

Hardman South

COLORADO

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

FEDERAL AID SECONDARY PROJECT No. S 0007 (2)

STATE HIGHWAY No. 59

PHILLIPS COUNTY

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27 SUMMARY OF EARTHWORK QUANTITIES
- M-7-B

M-19-C

M-24-H

M-2-DM

M-2-DS

ON PLAN, 1 IN. = 100 FT.
ON PROFILE, 1 IN. = 10 FT. HORIZONTAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT 8781.9 FEET = 1.663 MILES
NET LENGTH OF PROJECT 8550.4 FEET = 1.619 MILES

CONVENTIONAL SIGNS

- Center Line

Right-of-Way Line

County Line

Township or Range Line

Section Line

Quarter Section Line

City Limits

Barbed Wire Fence

Woven Wire-Combination Fence

Board Fence

Telegraph & Teleg Line

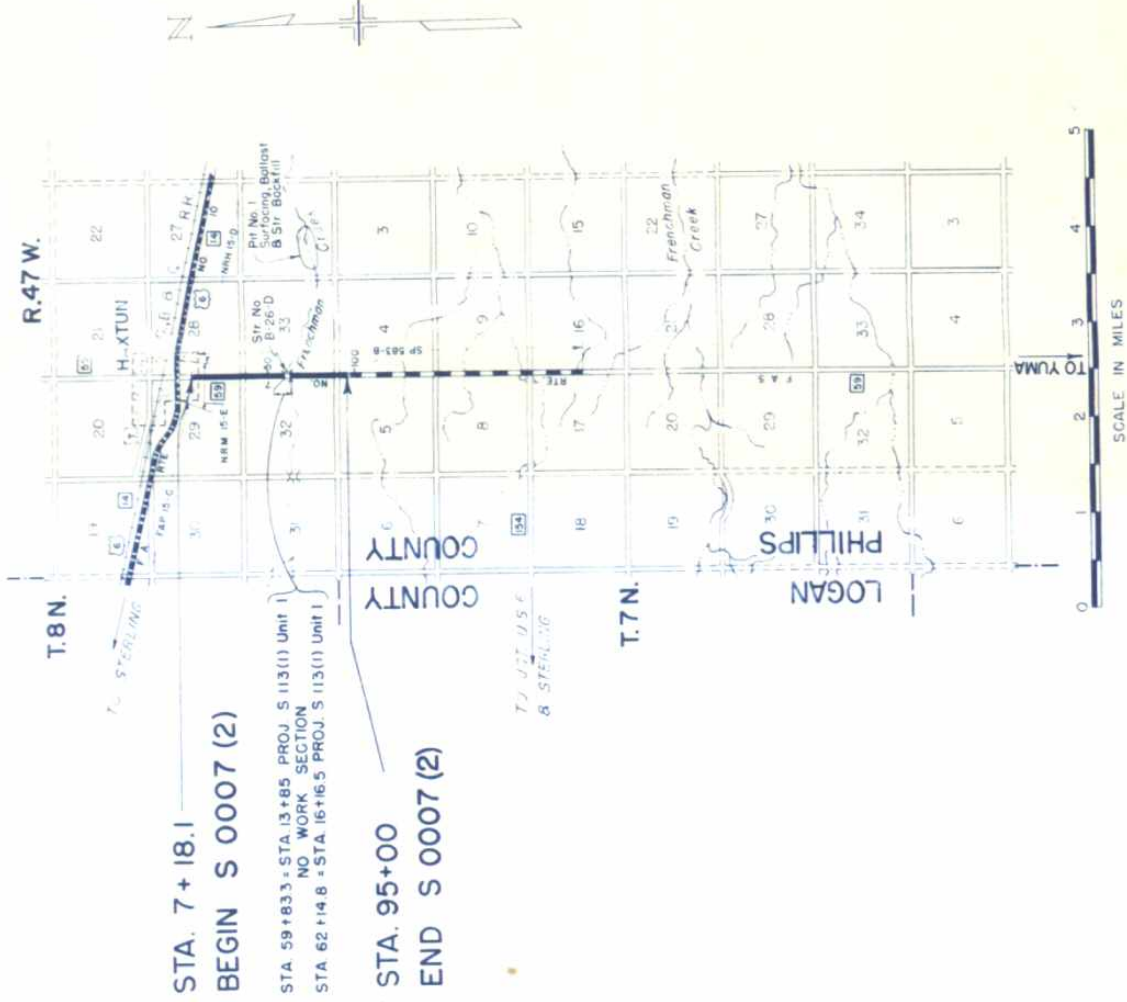
Power Line

Water Pipe
- Title sheet

AS RECOMMENDED BY
RETURN TO DIST. & DESIGN

29

NOT ENGINEER'S COPY



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

E. W. OVIATT, Construction Engineer,
Greeley, Colorado
GEORGE DANFORTH, Resident Engineer,
Wray, Colorado
Telephone 350

HIGHWAY DEPARTMENT
STATE OF COLORADO

RECOMMENDED FOR APPROVAL:

