FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S0019(2)	1	

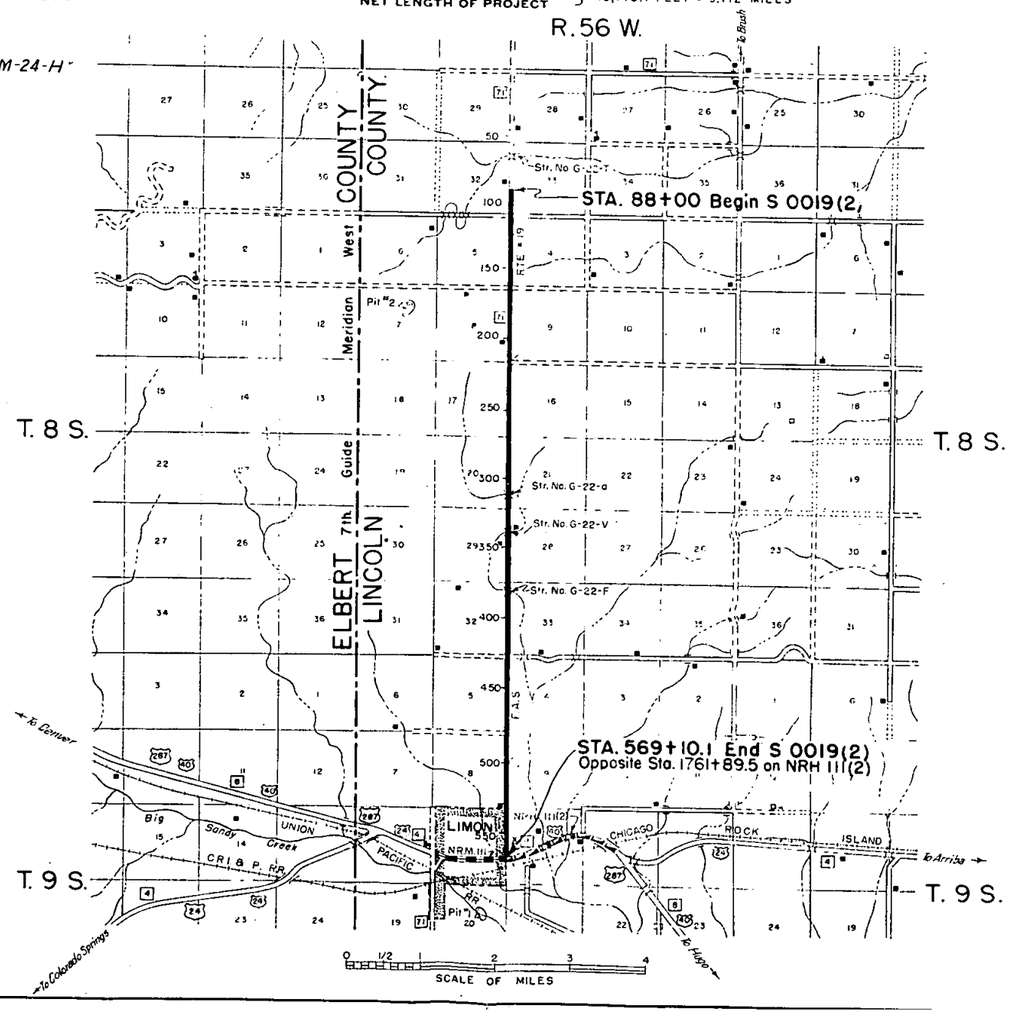
COLORADO
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
FEDERAL AID SECONDARY PROJECT NO. S0019(2)
STATE HIGHWAY NO. 71
LINCOLN COUNTY

INDEX OF SHEETS

SHEET NO.		
1	SKETCH MAP, TITLE PAGE AND TABULATION OF LENGTH & DESIGN.	
2	TYPICAL SECTION, GENERAL NOTES AND SUMMARY OF APPROXIMATE QUANTITIES.	
3, 3a & 4	LIST OF STRUCTURES.	
5	SELECTED BORROW PLAN, SURFACING PLAN, FENCING REQUIREMENTS, TIMBER GUARD POSTS, R.O.W. MARKERS, SNOW FENCE REQUIREMENTS AND TYPICAL SECTION FOR DETOURS.	
6	PIT LOCATION SHEET.	
7	DETAILS OF BRIDGE STA. 341+.	
8	DETAILS OF BRIDGE STA. 379+.	
9	STANDARD LETTERS & FIGURES FOR YEAR NUMBERS & STRUCTURE NUMBERS.	M-10-B
10	STANDARD MARKER POSTS.	M-7-B
11	STANDARD TIMBER GUARD POSTS.	M-19-D
12	STANDARD PICKET SNOW FENCE WITH STEEL POSTS.	M-25-B
13	STANDARD SIDE APPROACH ROADS, Flaring, CUT SLOPE TREATMENT & WIDENING AT BRIDGES & AT CREST OF GRADES.	M-2-DM
14	STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS.	M-29-A
15	STANDARD TYPES OF DITCHES AND CONSTRUCTION METHODS.	M-107-C
16-32	ALIGNMENT PLAN AND PROFILE.	
33-116	CROSS SECTIONS.	
117	SUMMARY OF EARTHWORK QUANTITIES.	
11a	STANDARD WIRE FENCE WITH WOODEN POSTS.	M-24-H

SCALES ON 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
GROSS LENGTH OF PROJECT } 48,110.1 FEET = 9.112 MILES
NET LENGTH OF PROJECT



N

TABULATION OF LENGTH AND DESIGN

STATION	ROADWAY	MAJOR STRUCT'S	
	LIN. FT.	LIN. FT.	LOADING
88+00 Begin S0019(2)			
	22,601.0		
314+01.0 Bridge End			
314+21.0 Bridge End	20.0		H-12½
	2,715.8		
341+36.8 Bridge End			
342+07.7 Bridge End		70.9	H-20-S16-44
	3,758.2		
379+65.9 Bridge End			
380+51.6 Bridge End		85.7	H-20-S16-44
	18,858.5		
569+10.1 End S0019(2) = Opp. 1761+89.5 on NRH 111(2)			
TOTALS	47,953.5	156.6	
SUMMARY		LIN. FT.	MILES
S0019(2) Roadway		47,953.5	9.082
S0019(2) Bridges		156.6	0.030
TOTAL (Net & Gross)		48,110.1	9.112

DESIGN DATA	
Maximum Delta	0°22'
Maximum Degree of Curve	No Curve
Maximum Grade	6.24%
Minimum N.P.S.D. (Horizontal)	> 1300'
Minimum N.P.S.D. (Vertical)	455'
Maximum Design Speed	50 M.P.H.

CONVENTIONAL SIGNS

CENTER LINE — TITLE SHEET
RIGHT-OF-WAY LINE
TOWNSHIP OR RANGE LINE — T. 6 S., R. 89 W. / T. 7 S., R. 89 W.
SECTION LINE
QUARTERSECTION LINE
RAILROAD
BARBED WIRE FENCE
WIRE CABLE GUARD FENCE
TELEPH. & TELEG. LINE
POWER LINE
PRESENT ROAD (PLAN SHEET)
COMBINATION WIRE FENCE
CITY LIMITS

NOTICE TO BIDDERS

IT IS RECOMMENDED THAT BIDDERS ON THIS PROJECT GO OVER THE PLAN DETAILS WITH ONE OF THE FOLLOWING FIELD REPRESENTATIVES OF THIS DEPARTMENT:

Glen McEldowney -- Construction Engineer - Denver, Colo.
Glen Soper -- Resident Engineer -- Denver, Colo.

