

Yuma - North

COLORADO

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

FEDERAL AID SECONDARY PROJECT NO. S 0007(I)

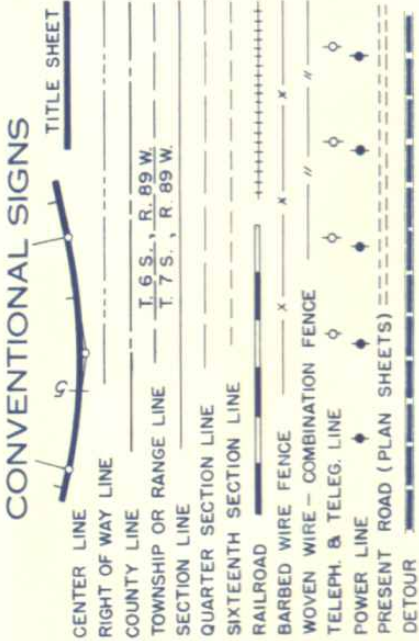
STATE HIGHWAY NO. 59

YUMA COUNTY

INDEX OF SHEETS

- SHEET NO. 1 SKETCH MAP AND TITLE PAGE.
- 2 TYPICAL SECTIONS, GENERAL NOTES AND SUMMARY OF APPROXIMATE QUANTITIES.
- 3 SURFACING PLAN, BALLAST PLAN AND TIMBER GUARD POSTS.
- 4 LIST OF STRUCTURES.
- 5 DETAILS OF BRIDGE, STATION 270 +.
- 6 SKETCH OF PIT LOCATIONS.
- 7 STANDARD LETTERS & FIGURES FOR YEAR NUMBERS & STRUCTURE NUMBERS.
- 8 STANDARD MARKER POSTS.
- 9 STANDARD TIMBER GUARD POSTS.
- 9A STANDARD METHODS FOR SUPERELEVATION & WIDENING OF CURVES.
- 10 STANDARD SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT & WIDENING AT BRIDGES & AT CREST OF GRADES.
- 11 STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS.
- 12 STANDARD TYPES OF DITCHES AND CONSTRUCTION METHODS
- 13-16 PLAN AND PROFILE.
- 17-36 CROSS SECTIONS.
- 37 SUMMARY OF EARTHWORK QUANTITIES.

- M-10-B
- M-7-B
- M-19-C
- M-1-B
- M-2-DM
- M-2-DS
- M-107-C



SCALES ON ORIGINAL TRACINGS

ON PLAN, 1 IN. = 200 FT.

ON PROFILE { 1 IN. = 200 FT. HORIZONTAL
1 IN. = 20 FT. VERTICAL

GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS LENGTH OF PROJECT 19,175.3 FT. = 3.632 Miles

NET LENGTH OF PROJECT

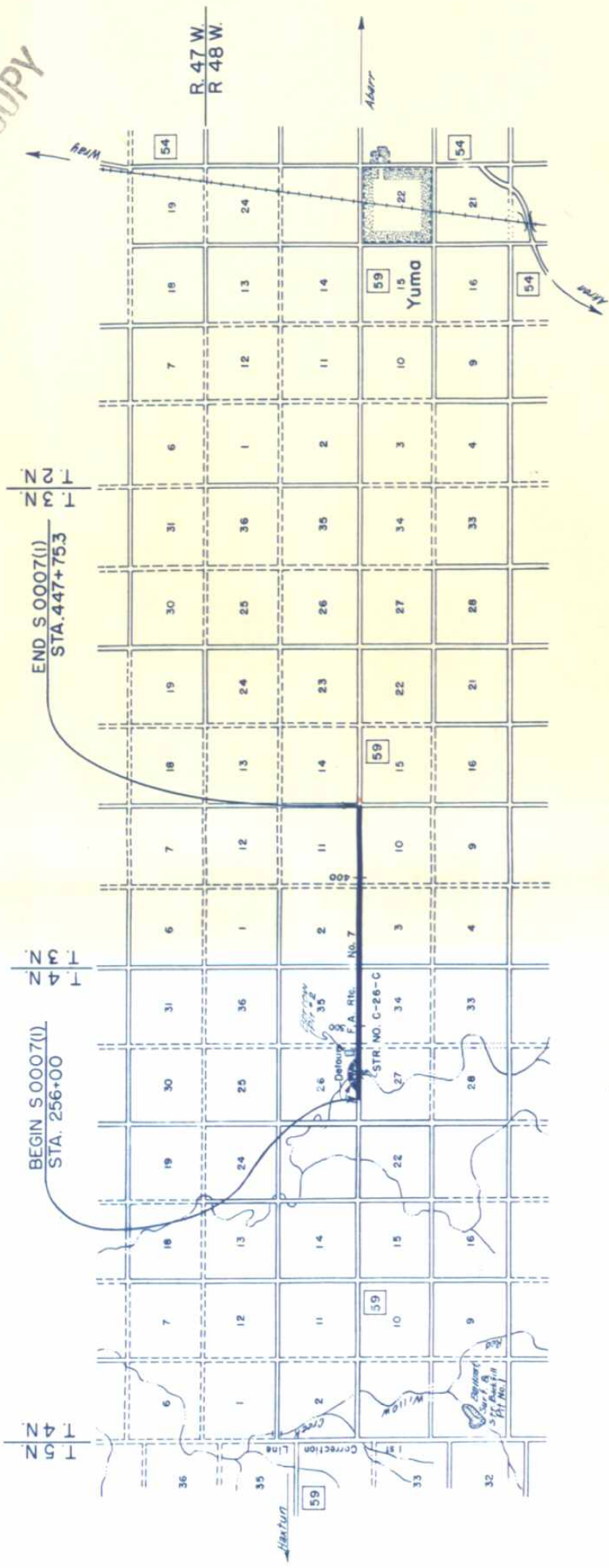
NOTE:

It is recommended that bidders on this project go over the plan details with one of the following field representatives of this Department.

Edward W Oviatt, Construction Engineer
Greeley, Colo.

George Danforth, Jr., Resident Engineer
Wray, Colo.

STATION	ROADWAY		BRIDGES	
	LIN. FT.	LIN. FT.	LIN. FT.	LOADING
256+00-Beg. S0007(I) 270+28.0 } Structure BRIDGE } No C-26-C 270+52.5 } 447+75.3-End S0007(I)	1428.0		24.5	H-20-44
TOTALS	19,150.8	24.5		
SUMMARY	LIN. FT.	MILES		
	19,150.8	3.627		
ROADWAY BRIDGE	24.5	0.005		
PROJECT TOTALS	19,175.3	3.632		
DESIGN DATA				
MAXIMUM DEGREE OF CURVE	1°00'			
MAXIMUM GRADE	2.60%			
MINIMUM N.P.S.D. HORIZONTAL	>1300'			
MINIMUM N.P.S.D. VERTICAL	455'			
MAXIMUM DESIGN SPEED	50 M.P.H.			