James Bell
ASSISTANT ENGINEER

DATE
2-5-52

APPROVED:

Wendell T. Hartman
STATE HIGHWAY ENGINEER

DATE
2-5-52

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER

APPROVED:

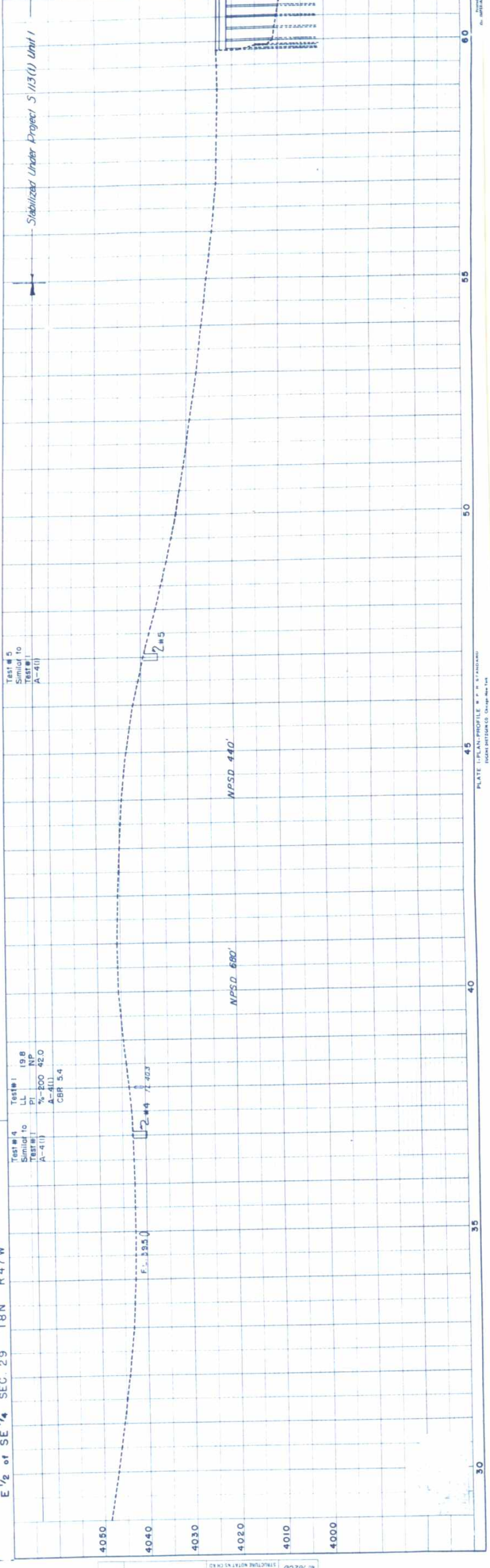
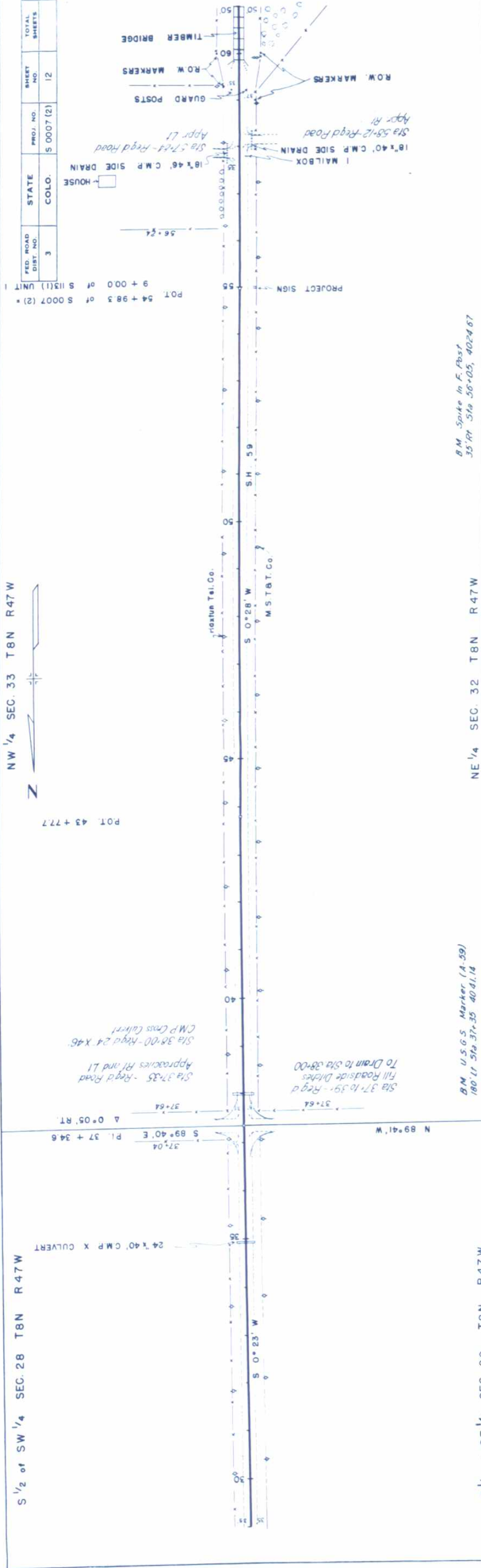
DIVISION ENGINEER