COLORADO
DEPARTMENT OF HIGHWAYS

APPROVED Mark C. Watkins 10-21-53
CHIEF ENGINEER DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED _____ DATE
DISTRICT ENGINEER

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	S0019 (2)	5	

SELECTED BORROW PLAN

SURFACING PLAN

It is estimated that material for Selected Borrow and Gravel Surfacing for the project is available in the vicinity of the pits indicated in the following Selected Borrow Plan and Surfacing Plan. Estimated quantities in volved in these operations are shown below.

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

MATERIAL TO BE PLACED	SOURCE	QUANTITY & THICKNESS			OVERHAUL	
		AVAILABLE	THICKNESS *	CU. YDS	STA. YDS.	YD. MI.
88+00 to 105+00	Pit #1	150,000 Cu. Yds.	8"	1,683	18,513	16,577
105+00 to 120+00			6"	1,095	12,045	10,454
120+00 to 130+00			8"	990	10,890	9,217
130+00 to 136+50			6"	475	5,225	4,348
136+50 to 200+00	1.2 Miles to Sta. 569+20		8"	6,287	69,157	53,381
200+00 to 208+00			6"	584	6,424	4,563
208+00 to 242+00			8"	3,366	37,026	24,962
242+00 to 265+00			10"	2,898	31,878	19,927
265+00 to 272+50	"R"=67		8"	743	8,173	4,894
272+50 to 294+00			10"	2,709	29,799	17,101
294+00 to 314+01.0 Bridge			8"	1,981	21,791	11,727
314+21.0 to 341+36.8 Bridge			8"	2,689	29,579	14,707
342+07.7 to 379+65.9 Bridge			8"	3,721	40,931	18,020
380+51.6 to 569+10.1			8"	18,670	205,370	50,123
Est for Bridge Widening				83	913	430
Estimated for Correcting Irregularities in Subgrade				4,789	52,680	26,000
Estimated for Appr. to Proj.				150	1,650	1,505
TOTALS				52,913	582,044	287,936

* Based on curve "B"

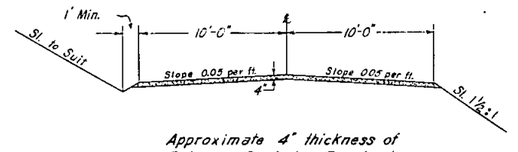
MATERIAL TO BE PLACED	SOURCE	QUANTITY				OVERHAUL		
		AVAILABLE	TONS USED			TON MILE		
			TOP COURSE GRADING "C"	BOT. COURSE GRADING "C"	SHLD. COURSE GRADING "C"	TOP COURSE	BOT. COURSE	SHLD. COURSE
88+00 to 163+00	Pit #2	30,000* Cu. Yds.	1,725	2,025	375	4,675	5,488	1,016
163+00 to 314+01.0 Bridge			3,473	4,077	755	11,912	13,984	2,590
			7			34		
314+21.0 to 341+36.8			625	733	136	3,201	3,754	696
Bridge 342+07.7 to 379+65.9	2.0 Miles to Sta. 163+00		864	1,015	188	4,966	5,834	1,081
Bridge 380+51.6 to 569+10.1			4,337	5,092	943	34,286	40,255	7,455
Est. for Bridge Widening	"R"=80		46	46	—	251	251	—
Est. for Approach to Project			62	98	15	204	338	52
From List of Structures				746			3,995	
TOTALS			11,139	13,932	2,412	59,529	73,899	12,890

* Shoulder Surfacing is not to be placed across Road Approaches.

TYPICAL SECTION FOR DETOURS

Sta. 340+ to Sta. 344+

Sta. 378+ to Sta. 382+



Approximate 4" thickness of Detour Surfacing Required.

R.O.W. MARKERS

STATION	SIDE	NO.
88+00	Rt.	1
101+00	Lt.	1
114+50	Rt.	1
127+50	Lt.	1
141+00	Rt.	1
154+00	Lt.	1
167+00	Rt.	1
180+50	Lt.	1
193+50	Rt.	1
207+00	Lt.	1
220+00	Rt.	1
233+00	Lt.	1
246+50	Rt.	1
259+50	Lt.	1
273+00	Rt.	1
286+00	Lt.	1
299+00	Rt.	1
312+50	Lt.	1
325+50	Rt.	1
339+00	Lt.	1
352+00	Rt.	1
365+00	Lt.	1
378+50	Rt.	1
391+50	Lt.	1
405+00	Rt.	1
418+00	Lt.	1
431+00	Rt.	1
444+50	Lt.	1
457+50	Rt.	1
471+00	Lt.	1
484+00	Rt.	1
497+00	Lt.	1
510+50	Rt.	1
523+50	Lt.	1
TOTAL		34

TIMBER GUARD POSTS

STATION	SIDE	SPACING	NO.
251+64	Rt. & Lt.	Culvert	2
287+00	Rt. & Lt.	Culvert	2
313+37 to 314+01	Rt. & Lt.	Bridge	10
314+21 to 314+85	Rt. & Lt.	Bridge	10
340+72.8 to 341+36.8	Rt. & Lt.	Bridge	10
342+07.7 to 342+71.7	Rt. & Lt.	Bridge	10
379+01.9 to 379+65.9	Rt. & Lt.	Bridge	10
380+51.6 to 381+15.6	Rt. & Lt.	Bridge	10
422+68	Rt. & Lt.	Culvert	2
456+93	Rt. & Lt.	Culvert	2
559+58	Rt. & Lt.	Culvert	2
565+23	Rt. & Lt.	Culvert	2
TOTAL			72

FENCING REQUIREMENTS

STATION	SIDE	REMOVE FENCE LIN. FT.	REMOVE & REBUILD FENCE LIN. FT.	BUILD B.W. FENCE LIN. FT.
163+ to 164+	Rt.	230		300
339+50 to 341+15	Rt.		150	
342+	Rt.		35	
379+	Lt.		40	
379+	Rt.		60	
380+	Lt.		30	
380+	Rt.		40	
564+95 to 568+60	Rt.		365	
TOTALS		230	720	300

It is estimated that 10 Line Posts will be required for Remove and Rebuild Fence.

Line posts to be of the same type and size as in the removed fence.

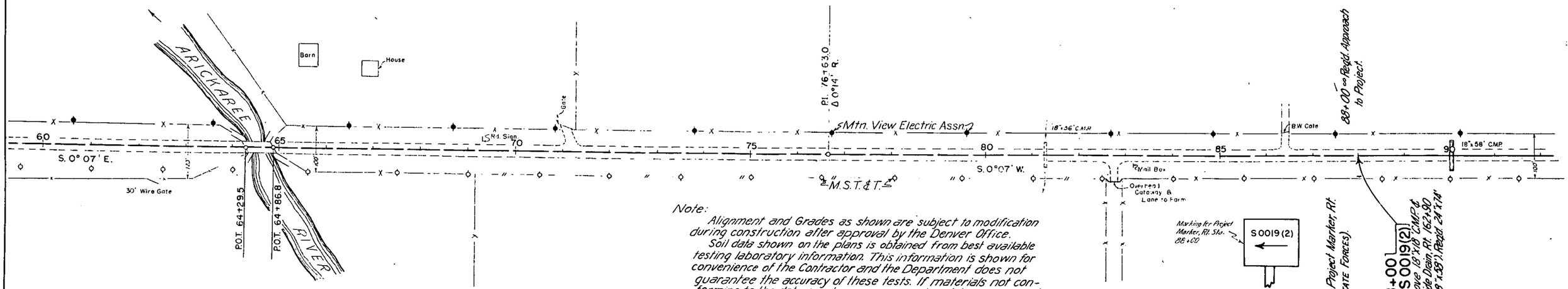
SNOW FENCE REQUIREMENTS

STATION	SIDE	BUILD SNOW FENCE LIN. FT.
108+ - 111+	Rt.	700
128+ - 132+	Rt.	300
192+ - 199+	Rt.	800
229+ - 235+	Rt.	600
288+ - 294+	Rt.	600
402+ - 407+	Rt.	500
440+ - 443+	Rt.	300
464+ - 469+	Rt.	600
TOTAL		4,400

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	16	

N.W. 1/4 Sec. 33, T.7S., R.56 W.