HIGHWAY DEPARTMENT
STATE OF COLORADO

RECOMMENDED FOR APPROVAL:

Assistant Engineer: *James Bell* DATE: 3-7-51

APPROVED: *Munk B. Peterson* DATE: 3-8-51

STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

District Engineer: _____ DATE: _____

Division Engineer: _____ DATE: _____

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM	UNIT	ROADWAY	BRIDGE STA. 270+	PROJECT TOTALS
11a	Removal of Bridge, Sta. 270+	L.S.	•	•	•
11b	Removing & Resetting Mail Boxes	L.S.	•	•	•
11c	Unclassified Excavation	Cu Yd.	20,000		20,000
13d	Unclassified Ditch Excavation	Cu Yd.	100		100
14a	Dry Rock Excavation (51r)	Cu Yd.	20		20
14b	Dry Common Excavation (51r)	Cu Yd.	1/5	175	320
14c	Wet Rock Excavation (51r)	Cu Yd.	15		10
14d	Wet Common Excavation (51r)	Cu Yd.	15		20
16a	Structure Backfill (Class 1)	Cu Yd.	180	260	440
16d	Mechanical Tamping	Hr.	20	30	50
17ax	Rolling with Tamping Roller (12 Unit)	Hr.	70		70
17ay	Rolling with Tamping Roller (14 Unit)	Hr.	40		40
17b	Rolling with Flat Wheeled Roller	Hr.	109	1	110
17c	Rolling with Rubber Tired Roller	Hr.	60		60
17dx	Furnishing Tamping Roller (12 Unit)	Ea.	1		1
17dy	Furnishing Tamping Roller (14 Unit)	Ea.	1		1
17e	Furnishing Flat Wheeled Roller	Ea.	1		1
17f	Furnishing Rubber Tired Roller	Ea.	1		1
17g	Welding	M/Gal.	1,270		1,270
18a	Station Yard Overhaul	Sq Yd.	149,140	2,860	152,000
18b	Yard Mile Overhaul	Sq Mi.	11,340	1,760	13,100
18c	1/2 Mile Overhaul	Sq Mi.	252,950	50	253,000
26d	Gravel or Crushed Rock Surfacing (grading)	Cu Yd.	16,190	10	16,200
26x	Detour Surfacing	Cu Yd.	200		200
30x	Asphaltic Road Material MC-	Gal.	21,370	30	21,400
30y	Asphaltic Road Material RC-	Gal.	66,690	110	66,800
31a	Road Mix Oil Processing	Sq Yd.	42,840	70	42,910
31e	Stone Screenings (Type 3)	Ton	409	1	410
31e	Relaying 36" Pipe	Ln Ft.	52		52
33b	18" Corrugated Metal Culvert Pipe	Ln Ft.	130		130
33c	24" Corrugated Metal Culvert Pipe	Ln Ft.	244		244
33d	30" Corrugated Metal Culvert Pipe	Ln Ft.	92		92
33e	36" Corrugated Metal Culvert Pipe	Ln Ft.	52		52
42a	Untreated Bridge Timber	M/Bm.		0.8	0.8
42b	Treated Bridge Timber	M/Bm.		17.1	17.1
60a	Treated Timber-Piling	Ln Ft.		960	960
60e	Metal Pile Shoes	Ea.		28	28
92	Timber Guard Posts	Ea.	34		34
23b	Ballast (Class 2)	Ton	17,800		17,800
119	Shaping Roadbed	Mile	1.3		1.3
11a	Project Markers	Ea.	2		2
11a	Signing & Striping, Entire Project (Non-Fed Aid)	L.S.	•	•	•

GENERAL NOTES

This project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted January 1, 1940.

All quantities on preliminary plans are to be considered approximate only.

All poles encroaching on construction are to be moved by the owners.

Culverts projecting from embankments shall be covered with approximately 6 inches of embankment material in such a manner that a minimum of pipe shall be exposed in the completed work. This shall be accomplished by warping embankment slopes around and adjacent to the culvert.

Payment for overhaul will be based on measurement along the centerline of the project.

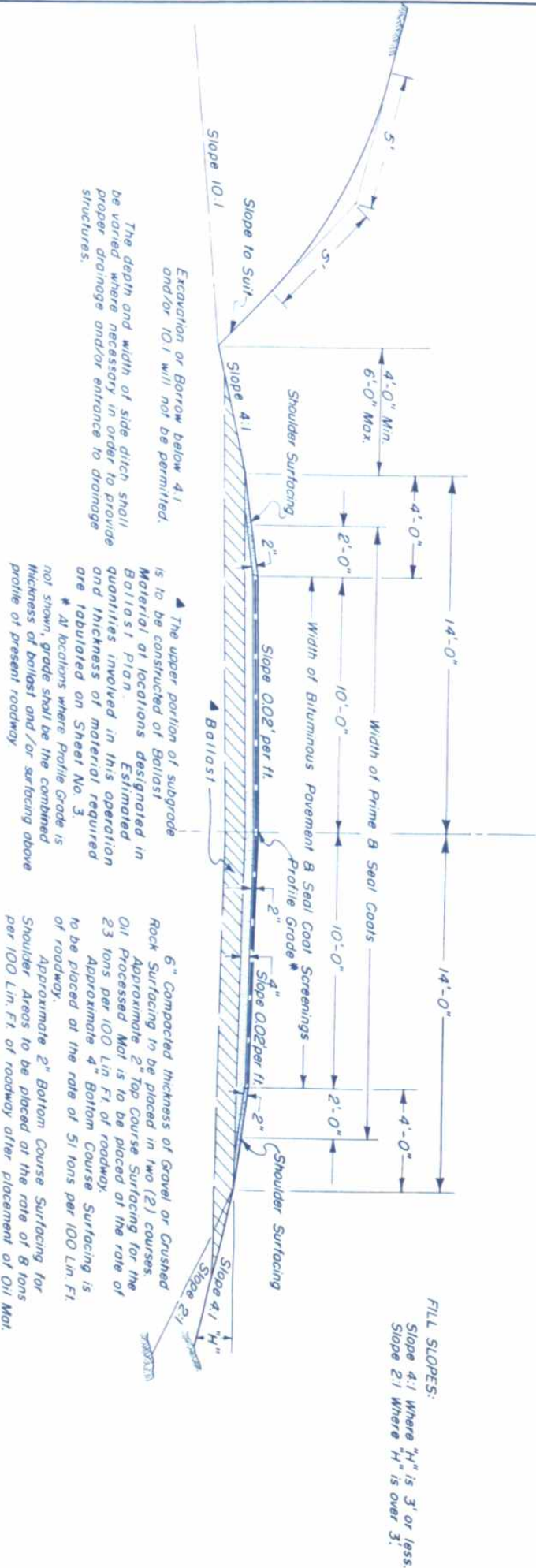
Approximate location and quantities involved in construction of intercepting ditches are tabulated on Summary of Earthwork Quantities sheet.

All curves are to be super-elevated and widened as provided by the Standard Super-elevation sheet included with the plans.