DATE

TABULATION OF LENGTH AND DESIGN DATA

STATION	ROADWAY		NO WORK SECTION
	INSIDE HAXTUN	OUTSIDE HAXTUN	
7+18.1 = BEGIN S 0007 (2)	370.2	4410.0	231.5
10+88.3 = HAXTUN CITY LIMITS		485.0	
54+98.3 = STA 9+00 BEGIN S 113 (1) UNIT 1			
59+83.3 = BEGIN BRIDGE = STA 13+85.0 on S 113 (1) UNIT 1			
NO WORK SECTION			
62+14.8 = END BRIDGE = STA 16+16.5 on S 113 (1) UNIT 1		283.5	231.5
64+98.3 = STA 19+00 END S 113 (1) UNIT 1		3001.7	
95+00 = END S 0007 (2)			
TOTALS	370.2	8180.2	231.5
SUMMARY			
S 0007 (2) ROADWAY INSIDE HAXTUN S 0007 (2) ROADWAY OUTSIDE HAXTUN	LIN. FT.	MILES	
	370.2 8180.2	0.070 1.549	
NET LENGTH OF PROJECT BRIDGE - NO WORK SECTION GROSS LENGTH OF PROJECT	8550.4 231.5 8781.9	1.619 0.044 1.663	
DESIGN DATA			
TANGENT 3.7% 1300' 440' 50 MPH			

SCALE IN MILES



NW 1/4 SEC. 33 T8N R47W

SW 1/4 SEC. 33 T8N R47W



NORTH FORK

S 90° 00' W

TIMBER BRIDGE
FRENCHMAN'S CREEK

GUARD POSTS

STA. 63 + 34.4

N 90° 00' E

P.I.
64 + 98.3 of S 0007 (2) =
19 + 00.0 of S 113 (1) UNIT 1
4 0° 01' LT.