SW. 1/4 Sec. 33, T. 7 S., R.56 W.



NE. 1/4 Sec. 32, T. 7 S., R.56 W.

SE. 1/4 Sec. 32, T.7 S., R.56 W.

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.

Fencing, R.O.W. Markers, Snow Fence Requirements and Guard Posts are tabulated on sheet 5.

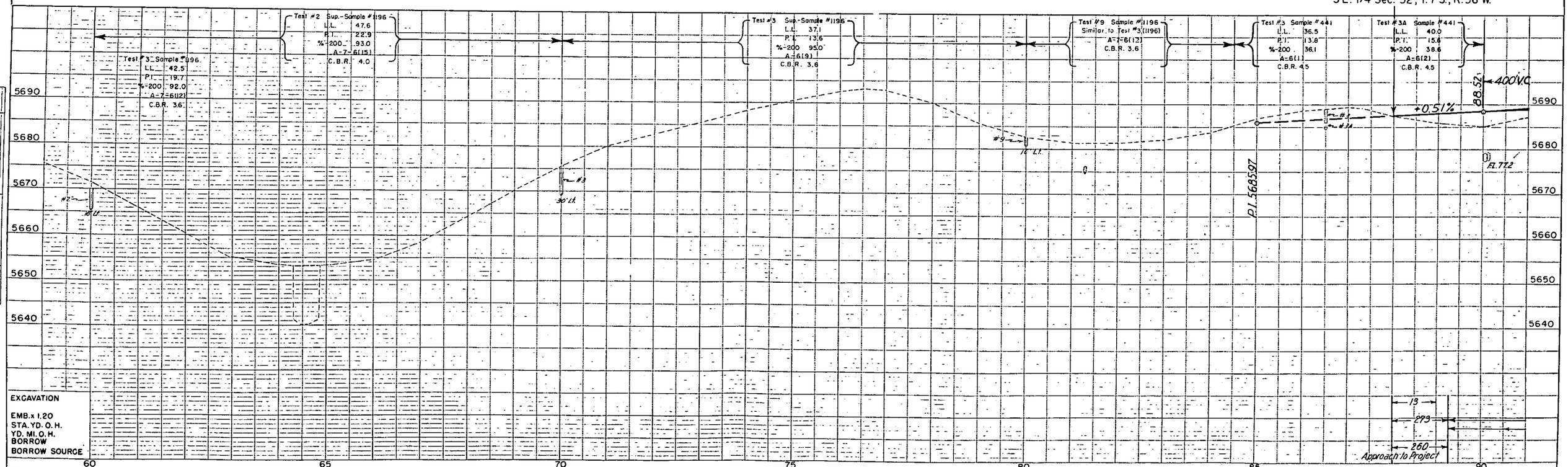


PLATE 1-PLAN-PROFILE B. P. R. STANDARD

NOTE BOOK No. 17332 — PLOTTED — ALIGNMENT CHECKED — RT. OF WAY CHECKED

NOTE BOOK No. 17336 — GRADES CHECKED — BASE NOTES — STRUCTURE NOTATIONS CHECKED

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S0019(2)	17	

S.W. 1/4 Sec. 33, T.7S., R.56 W.

N

P.O.T. 99+00

109+21 ± Relay 18"x40' C.M.P. (20' from 422168 ℄ 20' from 456193) as Side Drain Rt. Rapid Road Approach, Rt. ℄ Lt.

PI 109+316 Δ 0°10' R.

Sec. Line — County Road

1194 ± Rapid Dyke Lt.

Mtn. View Electric Assn.

18"x 50' C.M.P.

18" x 58' C.M.P.

S. 0°07' W

S. 0° 17' W

M.S.T. & T.

90°41'

89°49'

150'

200'

200' Proposed Snow Fence

95+ ± Rapid Dyke, Rt.

1016.5 ± Extend 18"x 50' C.M.P. ℄ Lt. ℄ 10' Rt.

S.E. 1/4 Sec. 32, T.7S., R.56 W.

N.W. 1/4 Sec. 4, T.8S., R.56W.

N.E. 1/4 Sec. 5, T.8S., R.56 W.

NOTE BOOK No. 1332 | ALIGNMENT CHECKED | RT. OF WAY CHECKED

NOTE BOOK No. 1330 | PLOTTED | GRADES CHECKED | B.M.'s NOTED | STRUCTURE DETAILS CHECKED

Test #1 Sample #1196
L.L. 37.5
P.I. 16.2
%-200 85.0
A-6(10)
C.B.R. 3.6

Test #10 Sample #1196
Similar to Test #1 (1196)
A-6(10)
C.B.R. 3.6

Test #4 Sup.-Sample #1196
L.L. 35.6
P.I. 14.2
%-200 31.0
A-2-6(1)
C.B.R. 7.5

Test #5 Sup.-Sample #1196
L.L. 33.9
P.I. 10.8
%-200 73.0
A-6(8)
C.B.R. 4.8

5740.03 P.I.

-0.879%

+3.63%

+2.28%

+0.51%

200' V.C.

400' V.C.

800' V.C.

N.P.S.D. - 510'