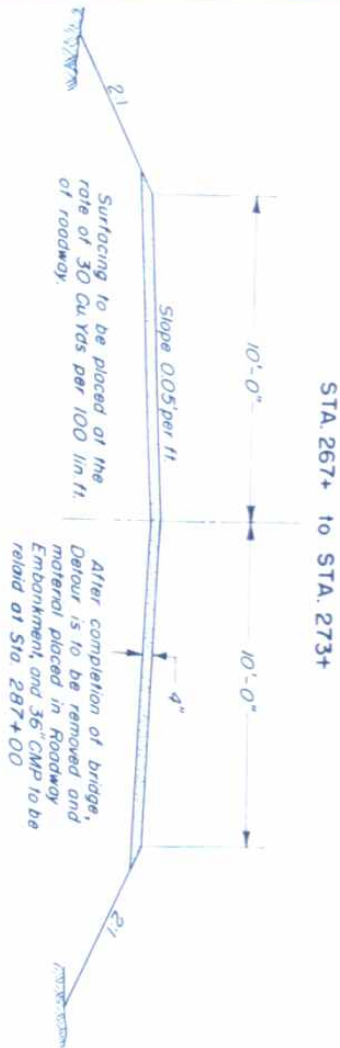
It is estimated that Shaping Roadbed will be required from Sta. 393+50 to Sta. 447+75, Sta. 273+00 to Sta. 280+00 and Sta. 289+00 to Sta. 295+00 in order to obtain proper compaction.

NOTE: See Standard M-2-DW for Details of Cui Slope Treatment, Flaring & Widening for Guard Fence and/or Guard Posts

TYPICAL SECTION



TYPICAL DETOUR SECTION



SURFACING PLAN

It is estimated that material for Gravel Surfacing for the project is available in the vicinity of the pit indicated in the following tabulation. Estimated quantities involved in this operation are shown below.

Alteration of the Surfacing Plan as here outlined will be allowed only on written permission from the Department.

MATERIAL TO BE PLACED	SOURCE	QUANTITY					OVERHAUL TON MILES		
		AVAIL ABLE	TONS		SHOULDER SURFACING	TOP COURSE	BOTTOM COURSE	SHOULDER SURFACING	
			TOP COURSE	BOTTOM COURSE					
256+00 ~ 270+280	Pit No. 1 (Grumet) 30,000 cu yd	329	728	114	1,927	4264	668		
270+280 ~ 270+525	13,200 ft. FROM 51A 33+09.7	7			42				
270+52.5 ~ 447+75.3	NW 1/4, Sec. 4, T4N, R48W	4077	9039	1418	31,291	69,375	10883		
ROAD APPROACHES WIDENING AT BRIDGE		17	410 34		102	3075 204			
SUB-TOTALS		4430	10,211	1,532	33,362	76,918	11,551		
TOTALS			16,173		121,831				

* Shoulder Surfacing is not to be placed across road approaches.

BALLAST PLAN

It is estimated that Ballast material for the project is available in the vicinity of the pit indicated in the following tabulation. Estimated quantities involved in this operation are shown below.

Alteration of the plan as here outlined will be allowed only on written permission from the Department.

TIMBER GUARD POSTS

STATION	SIDE	SPACING	NO.
269+64.0 ~ 270+280	Lt & Rt	Bridge	12
270+530 ~ 271+170	Lt & Rt	Bridge	12
287+00	Lt & Rt	Culvert	2
304+00	Lt & Rt	Culvert	2
331+00	Lt & Rt	Culvert	2
343+00	Lt & Rt	Culvert	2
387+00	Lt & Rt	Culvert	2
TOTAL			34

MATERIAL TO BE PLACED	SOURCE	QUANTITY & THICKNESS			OVERHAUL	
		AVAIL ABLE	*THICKNESS INCHES	TONS		TON MILES
256+00 ~ 270+28	Pit No. 1 (Grumet) 13,200 ft. FROM 51A 33+09.7	36,000 cu yd	6	1,428 7,448		8,364 49,916
345+00 ~ 380+00	NW 1/4, Sec. 4, T4N, R48W		4	2,310 1,350		17,876 11,067
380+00 ~ 393+50			6	1,350 3,581		11,067 31,655
393+50 ~ 447+75.3			4	3,581		
BRIDGE APPROACHES 10% ESTIMATED FOR IRREGULARITIES IN SUBGRADE				50		300
				1,617		11,918
TOTALS				17,784		131,096

* Thickness Based on Curve "B" of S.H.D. Design No. 12.

LIST OF STRUCTURES

FED ROAD DIV NO.	DIST	FED AID PROJECT NO	SHEET NO.	TOTAL SHEETS
9	COLO	50007(1)	4	

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▲ Structural Excavation is Estimated to be 90% Common and 10% Rock, each of which is estimated to be 90% Dry and 10% Wet.
* Included for payment in Roadway Quantities

Rev. January 1, 1948 J.O.F.
Rev. February 10-1-49 J.O.F.
Rev. March 10-1-49 J.O.F.

FED. ROAD DISTRICT	NO. VETS.	SHEEP	WAGONS
1			
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REV. 07/94, WOS changed to 1940 specs
REV. 4/41, WGS, Mechanical Tonnage

[illegible][illegible]

ONE BUTT									
TREATED TIMBER					UNTREATED TIMBER				
2 PCS.					6 x 8, 6'-0"				
TOTAL TREATED TIMBER					TOTAL UNTREATED TIMBER				
117.80 FT					48.80 FT				
158.80 FT					158.80 FT				
196.80 FT					196.80 FT				
246.80 FT					246.80 FT				
296.80 FT					296.80 FT				
346.80 FT					346.80 FT				
396.80 FT					396.80 FT				
446.80 FT					446.80 FT				
496.80 FT					496.80 FT				
546.80 FT					546.80 FT				
596.80 FT					596.80 FT				
646.80 FT					646.80 FT				
696.80 FT					696.80 FT				
746.80 FT					746.80 FT				
796.80 FT					796.80 FT				
846.80 FT					846.80 FT				
896.80 FT					896.80 FT				
946.80 FT					946.80 FT				
996.80 FT					996.80 FT				
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16646.80 FT					16646.80 FT				
16696.80 FT					16696.80 FT				
16746.80 FT					16746.80 FT				
16796.80 FT									

[illegible]

PROPERTY OF HARDWARE										ONE BENT		UNRETIRED TIMBER		TREATED TIMBER	
1 SPAN		A7		147 LBS		PER SPAN		161 LBS		HARDPANEL-20313 245		UNRETIRED TIMBER		TREATED TIMBER	
2 ABUTMENTS		A7		100 LBS		PER ABUTMENT		200 LBS		TOTAL UNRETIRED TIMBER		2 PCS		2 PCS	
4 WINGS		A7		192 LBS		PER WING		200 LBS		6'-0" x 8'-0"		48 BOFT		48 BOFT	
8 DENIS WITHOUT SWAYBRACES		A7		192 LBS		PER DENIS		200 LBS		12 PCS		48 BOFT		48 BOFT	
TOTAL WEIGHT		A7		147 LBS		PER BENT		161 LBS		2 PCS		48 BOFT		48 BOFT	
LOCATION		300 COMMON		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
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8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		541 LBS		CAP		2 PCS		2 PCS	
1 SPAN		LBS		30		165		182		192		192		192	
2 ABUTMENTS		LBS		30		165		182		192		192		192	
4 WINGS		LBS		30		165		182		192		192		192	
8 DENIS		LBS		30		165		182		192		192		192	
TOTAL WEIGHT		LBS		30		165		182		192		192		192	
NAILS		UNIT		EACH TOTAL		TOTAL		5							

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
119	SUMMARY OF QUANTITIES				
120	STRUCTURAL EXCAVATION				
121	ITEM 14a DRY ROCK	CU YDS			
122	ITEM 14b DRY COMMON	CU YDS			
123	ITEM 14c WET ROCK	CU YDS			
124	ITEM 14d WET COMMON	CU YDS			
125	ROAD MIX OIL PROCESSED SURFACING	CU YDS			
126	ITEM 43a INTERESTER SURFACING	CU YDS			

ITEM		TREATED BRIDGE TIMBER	
1 SPAN	AT	312	BD. FT.
2 ABUTMENTS	AT	48	BD. FT. EACH
4 WINGS	AT	84	BD. FT. EACH
BENTS	AT		BD. FT. EACH
TOTAL		744	BD. FT.

