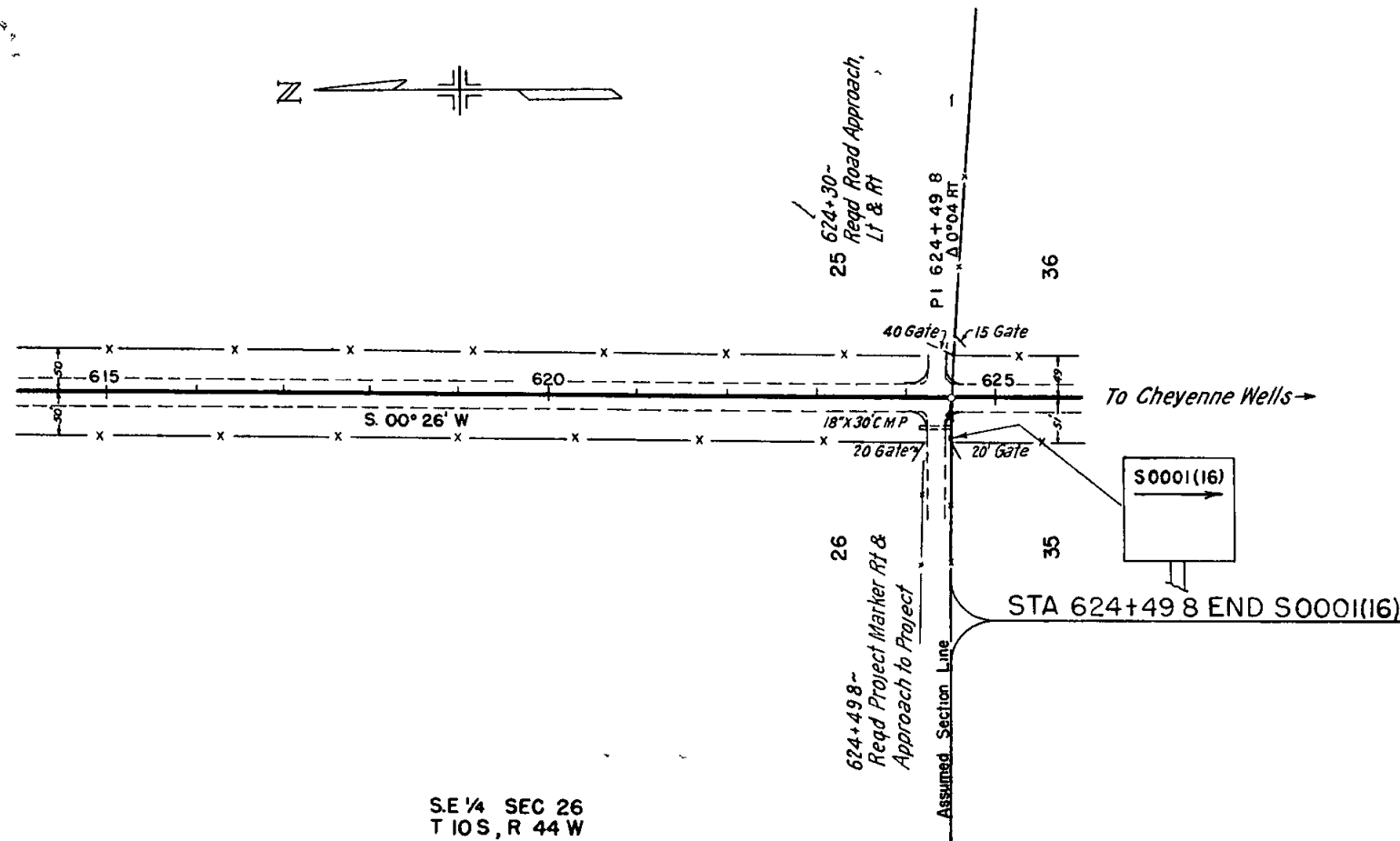


PLATE I PLAN PROFILE • P R STANDARD
EUGENE BOTTEN CO. Chicago, New York

SW 1/4 SEC 25
T 10S, R 44 W



FED ROAD DIV NO	DISTRICT	PROJ NO	SHEET NO	TOTAL SHEETS
9	COLO	S 0001 (16)	26	



SE 1/4 SEC 26
T 10S, R 44 W

NO. 11, A 6 (9)
SIMILAR TO NO. 8