31.24

30.53

P.I. 5730.36

12.34

14.96

18.25

25.51

35.52

36.51

38.52

90.43

94.10

P.I. 5714.62

P.I. 5689.54

Rt. Shoulder

FL 02.8

#5

25 Rt.

#4

#10

R. 112

5730

5720

5710

5700

5690

5680

95

100

105

110

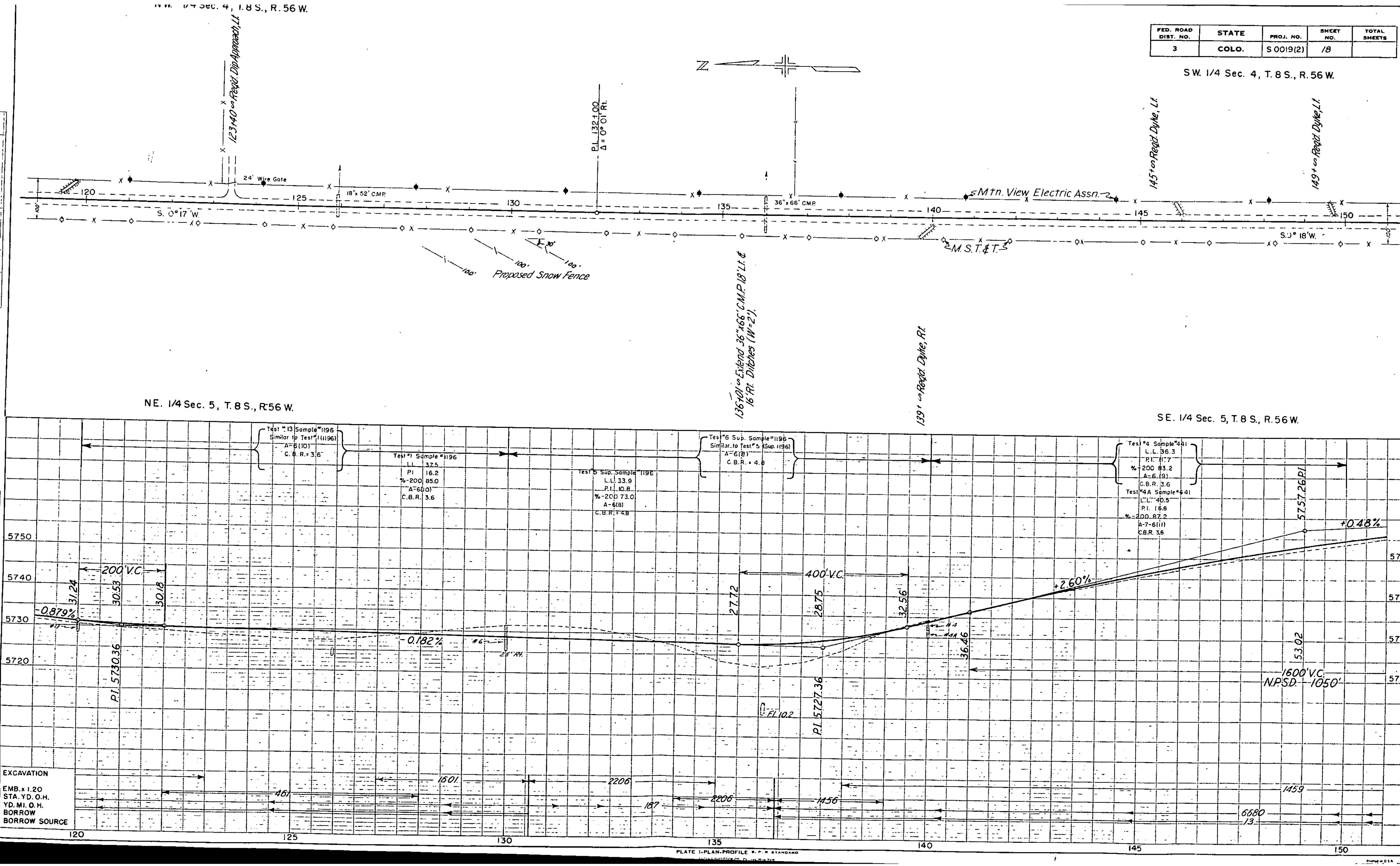
115

120

EXCAVATION

EMB. x 1.20 -		1073		3288		3880		2209	
STA. YD. O.H.	1079		344		2222		3349		15678
YD. MI. O.H.									205
BORROW -									
BORROW SOURCE									

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	18	



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	19	

SW. 1/4 Sec. 4, T. 8 S., R. 56 W.

N.W. 1/4 Sec. 9, T. 8 S., R. 56 W.

154+∞ Regd. Dyke, Lt. & Rt.

163+06 ∞ Regd. Road Approach, Lt.

Pt. 163+08.4

Δ 0°15' L.

County Road

89°54'

20' Wire Gate

Mtn. View Electric Assn.

150 155 160 165 170 175 180

100

S. 0°18' W.

1 Rd. sign.

S. 0°03' W.

M.S.T.&T.

90°06'

Remove Fence

Build Fence

Swamp

Swamp

162+90 ∞ Relay (181+40' CMP (from 90+02) at Side Drain Rt. Inlet Ditch Regd. Road Approach, Rt.

177+00 ∞ Regd. 24'x70' Cass Culvert

SE. 1/4 Sec. 5, T. 8 S., R. 56 W.

NE. 1/4 Sec. 8, T. 8 S., R. 56 W.

Test #16 Sample #1196
L.L. 42.1
P.I. 20.1
%-200 92.0
A-7-6(12)
C.B.R. 3.6

Test #1 Sample #1196
Similar to Test #16 (1196)
A-7-6 (12)
C.B.R. = 3.6

Test #5 Sup. Sample #1196
L.L. 33.9
P.I. 10.8
%-200 73.0
A-6(8)
C.B.R. 4.8

Test #7 Sup. Sample #1196
Similar to Test #5 (Sup 1196)
A-6(8)
C.B.R. 4.8

End Grading — Begin Shaping

End Shaping — Begin Grading

5770

5760

5750

5737.26 P.I.

+0.48%

33.02

61.10

#17

10' Rt.

1600' V.C.
N.P.S.D. 1050'

5766.62 P.I.

65.95

65.66

#7

25 Rt.

64.88

400' V.C.
N.P.S.D. 740'

-0.869%

300' V.C.

60.54

59.83

60.34

+0.74%

11.96

P.I. 5759.23

EXCAVATION

EMB. x 1.20
STA. YD. O.H.
YD. MI. O.H.
BORROW
BORROW SOURCE

3

387

387

5087

160 165 170 175 180

ALIGNMENT CHECKED
RT. OF WAY CHECKED

NO. 11332

GRADES CHECKED
S.M.'s NOTED
STRUCTURE NOTATIONS CK'D

NO. 11330

NW. 1/4 Sec. 9, T. 8 S., R. 56 W.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	20	

SW 1/4 Sec. 9, T. 8 S., R. 56 W.

P.I. 182+88.2, Δ 0°03' Lt.

P.O.T. 189+04.6

P.I. 191+90.6, Δ 0°02' Rt.

P.O.T. 197+21.2

204' ± to Regd. Dyke, Lt.

210' ± to Regd. Dyke, Lt.

Mtn. View Electric Assn.

180 185 190 195 200 205 210

100' 100'

S. 0°03' W. DUE SOUTH S 0°02' W

20' Wire Gate 20' Wire Gate 24' Wire Gate M.S.T. & T. 20' Wire Gate Mail Box

Original Entrance

175' 175' 175' 100'

Proposed Snow Fence

Farm House

Abandoned Surfacing Pit.

188+90 ± to Regd. Dip Approach, Rt.

199+50 ± to Regd. Road Approach, Rt.

206+05 ± to Regd. Road Approach Rt.

207' ± to Regd. Dyke, Rt.

NE. 1/4 Sec. 8, T. 8 S., R. 56 W.

SE. 1/4 Sec. 8, T. 8 S., R. 56 W.

NOTE BOOK NO. 1232 — PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED

NOTE BOOK NO. 1230 — PLOTTED, GRADES CHECKED, B.M.'s NOTED, STRUCTURE NOTATIONS CHECKED

Test # 5 Sup.-Sample # 441
L.L. 40.9
P.I. 17.7
%-200 94.0
A-7-6(11)
C.B.R. 3.6

Test # 8 Sup.-Sample # 1196
L.L. 39.3
P.I. 15.0
%-200 96.0
A-6(10)
C.B.R. 3.6

Test # 6 Sample # 441
L.L. 37.8
P.I. 13.0
%-200 62.7
A-6(7)
C.B.R. 3.6

Test # 6A Sample # 441
L.L. 36.7
P.I. N.P.
%-200 8.9
A-1-b(0)
C.B.R. 7.5

5730 5720 5710 5700 5690 5680 5670 5660

5760 5750 5740 5730

5730 5750 5740 5730

3767.00 P.I. 10.74 % 0.625 % 5762.00 P.I. 0.24 % 0.24 %

66.26 66.66 66.38 64.50 56.38 87.12

#5 #6 20' R.I. 116-GR 37.04

200' V.C. N.P.S.D. 635

800' V.C. N.P.S.D. 455'

1600' V.C.