15" with Lock Washers

Straps 2" x 3" x 6'

Diagonal Wearing Surface Included in Bridge Quantities on Sheet 2.

STRUCTURES REQUIRED
1 SPAN AT 23'-0"

LOADING DATA.
LIVE LOAD - AA-9.6 HS-20-44
DEAD LOAD - 1.50 tons per sq. ft. including wearing surface. This includes all metal wearing surface. No impact. $f = 1800 \text{ lbs. per sq. in.}$

H-20-44

ITEM 600 PILING - TREATED		TOTAL =	10533 BD. FT.
2 ABUTMENTS	AT 192 LIN. FT. EACH -	384 LIN. FT.	
4 WINGS	AT 144 LIN. FT. EACH -	576 LIN. FT.	
BENTS	AT LIN. FT. EACH -		
TOTAL =		960 LIN. FT.	
ITEM 60E METAL PILE SHOES			
(SEE DETAIL)	NO. 11 SHOES	NO. 2 SHOES	TOTAL =
ITEM 16D MECHANICAL TAMPING			20 SHOES
ABOUT NO. 1-13	HRS./ABOUT NO. 2-13	HRS. (WINGS INCL.) TOTAL =	26 HOURS
ITEM 11A REMOVE EXISTING STRUCTURE			26 HOURS
ITEM 16D STRUCTURE BACKFILL			LUMP SUM
			260 CU. YDS.

PILE SPLICE

Bolts and Straps Day

Nuts, both length given for 12 dia. Pile.

16 Bolts

1/2"

6"

12"

Note: 20 Jetties must be installed by

Engineering firm

STATE HIGHWAY DEPARTMENT

TREATED TIMBER PILE TRESTLE
WITH 6" LAMINATED WOOD FLOOR
AND OIL MAT WEARING SURFACE
25 FT. CLEAR ROADWAY

Address: *Elizaville, Red Willow Creek*

Site: *210124.0 to 210152.5*

Near: *Yuma*

Sec.: *21N 4N. N. 40W*

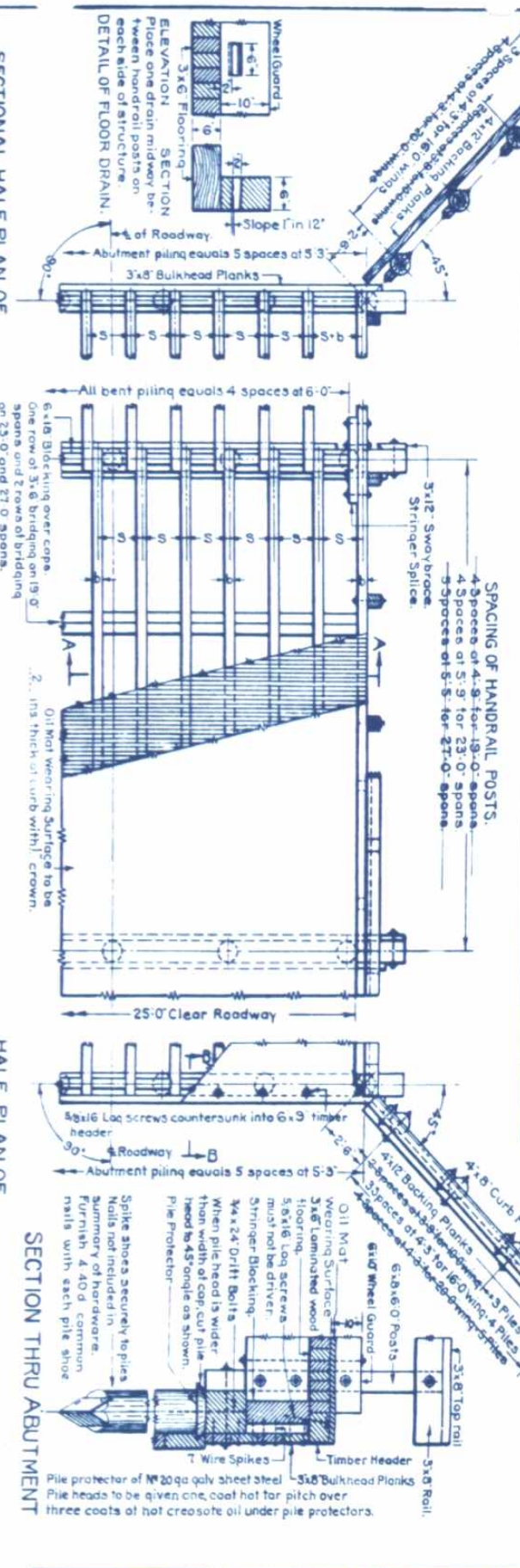
Designed by WFM

Made by W&A G

Check Design South

Approved by *Ad. Bandy*

Bridge Engineer



INITIAL		DATE	
ORIGINAL BY	P/C	10/3/50	
CHECKED BY	P/L	10/3/50	
APPROVED BY	P/C	10/3/50	
CHECKED BY	P/L	10/3/50	

SUMMARY OF QUANTITIES

STRUCTURAL EXCAVATION

ITEM	DESCRIPTION	CU YDS
ITEM 14a	DRY ROCK	CU YDS
ITEM 14b	DRY COMMON	CU YDS
ITEM 14c	WET COMMON	CU YDS
ITEM 14d	WET COMMON	CU YDS
ROAD MIX OIL PROCESSED SURFACING	2 CU YDS	

ITEM 42a UNTREATED BRIDGE TIMBER

SPAN	AT	BD	FT EACH	CU YDS
1 SPAN	AT	312	BD FT	
2 ABUTMENTS	AT	48	BD FT EACH	
4 WINGS	AT	84	BD FT EACH	
BENTS	AT	336	BD FT	
TOTAL				144 BD FT

ITEM 42b TREATED BRIDGE TIMBER

SPAN	AT	BD	FT EACH	CU YDS
1 SPAN	AT	1363	BD FT	
2 ABUTMENTS	AT	244	BD FT EACH	
4 WINGS	AT	1184	BD FT EACH	
BENTS	AT	50	BD FT EACH	
TOTAL				1743 BD FT

ITEM 60a PILING - TREATED

ABUTMENTS	AT	BD	FT EACH	CU YDS
2 ABUTMENTS	AT	192	BD FT EACH	
4 WINGS	AT	144	BD FT EACH	
BENTS	AT	576	BD FT EACH	
TOTAL				864 BD FT