Sta 67+31 - Reg'd Road
Approach Rt

18"x26" C.M.P. SIDE DRAIN

GRANARY

12"x20" C.M.P. SIDE DRAIN

HOUSE

1 MAILBOX

Sta 68+74 - Reg'd 18"x38" Side
Drain and Road Approach Rt

Remove 12"x20" C.M.P. Side
Drain, Rt

Sta 69+56 - Reg'd 18"x34" Side
Drain and Road Appr Rt

P.O.T. 73 + 10.8

Sta 86+00 to 88+ - Reg'd
Fill Sideditches To Drain

SE 1/4 SEC. 32 T8N R47W

B.M. Spike in F. Post
35' RT Sta 79+00 4031.04

NE 1/4 SEC. 32 T8N R47W

STRUCTURE NOTES FOR BRIDGE STA. 59 + 83.3 TO STA. 62 + 14.8
STRUCTURE NO. B-26-D FROM PROJECT S 113 (1) UNIT 1

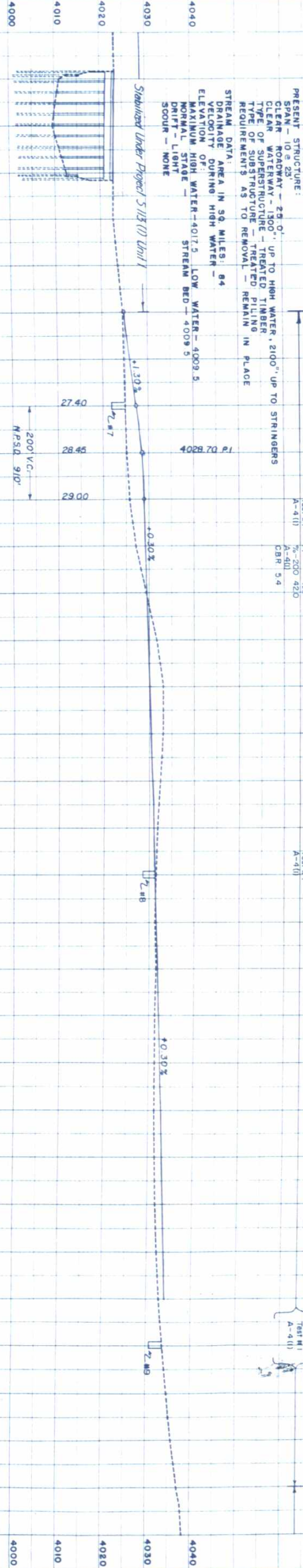
PRESENT STRUCTURE:
SPAN - 10 @ 25'

CLEAR ROADWAY - 25' 0"
CLEAR WATERWAY - 130' 0" UP TO HIGH WATER, 210' 0" UP TO STRINGERS
TYPE OF SUPERSTRUCTURE - TREATED TIMBER
TYPE OF SUBSTRUCTURE - TREATED PILING
REQUIREMENTS AS TO REMOVAL - REMAIN IN PLACE

STREAM DATA:
DRAINAGE AREA IN SQ. MILES: .84
VELOCITY DURING HIGH WATER - .84

ELEVATION OF:
MAXIMUM HIGH WATER - 4017.5
LOW WATER - 4009.5
NORMAL STAGE -
DRIFT - LIGHT
SCOUR - NONE

Stabilized Under Project S 113 (1) Unit 1



Test #7
Similar to
Test #1
A-4 (1)
CBR 54

Test #8
Similar to
Test #1
A-4 (1)

Test #9
Similar to
Test #1
A-4 (1)

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S0007(2)	13	

T8N R47W PL. 90 + 36.9 S 89° 49' W
T7N R47W Δ 0° 34' LT.
N 89° 24' E T8N R47W
90° 07' 90° 66'

SW 1/4 SEC. 33
T. 8 N., R. 47 W.

Approaches, Rt and Lt
Sta 90+37 - Reg'd Road

Sta 91+00 - Reg'd 24' X 54' CMP Cross Culvert

Sta 93+36 - Reg'd Road Approach Lt

18" X 26" C.M.P. SIDE DRAIN

Sta 95+00 - Reg'd Approach to Project

Sta 95+00 - Reg'd Project Marker Rt (State Forces)

Marking for Project Marker Rt of Sta 95+00

S 0°07'21" E

S 0°27' W

PI 90+36.9
Δ 0°34' L

90+69

90+07

N 89°24' E

1.8 N., R. 47 W.

1.8 N., R. 47 W.

NW 1/4 SEC. 4
T. 7 N., R. 47 W.

SW 1/4 SEC. 4
T. 7 N., R. 47 W.

117+36.3
N 89°53' E

POT 109+78.7

R.E.A. Power Line

S 0°07' E

104+53.4

1' X 1' X 16" W.B.C. SIDE DRAIN

2.800
2.500
2.000
1.500
1.000

STA. 95+00 END S0007(2)

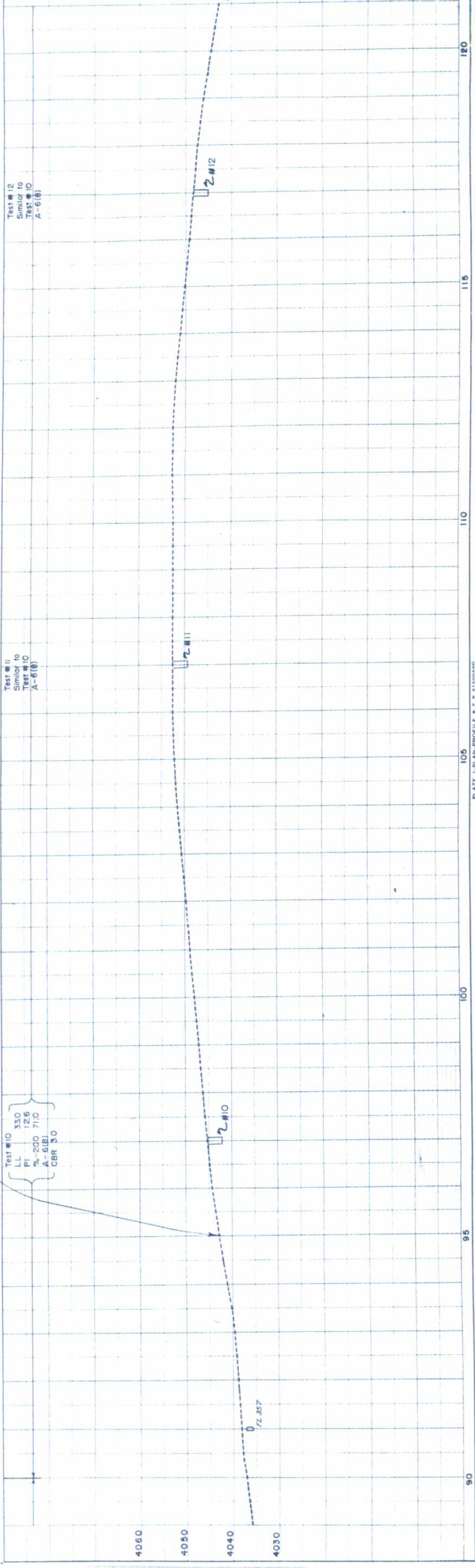
NE 1/4 SEC. 5
T. 7 N., R. 47 W.