EXCAVATION

EMB. x 1.20

STA. YD. O. H. 5087 2089

YD. MI. O. H. 25.506 188 4610 2116

BORROW

BORROW SOURCE

180 185 190 195 200 205 210

PLATE 1-PLAN-PROFILE B. P. R. STANDARD

Printed in U.S.A. by HUMPHREYS TRACING CO.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	21	

SW. 1/4 Sec. 9, T.8 S., R.56 W.

NW. 1/4 Sec. 16, T.8 S., R.56 W.

N

P.I. 216+03.8
Δ 0°02' R.
216'±04 ∞ Regd. Road Approach, L.t.
Lane
90°17'
90°30'
17' Wire Gate
Sec. Line
Mt. View Electric Ass'n
18"x54' CMP
M.S.T. & T.
P.O.T. 230+41.3
234'± ∞ Regd. Dyke, L.t.
210
215
220
225
230
235
240
100
S. 0° 02' W.
S. 0° 04' W.
125'
125'
125'
225'
Proposed Snow Fence
22'±56' ∞ Relay (8'x28' CMP as Side Drain, L.t. 321+00 & 18"x26' CMP as Side Drain, Rt. 427+15 (Present C.M.P. 18"x34'). Regd. 24"x28' Cross Culvert & Ditches.

SE. 1/4 Sec. 8, T.8 S., R.56 W.

NE. 1/4 Sec. 17, T.8 S., R.56 W.

Test #22 Sample #1196
Similar to Test #16 (1196)
A-7-6(12)
C.B.R. 3.6

Test #16 Sample #1196
L.L. 42.1
P.I. 20.1
%-200 92.0
A-7-6(12)
C.B.R. 3.6

Test #3 Sample #1196
L.L. 42.5
P.I. 19.7
%-200 92.0
A-7-6(12)
C.B.R. 3.6

Test #23 Sample #1196
Similar to Test #3 (1196)
A-7-6(12)
C.B.R. 3.6

Test #8 Sup.-Sample #1196
L.L. 39.3
P.I. 15.0
%-200 96.0
A-6(10)
C.B.R. 3.6

Test #9 Sup-Sample #1196
Similar to Test #8 (Sup-1196)
A-6(10)
C.B.R. 3.6

5690
5680
5670
5660
5650
5640
5630
5620
5670
5660
5650
5640
5630
5620
5610
5600

1600' V.C.
-6.24%
49.44
P.I. 563720
-0.12%
5640
5630
5640
-0.12%
5630
36.24
R=292
5635.52 P.I.
36.00
32.24
800' V.C.
N.P.S.D. 5.95'
-3.40%
2.92
04.92
1000' V.C.

EXCAVATION				
EMB. x 1.20				
STA. YD. O.H.	27		522	243
YD. MI. O.H.				
BORROW				1404
BORROW SOURCE				15

210 215 220 225 230 235 240

PLATE I-PLAN-PROFILE B. P. R. STANDARD

Printed in U.S.A.

WORK BOOK NO. 17332
ALIGNMENT CHECKED
ALIGNMENT NOTED
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS OK'D
NO. 17330

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	22	

SW.1/4 Sec. 16, T. 8 S., R. 56 W.

241+08 ± Extend 24"x48' C.M.P. 10' Lt. & 4' Rt. Inlet Ditch.

Mt. View Electric Assn.

24"x 48' CMP.

18"x 44' CMP.

Dyke in place

Dike in place

S. 0° 04' W.

P.O.T. 258+52.7

234' ± Remove Dyke, Rt.

262' ± Remove Dyke, Rt.

266+00 ± Regd. 24'x36" Cross Culvert & Inlet Ditch. Dyke, Lt. & Rt.

P.O.T. 268+69.0

U.S.C.&G. Marker

90° 37'

9° 13'

NW.1/4 Sec. 21 T. 8 S., R. 56 W.

NE.1/4 Sec. 20 T. 8 S., R. 56 W.

S E. 1/4 Sec. 17, T. 8 S., R. 56 W.

240 245 250 255 260 265 270

100'

PLAN
NOTE BOOK
NO. 11332
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED

Test # 25 Sample # 1196
Similar to Test # 7 (1196)
A-7-6(14)
C.B.R. 4.0

Test # 25A Sample # 1196
L.L. 54.5
P.I. 32.0
%-200 97.2
A-7-6(19)
C.B.R. 2.7

Test # 7 Sample # 1196
L.L. 45.4
P.I. 22.7
%-200 89.2
A-7-6(14)
C.B.R. 4.0

Test # 26 Sample # 1196
Similar to Test # 25A (1196)
A-7-6(19)
C.B.R. 2.7

Test # 3 Sample # 1196
L.L. 42.5
P.I. 19.7
%-200 92.0
A-7-6(12)
C.B.R. 3.6

Test # 27 Sample # 1196
Similar to Test # 3 (1196)
A-7-6(12)
C.B.R. 3.6

1000' V.C.

91.87

P.I. 5587.92

#23

#25A

#88.9

3.40%

86.72

#26

10' Rt.

0.24%

5584.20 P.I.

85.16

82.09

#27

10' Lt.

740'

2.35%

800' V.C.
W.P.S.D. - 740'

#60.9

5600 5590 5580 5570 5560 5550

EXCAVATION	623	598	624	2,765
EMB. x 1.20				
STA. YD. O.H.		101		
YD. MI. O.H.			20,218	
BORROW			570	
BORROW SOURCE				

PLATE I-PLAN-PROFILE B. P. R. STANDARD

PLAN
NOTE BOOK
NO. 11330
SURVEYED
PLOTTED
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHKD

Printed in U.S.A.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	23	

N.W. 1/4 Sec. 21, T. 8 S., R. 56 W.

S.W. 1/4 Sec. 21, T. 8 S., R. 56 W.

Stock. Water Hole.

N

P.O.T. 290+00

Mt. View Electric Assn.

270 275 280 285 290 295 300

S. 0° 04' W. S. 0° 04' W.

18"x46' C.M.P. & Earthen Dam.

M.S.T. & T.

274+89 ± Relay 18"x46' C.M.P. as Side Drain, Rt. 3744.38. Reqd. 24"x56' Cross Culvert.

287+00 ± Reqd. 24"x50' Cross Culvert & Ditches. Dyke, Rt.

30°

1 : 125' 1 : 125' 1 : 125' 1 : 125' 1 : 100'

Proposed Snow Fence

300+00 ± Reqd. 24"x50' Cross Culvert & Ditches. Dyke, Rt.

N.E. 1/4 Sec. 20, T. 8 S., R. 56 W.

S.E. 1/4 Sec. 20, T. 8 S., R. 56 W.

Test #28 Sample #1196 Similar to Test #25A (1196) A-7-6(19) C.B.R. = 2.7

Test #25A Sample #1196 L.L. 54.5 P.I. 32.0 %-200 97.2 A-7-6(19) C.B.R. = 2.7

Test #29 Sample #1196 Similar to Test #25A (1196) A-7-6(19) C.B.R. 2.7

Test #7 Sup. Sample #441 L.L. 60.2 P.I. 34.9 %-200 96.0 A-7-6(20) C.B.R. = 2.7

2.35% 400' V.C. 51.65 4800' 1.65% -1.68% 300' V.C. 1.0627' 0.60%

P.I. 5551.30 P.I. 5529.85 P.I. 5507.17

5550 5540 5530 5520 5510 5500

EXCAVATION											
EMB. x 1.20	350		300		325			1,648		1,074	725
STA. YD. O.H.	3850		3300		3,411			15,058			
YD. ML O.H.	163		21		7			240			
BORROW	350		300		325						
BORROW SOURCE	Widen Cuts Rt. Sta 227+ to 233+		Widen Cuts Rt. Sta 250+ to 254+		Widen Cuts Rt. Sta 288+ to 291+						

270 275 280 285 290 295 300

PLATE I-PLAN-PROFILE B. P. R. STANDARD

EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A.