ITEM 60c METAL PILE SHOES

NO. 1 SHOES	NO. 2 SHOES	TOTAL
ITEM 16d MECHANICAL TAMPING		28 SHOES

ITEM 11a REMOVE EXISTING STRUCTURE

STRUCTURE	BACKFILL
ITEM 11a REMOVE EXISTING STRUCTURE	26 HOURS
LUMP SUM	260 CU YDS

STRUCTURES REQUIRED

1 SPAN AT 23'-0"

SPAN	19'-0"	23'-0"	27'-0"
SINGLE	19'-0"	23'-0"	27'-0"
END	19'-0"	23'-0"	27'-0"
END	19'-0"	23'-0"	27'-0"
INTERMEDIATE	19'-0"	23'-0"	27'-0"

COLORADO

STATE HIGHWAY DEPARTMENT

TREATED TIMBER PILE TREESTLE
AND ILLUMINATED WOOD FLOOR
25 FT CLEAR ROW SURFACE

Access: Branch Road Wilson Creek
Sta. 270+24.0 TO 270+52.5
Sec. 21N 41E 4N 40W

Designed by WFM
Made by WES-AGK
Checked Detail WFM

Approved by *W. J. Bailey*
Bridge Engineer
Date: May 1, 1989

16 Bolts 5'-6" x 15' with Lock Washers

4 Straps 3'-3" x 5'-6"

PILE SPLICE

Bolts and Straps Bay
Note: bolt length given
for 15' dia pile.

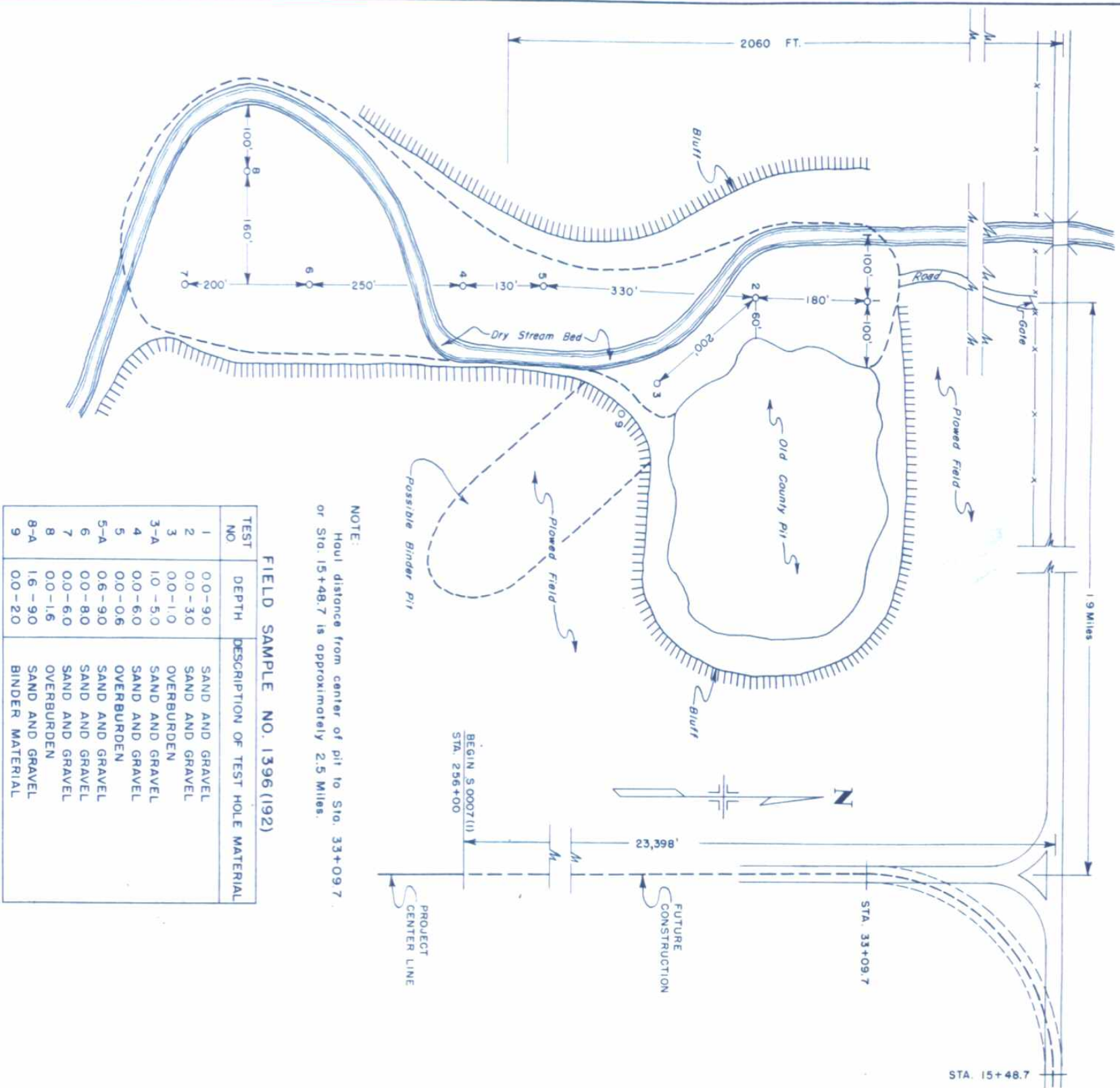
Note: 20' intervals to be installed by
Engineering forces

STRUCTURES REQUIRED

1 SPAN AT 23'-0"

SPAN	19'-0"	23'-0"	27'-0"
SINGLE	19'-0"	23'-0"	27'-0"
END	19'-0"	23'-0"	27'-0"
END	19'-0"	23'-0"	27'-0"
INTERMEDIATE	19'-0"	23'-0"	27'-0"

SURFACING & BALLAST PIT NO. 1
LOCATION - N.W. 1/4 SEC. 4 T.4N. R.48W.
OWNER - H.W.GUMMER AVAILABLE - 36,000 CU. YDS.