SE 1/4 SEC. 5
T. 7 N., R. 47 W.

B.M. Spike In F. Post
35' RT Sta 94+90 4042.90

B.M. Spike In F. Post
35' RT Sta 110+00, 4053.73

SE 1/4 SEC. 32
T. 8 N., R. 47 W.



PROFILE	SHEETED	DATE
NOTE BOOK	PLOTTED	BY
STRUCTURE NOTE BOOK	CHECKED	DATE
NO. 16206	BR - NOTED	DATE
DATE	DATE	DATE

DATE	BY	DATE	BY
DATE	BY	DATE	BY
DATE	BY	DATE	BY
DATE	BY	DATE	BY

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0007 (2)	14	14

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	7-12-47
NO 16206	GRADES CHECKED	7-24-48
	R.M. NOTED	7-24-48
	STRUCTURE NOTATIONS CHECKED	7-24-48

N	SURVEYED	DATE
WORK	PLOTTED	7-12-47
NO 16205	ALIGNMENT CHECKED	7-24-48
	RT. OF WAY CHECKED	7-24-48

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 are tubulated on Sheet No. 3.

HAXTUN

TO STERLING

STA. 1660+23 F.A.P. NRM 15-D BK.
STA. 0+00 S 0007(2) AHEAD

NOTE:
Right-of-Way throughout the project is seventy (70) feet minimum

HAXTUN

B.M. Hub and Guard
35' L.I. Sta 9+10 4041.89

STA. 7+18.1 BEGIN S0007(2)

Sta 7+18.1 - Reg'd Project Marker Rt. (State Forces)

PI. 7+18.1
Δ 0°32' LT.

Sta 7+10.9 - Reg'd Remove & Rebuild Fence, Rt.

Sta 7+98 - Remove Portions of Concrete Sidewalk, Rt.

Sta 10+06 - Reg'd Road Appr Rt.

Sta 11+04 - Reg'd 18"x36" CMP Side Drain and Road Appr Lt.

Sta 11+25 - Reg'd Walk Appr Rt.

Sta 13+35 - Extend 24"x40" CMP Cross Culvert 4' Rt and 4' Lt.

Sta 24+00 - Reg'd Road Appr Lt.

Sta 24+11.4
S 89°51'E
P.O.T. 24+76.8

Sta 24+76.8

Sta 24+76.8

Sta 24+76.8

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Sta 24+76.8

Sta 24+76.8

N 1/2 of SW 1/4 SEC. 28 T8N R47W

N 1/2 of SW 1/4 SEC. 28 T8N R47W

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0007(2)	11	

S 1/2 of SW 1/4 SEC. 28 T8N R47W

E 1/2 of SE 1/4 SEC. 29 T8N R47W

B.M. Spike in F. Post
35' L.I. Sta 21+65 4047.61

Test # 1
LL 19.8
PI 7+18.1
NP 7+18.1
% -200 42.0
CBR 5.4

Test # 2
LL 24.1
PI 24.1
NP 24.1
% -200 36.0
CBR 8.4

Test # 3
LL 24.1
PI 24.1
NP 24.1
% -200 36.0
CBR 8.4

Test # 4
LL 24.1
PI 24.1
NP 24.1
% -200 36.0
CBR 8.4

Test # 5
LL 24.1
PI 24.1
NP 24.1
% -200 36.0
CBR 8.4

EXCAVATION
EMBANKMENT +25%
STA. YD. OVERHAUL
YD. MI. OVERHAUL
BORROW SOURCE

PLATE 1-PLAN-PROFILE & P.M. STATIONING

BY: [Signature]