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

NOTE BOOK No. 1332

ALIGNMENT CHECKED BY: [illegible] GRADES CHECKED BY: [illegible] STRUCTURE NOTATIONS CHKD

NOTE BOOK No. 1329 1331

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	29	

N.W. 1/4 Sec. 4, T. 9 S., R. 56 W.

S.W. 1/4 Sec. 4, T. 9 S., R. 56 W.

456+93 ∞ Relay 18"x20' C.M.P. as Side Drain Rt. 109+31 & Relay 18"x26' CMP as Side Drain Lt. 480+37 (Present CMP 18"x46') Regd. 24"x52' Cross Culvert & Ditches.

471+97 ∞ Relay 18"x26' CMP as Side Drain Rt. 531+90 & 18"x26' CMP as Side Drain Lt. 362+00. (Present CMP 18"x52') Regd. 24"x64' Cross Culvert & Outlet Ditch

N

Mt. View Electric Assn.

P.O.T. 466+51.3

P.I. 480+37.6
Δ 0°04' R.
2°89°03'

14' Wire Gate

22' Wire Gate

18' Wire Gate

18"x46' C.M.P.

18"x52' C.M.P.

450 455 460 465 470 475 480

100'

S. 0° 13' 30" E.

S. 0° 13' 30" E.

S. 0° 09' 30" E.

M.S.T. & T.

150' 150' 150' 150'

Proposed Snow Fence

U.S.C.B.G. Marker

90° 55'

N.E. 1/4 Sec. 5, T. 9 S., R. 56 W.

S.E. 1/4 Sec. 5, T. 9 S., R. 56 W.

Test "46 Sample "1196
Similar to Test "25A (1196)
A-7-6(19)
C.B.R. 2.7
Test "46 A Sample "1196
Similar to Test " (1196)
A-6(10)
C.B.R. 3.6

Test "25 A Sample "1196
L.L. 54.5
P.I. 32.0
%-200 97.2
A-7-6(19)
C.B.R. = 2.7

Test "11 Sample "1196
L.L. 37.5
P.I. 16.2
%-200 85.0
A-6(10)
C.B.R. 3.6

Test "11 Sample "441
L.L. 37.5
P.I. 12.9
%-200 68.1
A-6(9)
C.B.R. = 3.6

Test "12 Sample "441
Similar to Test "11 (441)
A-6(9)
C.B.R. = 3.6

5450
5440
5430

400' V.C.

-0.65%

+1.00%

-1.75%

-0.10%

700' V.C.
N.P.S.D. 600'

400' V.C.
N.P.S.D. 1300'

41.00 40.53 41.70 44.79 41.08 40.20 37.53 36.50

P.I. 5439.70

P.I. 5447.20

P.I. 5436.70

H. 36.7

H. 20.2

EXCAVATION

EMB. x 1.20	268		841		208		1972
STA. YD. O.H.		127		208		1910	
YD. MI. O.H.	982		7915			4044	
BORROW			17				
BORROW SOURCE							

GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHKD

ALIGNMENT & PROFILE
RT. OF WAY CHECKED

No. 17332

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	30	

S.W. 1/4 Sec. 4, T. 9 S., R. 56 W.

480+37.6 Relay 18"x26' C.M.P. (from 456+93) as Side Drain, Lt. & Relay 18"x26' CMP (from 422+68) as Side Drain, Rt. Repl. Road Approach, Lt. & Rt.

P.I. 480+37.6
Δ 0° 04' R.

N.W. 1/4 Sec. 9, T. 9 S., R.56 W.

504+21 ± Remove 18"x 3' CMP and Relay 40' as Side Drain, Lt. 532+00. (Present CMP 18"x 48') Repl. 24"x60' Cross Culvert. Dyke Lt. & Rt.

S.W. 1/4 Sec. 9, T. 9 S., R.56 W.

P.I. 508+22.2
Δ 0° 08' 30" L.

14' Wire Gate
22' Wire Gate
8° 03'
Mt. View Electric Assn.
18"-48' CMP
480
485
490
495
500
505
510
100'
S. 0° 13' 30" E.
8' Wire Gate
S. 0° 09' 30" E.
S. 0° 18' E.
U.S.C.B.G. Marker
90° 55'
M.S.T. & T.
Sec. Line

S.E. 1/4 Sec. 5, T. 9 S., R. 56 W.

N.E. 1/4 Sec. 8, T. 9 S., R. 56 W.

S.E. 1/4 Sec. 8, T. 9 S., R.56 W.

NOTE BOOK NO. 1332 — PLOTTED, ALIGNMENT CHECKED, R/W OF WAY CHECKED

NOTE BOOK NO. 1331 — PLOTTED, GRADES CHECKED, B.M.'s NOTED, STRUCTURE NOTATIONS OK'D

Test "49 Sample "196
L.L. 39.0
P.I. 16.9
% - 200 87.6
A-6 (11)
C.B.R. 3.6

Test "50 Sample "196
Similar to Test "49 (196)
A-6 (11)
C.B.R. = 3.6

Test "51 Sample "196
Similar to Test "49 (196)
A-6 (11)
C.B.R. = 3.6

End Grading
Begin Shaping

5440
5435.65 P.I.
5430
5420
5410
-0.10%
-0.44%
35.85
35.49
34.77
400' V.C.
N.P.S.D. > 1300'
#35
10' Rt.
#5
10' Lt.
0
L. 17.0

EXCAVATION

EMB. x 1.20
STA. YD. O.H.
YD. MI. O.H.
BORROW
BORROW SOURCE

480
485
490
495
500
505
510

PLOTTING STANDARD PROFILE B.P.R. STANDARD

Printed in U.S.A.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	31	

S.W. 1/4 Sec. 9, T. 9 S., R. 56 W.

N.W. 1/4 Sec. 16, T. 9 S., R. 56 W.

S.E. 1/4 Sec. 8, T. 9 S., R. 56 W.

N.E. 1/4 Sec. 17, T. 9 S., R. 56 W.

532+00 ± Relay 18"x40' CMP (from 504+27) as Side Drain Lt. Reqd. Double Road Approach, Lt.

Pl. 532+88.2
Δ 0° 02' R.

22' Wire Gate

90°46'

Mt. View Electric Assn

510 515 520 525 530 535 540

100

S. 0° 18' E.

S. 0° 16' E.

50 50

M. S. T. & T.

21' Wire Gate

1/8

Approach

Farm House

523+00 ± Reqd. 24'x38' Cross Culvert & Ditches. Dyke Lt. & Rt.

531+90 ± Relay 18"x26" CM.P. (from 471+97) as Side Drain, Rt. Reqd. Road Approach, Rt.

North Limon City Limits

Sec. Line

90°36'

Limon Co-Op. Tel. Line

Golf. Green.