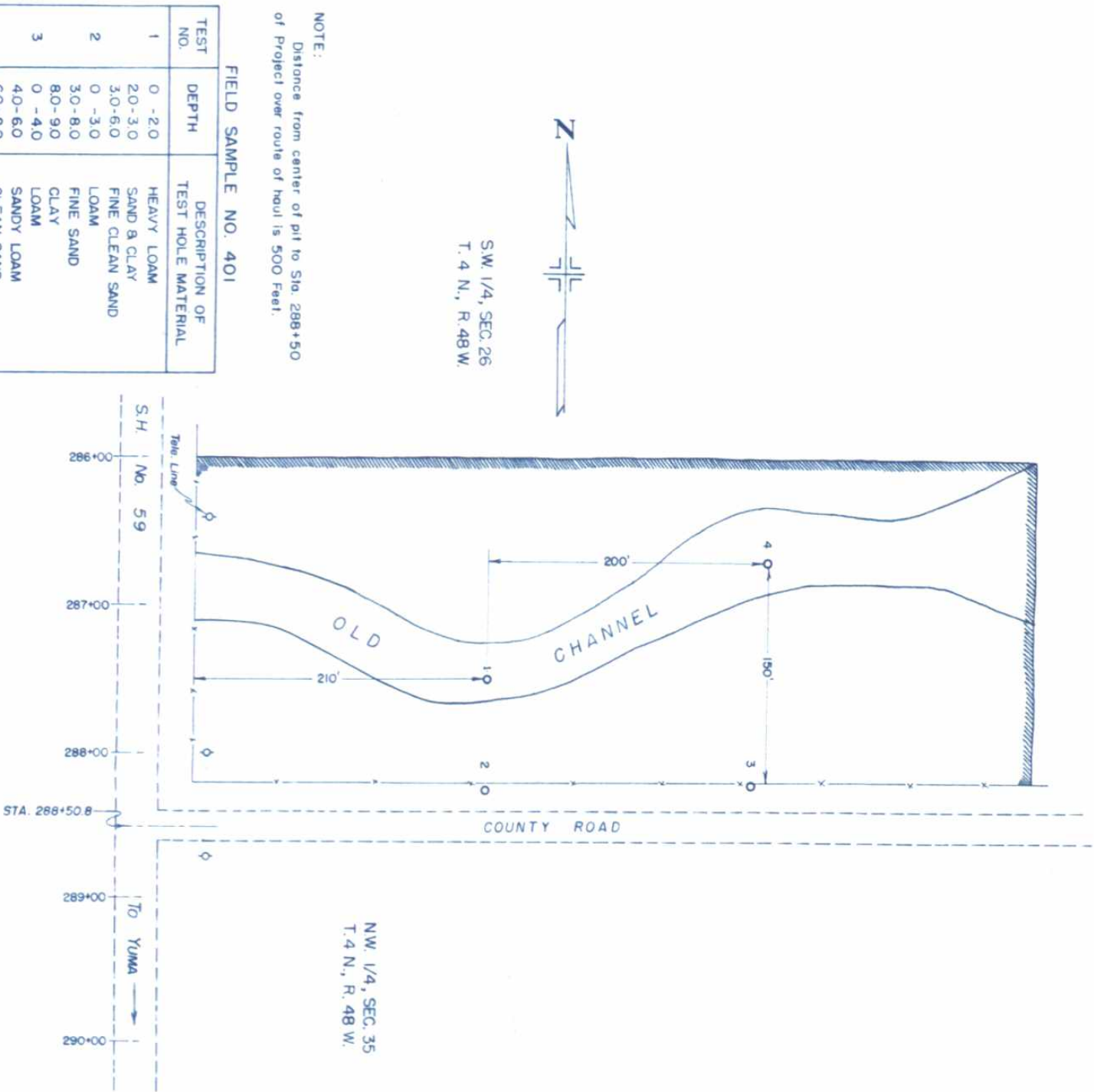


NOTE:
Haul distance from center of pit to Sta. 33+09.7
or Sta. 15+48.7 is approximately 2.5 Miles.

FIELD SAMPLE NO. 1396 (192)

TEST NO.	DEPTH	DESCRIPTION OF TEST HOLE MATERIAL
1	0.0-9.0	SAND AND GRAVEL
2	0.0-3.0	SAND AND GRAVEL
3	0.0-1.0	OVERBURDEN
3-A	1.0-5.0	SAND AND GRAVEL
4	0.0-6.0	SAND AND GRAVEL
5	0.0-0.6	OVERBURDEN
5-A	0.6-9.0	SAND AND GRAVEL
6	0.0-8.0	SAND AND GRAVEL
7	0.0-6.0	SAND AND GRAVEL
8	0.0-1.6	OVERBURDEN
8-A	1.6-9.0	SAND AND GRAVEL
9	0.0-2.0	BINDER MATERIAL

BORROW PIT NO. 2.
LOCATION - S.W. 1/4 of S.W. 1/4, SEC. 26, T.4N., R.48W.
OWNER - CLAUDE TRIBBETT AVAILABLE - 20,000 CU. YDS.



NOTE:
Distance from center of pit to Sta. 288+50
of Project over route of haul is 500 Feet.

FIELD SAMPLE NO. 401

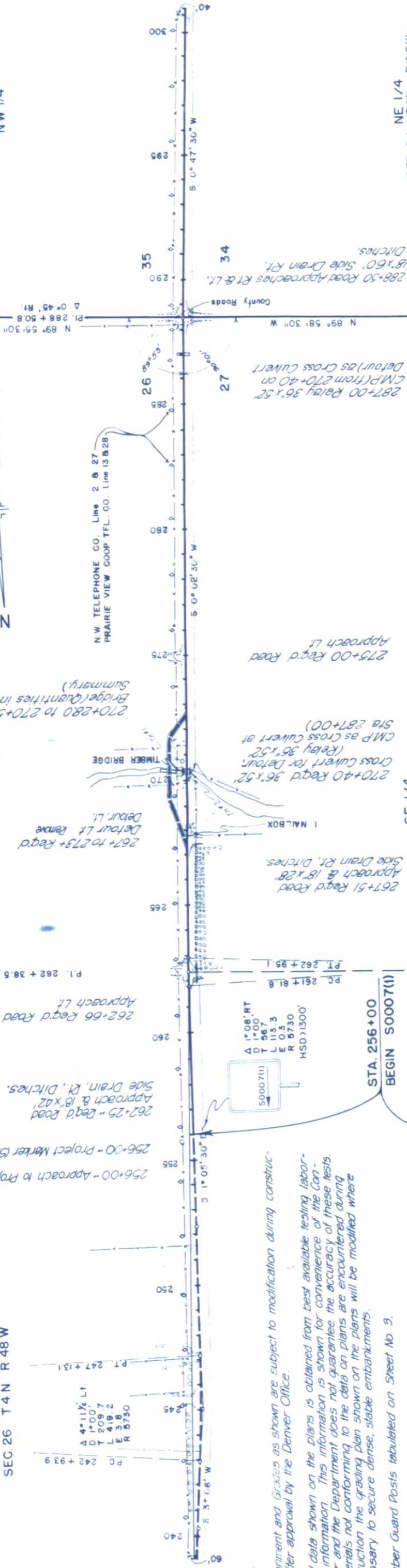
TEST NO.	DEPTH	DESCRIPTION OF TEST HOLE MATERIAL
1	0 - 2.0	HEAVY LOAM
2	2.0-3.0	SAND & CLAY
3	3.0-6.0	FINE CLEAN SAND
4	0 - 3.0	LOAM
5	3.0-8.0	FINE SAND
6	8.0-9.0	CLAY
7	0 - 4.0	LOAM
8	4.0-6.0	SANDY LOAM
9	6.0-8.0	CLEAN SAND
10	8.0-9.0	CLAY
11	0 - 3.0	LOAM
12	3.0-5.0	SAND & CLAY
13	5.0-6.0	CLEAN SAND