CITY LIMITS

Test "13 Sample "441
L.L. 40.2
P.I. 14.4
%-200 91.
A-6(10)
C.B.R.-3.6

Test "49 Sample "1196
L.L. 39.0
P.I. 16.9
%-200 87.6
A-6(11)
C.B.R. 3.6

Test "53 Sample "1196
Similar to Test "49 (1196)
A-6(11)
C.B.R. 3.6

Test "54 Sample "1196
Similar to Test "49 (1196)
A-6(11)
C.B.R.-3.6

5420
5410
5400
5390
5380

#13

#53
10' Rt.

#102.2

#54
10' Lt.

N.P.S.D. 800'

End Shaping

Begin Grading

1.70%

3.30%

5386.00 P.I.

90.25

85.00

500' V.C.
N.P.S.D. 675'

EXCAVATION
EMB. x 1.20
STA. YD. O.H.
YD. MI. O.H.
BORROW
BORROW SOURCE

515 520 525 530 535 540

Printed in U.S.A.

NO. 1331 RT. OF WAY CHECKED

NO. 1331 B.R.'S NOTED STRUCTURE BOUNDARIES DRAWN

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S0019(2)	32	

N.W. 1/4 Sec.16, T.9S., R.56W.

CULTIVATED

549+69 ⇔ Extend 24"x46" C.M.P. 6', Rt. & 10' Lt. Ditches

552+50 ⇔ Reqd. Road Approach, Rt.

552+39.0 ℄ St.

556+25 ⇔ Reqd. Road Approach, Rt.

559+10 ⇔ Reqd. Dip Approach, Lt.

559+36 ⇔ Extend 18"x50' CMP 6', Rt. & Outlet Ditch.

559+90 ⇔ Reqd. Road Approach, Lt. & Rt.

562+00 ⇔ Reloy. 18"x26' CMP (from 471+97) as Side Diam., Lt. Reqd. Road Approach, Lt.

563+30 ⇔ Reqd. Road Approach, Rt.

563+75 ⇔ Reqd. Road Approach, Rt.

564+50 ⇔ Reqd. Road Approach, Rt.

County Yard

565+23 ⇔ Extend 18"x48" CMP 4', Rt. & Outlet Ditch.

569+ ⇔ Reqd. Project Marker, Rt. (Work by State forces)

CULTIVATED

S.W. 1/4 Sec.16, T.9S., R.56W.

Mt. View Electric Assn.

24"x46" C.M.P.

18"x46" C.M.P.

18"x50" C.M.P.

24" Driveway Gate

24' Wire Gate

Gas Pump Filler Pipe

P.O.T. 553+93.5

554+00

540 545 550 555 560 565

S.0°16'E.

CITY LIMITS

Limon Co-Op Tel. Line

89°15'

49.5'

67.0'

546+35

I. P. Sign

Road Sign

Corral Fence

Cottage Camp

Cafe & Filling Station

Showers

Grease Rack

P.C. 1765+41.8

Adv. Sign

Quonset

Road Sign

Cottages

To Hugo

1765

N.89°55'E. Ab. NRH III(1)

STA. 1761+87.8 Bk. NRH III(1) =
STA. 1761+87.8 Ab. NRH III(2).

STA. 569+10.1 END S0019(2) Opposite 12.0
STA. 1761+89.5 NRH III(2)

Project Mkr.
Road Sign
Adv. Sign
Fire Plug

Loading Platform

Farm Machinery Storage Yard

Gas Storage Tanks

Store & Gas Pumps

Shed

Rest Rooms

Garage & Pumps

Trlr. Houses

Shop

Cess Pool

Conc. Retaining Wall

Marking for Project Marker Rt. Sta. 569+

S 0019(2)

1760

24"x24"x18" C.B.C.

GOLF COURSE

EIGHTH ST. | SEVENTH ST. | SIXTH ST. | FIFTH ST. | FOURTH ST.

N.E. 1/4 Sec.17, T.9S., R.56W.

LIMON

S.E. 1/4 Sec.17, T.9S., R.56W.

Test #55 Sample #1196
Similar to Test #49 (1196)
A-6 (11)
C.B.R. 3.6

Test #49 Sample #1196
L.L. 39.0
P.I. 16.9
%-200 87.6
A-6 (11)
C.B.R. = 3.6

Test #13 Sup. Sample #1196
L.L. 34.5
P.I. 12.7
%-200 77.0
A-6 (9)
C.B.R. = 3.6

Test #32 Sample #1196
L.L. 33.3
P.I. 6.5
%-200 42.2
A-6 (3)
C.B.R. = 4.0

Test #57 Sample #1196
Similar to Test #32 (1196)
A-6 (3)
C.B.R. = 4.0

5400 5390 5380 5370 5360 5350 5340

5386.00 P.I.

170'

400' V.C.

3.30%

76.10

77.75

71.10

69.30

85.00

500' V.C.
NPSD 675'

P.I. 5369.50

-0.10%

60.6

68.75

67.29

5368.50 P.I.

-2.034%

500' V.C.
NPSD 650'

63.22

60.36

58.66

57.63

200' V.C.

800' V.C.

55.89

56.27

P.I. 5358.33

P.I. 5354.83

-0.70%

+0.36%

STA. 569+10.1 END S0019(2)
Opposite Sta. 1761+89.5 on NRH III(2)

EXCAVATION

E.Mb. x 1.20	1145	4,852	29	1197	54	457	67
STA. YD. O.H.					
YD. MI. O.H.					
BORROW					
BORROW SOURCE					

Excess Excavation 390 Cu. Yds. To Be Used to Widen Shoulder, Rt. Sta. 556+ to 564+ Est. 335 S.Y. Yds. Overhaul

540 545 550 555 560 565 570

PLATE 1 — PLAN-PROFILE O. F. H. & R. E. STANDARD

PLAN SURVEYED DATE PLOTTED BY NOTE BOOK ALIGNMENT CHECKED NO. RT. OF WAY CHECKED

NOTE BOOK 1231 PLOTTED GRADES CHECKED B. M.'S NOTED STRUCTURE NOTATIONS CHKD.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	24	

S.W. 1/4 Sec. 21, T. 8 S., R. 56 W.

N.W. 1/4 Sec. 28, T. 8 S., R. 56 W.

S.E. 1/4 Sec. 20, T. 8 S., R. 56 W.

N.E. 1/4 Sec. 29, T. 8 S., R. 56 W.

P.O.T. 305+00

Mt. View Electric Assn.

M.S.T. & T.

Pl. 314+01.0 Bridge End
Δ 0° 03' L. Str. No. G-22-a.
314+21.0 Bridge End

Dyke in place

321+00 ∞ Relay 18"x28" CMP from 221+36 (3) Side Drain, Lt. Reqd. Road Approach, Lt.

Pl. 321+17.9
Δ 0° 22' L.

16' Wire Gate

90°17'

22' Wire Gate

89°25'

325+ ∞ Reqd. Dyke, Lt.

Dyke in place

Sec. Line

Sec. Line

S. 0° 04' W.

S. C° 01' W.

S. 0° 21' E.

300 305 310 315 320 325 330

304+ ∞ Reqd. Dyke, Rt.

314+ ∞ Remove Surfacing from Bridge. Reqd. Surface Bridge.

320+25 ∞ Reqd. Road Approach, Rt.

Test #3 Sample #1196
L.L. 42.5
P.I. 19.7
%-200 92.0
A-7-6(12)
C.B.R. 3.6

Test #31 Sample #1196
Similar to Test #3 (1196)
A-7-6(12)
C.B.R. 3.6

Test #32 Sample #1196
L.L. 33.3
P.I. 16.5
%-200 42.2
A-6(3)
C.B.R. 4.0

Test #33 Sample #1196
Similar to Test #32 (1196)
A-6(3)
C.B.R. 4.0

300' V.C.