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0007 (1)	13	

SEC. 35 T4N R48W
NW 1/4

SEC. 26 T4N R48W
SW 1/4

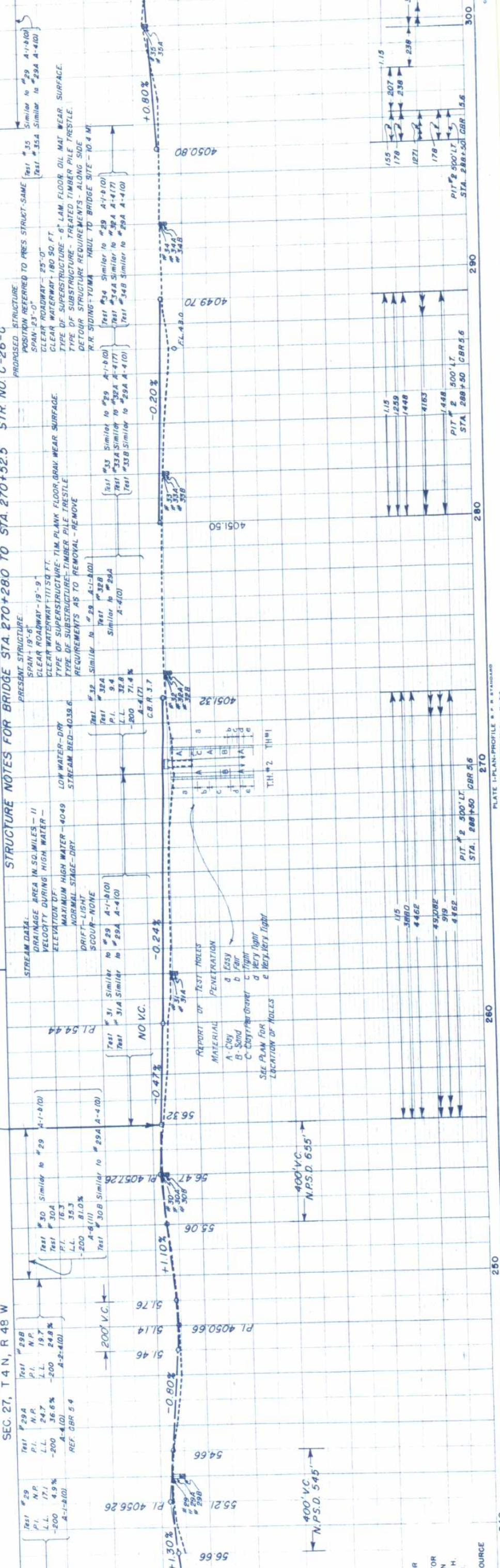
SEC. 26 T4N R48W
NW 1/4



SEC. 27 SE 1/4 T4N R48W

SEC. 27, T4N, R48W

SEC. 34 NE 1/4 T4N R48W



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 the plans will be modified where necessary to secure dense, stable embankments.
Timber Guard Posts tabulated on Sheet No. 3.

EMB. FACTOR
EMB. FACTOR
EXCAVATION
STA. TO O. H.
YD. M. O. H.
BORROW SOURCE

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0007 (1)	14	

SEC. 2 T3N R 48W
NW 1/4

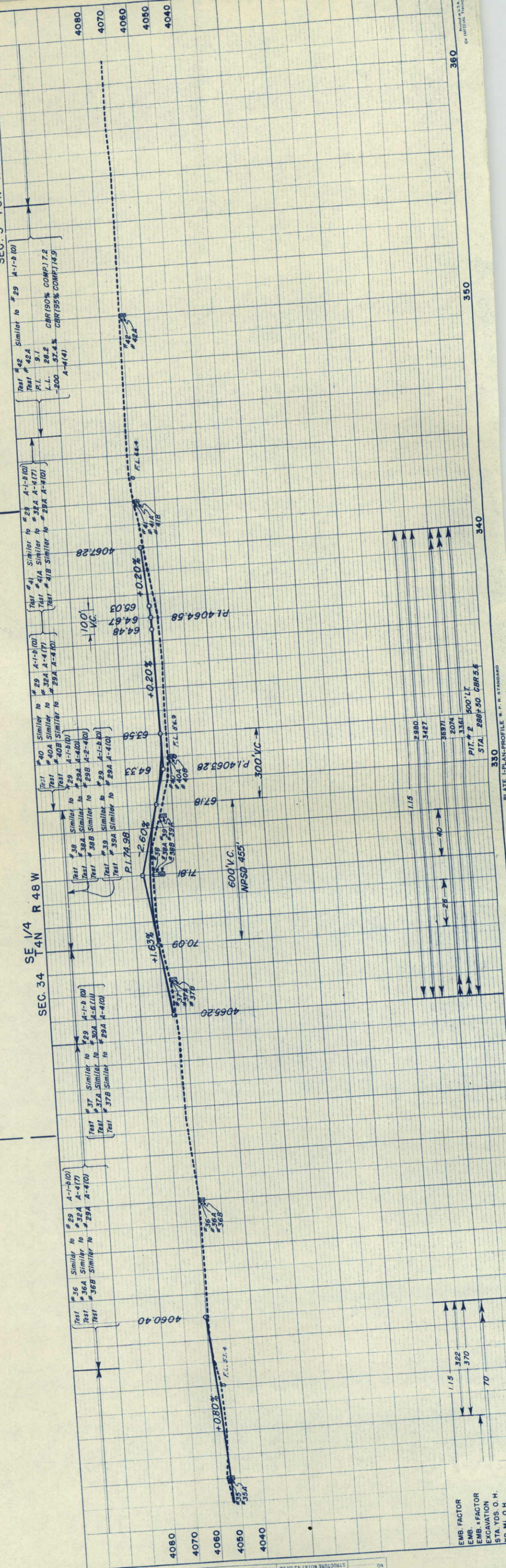
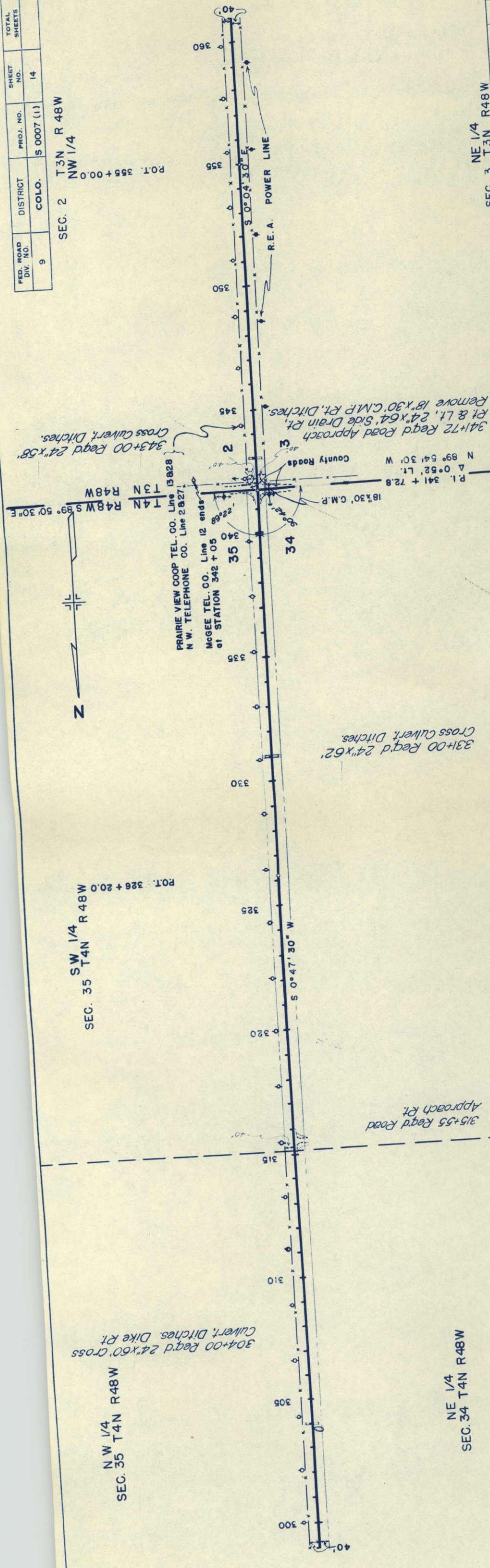
SEC. 35 SW 1/4 T4N R 48W

SEC. 35 NW 1/4 T4N R 48W

SEC. 34 NE 1/4 T4N R 48W

SEC. 34 SE 1/4 T4N R 48W

SEC. 3 NE 1/4 T3N R 48W



EMB. FACTOR
EMB. x FACTOR
EXCAVATION
STA. YDS. O. H.

SEC. 2 SW 1/4 T3N R48W

SEC. 2 SW 1/4 T3N R48W

R.O.T. 375 + 00

N 89° 50' 30" W

S 89° 47' 30" E

369 + 06

365

360

370

375

380

385

390

395

400

405

410

415

420

425

430

435

440

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455

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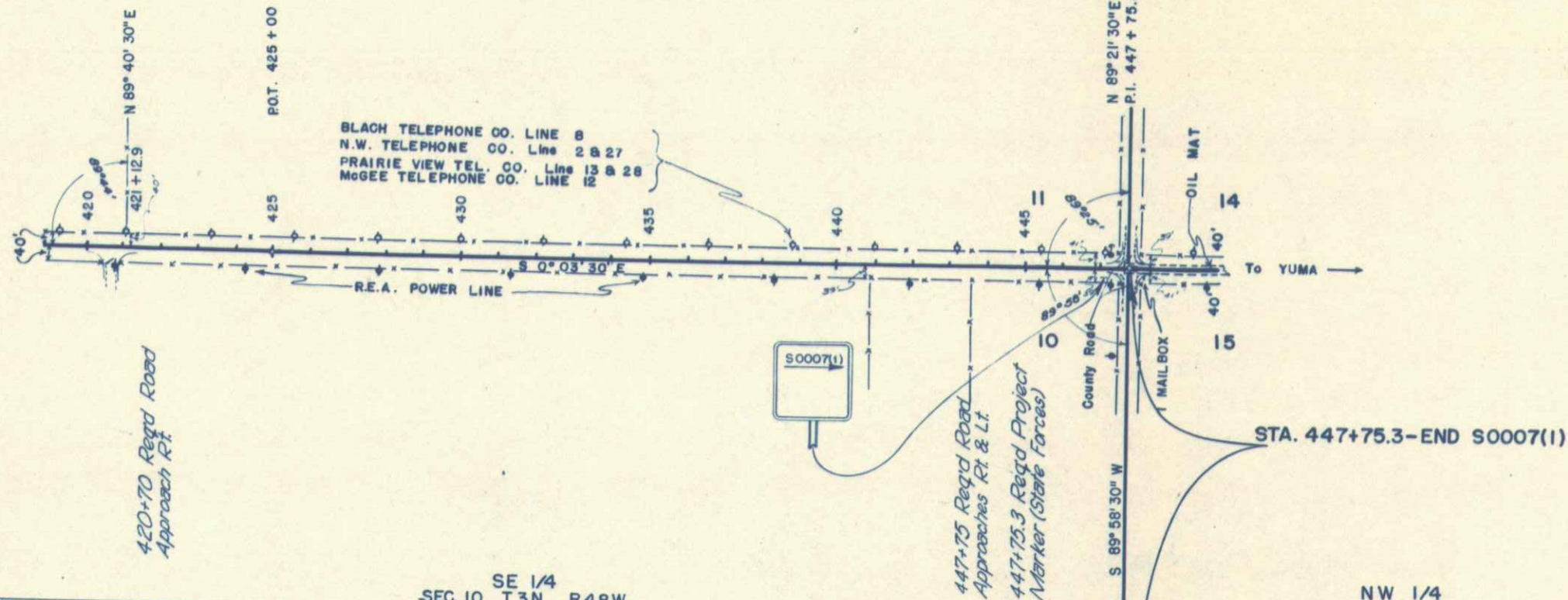
SW 1/4
SEC. 11 T3N R48W

NW 1/4
SEC. 14 T3N R48W

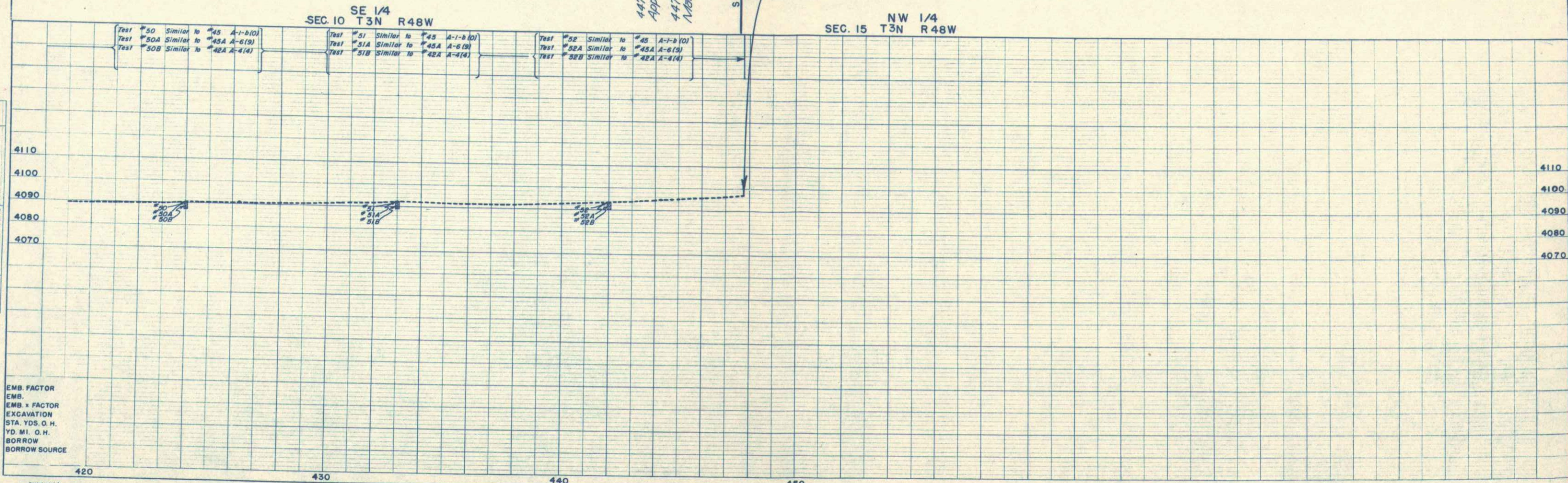
FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0007(1)	16	



DATE	1-20-30
BY	H. J. R.
NOTED	1-20-30
NO.	
PROFILES	
DATE	1-20-30
BY	H. J. R.
NOTED	1-20-30
NO.	



DATE	1-20-30
BY	H. J. R.
NOTED	1-20-30
NO.	
PROFILES	
DATE	1-20-30
BY	H. J. R.
NOTED	1-20-30
NO.	



EMB. FACTOR
EMB. x FACTOR
EXCAVATION
STA. YDS. O. H.
YD. MI. O. H.
BORROW
BORROW SOURCE