Pl. 5501.17

0.60%

600' V.C.
N.P.S.D. 1210'

Pl. 5504.17

-1.40%

200' V.C.

End Grading → Begin Shaping

0.00%

-1.20%

400' V.C.
N.P.S.D. 805'

Pl. 5492.44 @ 1+38

Pl. 5492.44 @ 1+87

5500
5490
5480

EXCAVATION
EMB. x L20
STA. YD. O.H.
YD. MI. O.H.
BORROW
BORROW SOURCE

1098
21
224

NOTE BOOK ALIGNMENT CHECKED
No. 1332 RE-STAT MAT CHECKED

NOTE BOOK PLOTTED
No. 1331 GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHKD

PLAT 1-PLAN-PROFILE C. F. P. STANDARD

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

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	25	

N.W. 1/4 Sec. 28, T. 8 S., R. 56 W.

S.W. 1/4 Sec. 28, T. 8 S., R. 56 W.

340 + to 344 + ∞ Regd. Detour, L.t. Remove Detour, L.t. (Typical Section on Sheet 5)

339+35 ∞ Regd. Road Approach, L.t.

P.I. 341+36.3
Δ 0° 11" R.

Construction Easement

Proposed Detour

345+10 ∞ Regd. Road Approach, L.t.

Mt. View Electric Assn.

16' Wire Gate

19' Wire Gate

330 335 340 345 350 355 360

100'

S. 0° 21' E.

M.S.T.& T.

S. 0° 10' E.

21' Wire Gate

M.B.

12' Wire Gate

341+36.8 to 342+07.7 ∞ Regd. Bridge Repairs & Raise Bridge. (Details on Sheet No. 7)

Farm House

344 + to 345 + ∞ Fill Roadside Ditch, Rt.

Draw

Pond

344+30 ∞ Regd. Road Approach, Rt.

345+30 ∞ Regd. Road Approach, Rt.

N.E. 1/4 Sec. 29, T. 8 S., R. 56 W.

S.E. 1/4 Sec. 29, T. 8 S., R. 56 W.

Test #34 Sample #1196
Similar to Test #1 (1196)
A-6(10)
C.B.R. 3.6

Test #1 Sample #1196
L.L. 37.5
P.I. 16.2
%-200 85.0
A-6(10)
C.B.R. 3.6

Test #35 Sample #1196
Similar to Test #25A (1196)
A-7-6(19)
C.B.R. 2.7

Test #35A Sample #1196
Similar to Test #1 (1196)
A-6(10)
C.B.R. = 3.6

Test #25A Sample #1196
LL 54.5
PI 32.0
%-200 97.2
A-7-6(19)
C.B.R. 2.7

Test #3 Sample #1196
L.L. 42.5
P.I. 19.7
%-200 92.0
A-7-6(12)
C.B.R.=3.6

Test #36 Sample #1196
Similar to Test #3 (1196)
A-7-6(12)
C.B.R.=3.6

End Shaping — Begin Grading

300' V.C.

7.35 7.34 7.00

-0.90%

0.00%

P.I. 5+47.00

#34 #35 #35A 10' Ft.

7.00 7.89 7.59

100' V.C.

H.P.S.D. 10.40'

P.I. 5+74.00

End Grading — Begin Shaping

-0.82%

#36 10' Ft.

5480

5470

5460

331 75 164 256 82 82 173 5 173

Widen Ditches Rt. Sta. 345+ to 347+

330 335 340 345 350 355 360

EXCAVATION

EMB. x 1.20
STA. YD. O.H.
YD. MI. O.H.
BORROW
BORROW SOURCE

STRUCTURE NOTES FOR BRIDGE STA. 341+36.80 TO STA. 342+07.73 STRUCTURE NO. G-22-V SKEW 90° ±

PRESENT STRUCTURE		PROPOSED STRUCTURE	Present structure widened with new caps, stringers, flooring, handrail and wings.
SPAN	4 Spans @ 17.36' average	SPAN	4 Spans @ 19.36' av.
CLEAR ROADWAY	23'-8" handrail	CLEAR ROADWAY	25'-0"
CLEAR WATERWAY	500 sq. ft.	CLEAR WATERWAY	560 sq. ft.
TYPE OF SUPERSTRUCTURE	Timber stringers, flooring,	TYPE OF SUPERSTRUCTURE	Timber stringers and flooring
TYPE OF SUBSTRUCTURE	Timber piling, backing & caps	TYPE OF SUBSTRUCTURE	Timber piling, backing & caps
REQUIREMENTS AS TO REMOVAL	Remove stringers, flooring, handrail and portions of wings	DETOUR STRUCTURE REQUIREMENTS	Corrugated pipe 1-36" or 2-24"
		R.R. SIDING	Limon
		HAUL TO BRIDGE SITE	5 miles

STREAM DATA

DRAINAGE AREA	6 sq. miles	NEARBY STRUCTURES ON SAME STREAM	
VELOCITY DURING HIGH WATER		LOCATION	
ELEVATION OF – MAXIMUM HIGH WATER		WATERWAY	
LOW WATER		RECORD DURING FLOODS	
NORMAL STAGE	STREAM BED 5461.5 ±		
DRIFT	SCOUR		

PLATE I-PLAN-PROFILE B. P. R. STANDARD

EUGENE DIETZGEN CO., Chicago-New York

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NOTE BOOK NO. 1331 — GRADES CHECKED B.M.'s NOTED STRUCTURE NOTATIONS CHKD

NOTE BOOK NO. 1332 PLANIMETER ALIGNMENT CHECKED RT. OF WAY CHECKED

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0019(2)	26	

PLOTTED ____ ALIGNMENT CHECKED ____ RT. OF WAY CHECKED ____
NOTE BOOK NO. 1332

S.W. 1/4 Sec. 28, T. 8 S., R. 56 W.

N.W. 1/4 Sec. 33, T. 8 S., R. 56 W.

S.E. 1/4 Sec. 29, T. 8 S., R. 56 W.

N.E. 1/4 Sec 32, T. 8 S., R. 56 W.

Channel

Abandoned

S. Mt. View Electric Assn.

M.S.T. & T.

Farm House

M.B.

370+20 ∞ Regd. Road Approach, L.T.

P.O.T. 370+80.1

20' Wire Gate

14' Wire Gate

23' Wire Gate

U.S.C.&G.S. Marker

374+63 ∞ Regd. Double Dip Approach, L.T.

Sec. Line

89°-57'

90°-30'

P.I. 379+65.9
Δ. 0°16'30" L.

360 365 370 375 380 385 390

S. 0° 10' E.

S. 0° 26' 30" E.

100'

379+65.9 to 380+51.6 ∞ Regd. Bridge Repairs. (Details on Sheet No. 8)

Proposed Detour

Construction Easement

378'+ to 382'+ ∞ Regd. Detour, Rt.
Remove Detour, Rt. (Typical Section on Sheet 5).

374+38 ∞ Relay (81'-45" CMP (from 374+89) as Side Drain, Rt.
Regd. Double Road Approach, Rt.

Test #37 Sample #1196
Similar to Test #1 (1196)
A-6(10)
C.B.R.=3.6

Test #1 Sample #1196
L.L. 37.4
P.I. 16.2
%-200 65.0
A-6(10)
C.B.R.=3.6

Test #8 Sample #441
L.L. 33.1
P.I. 10.7
%-200 92.7
A-6(8)
C.B.R.= 4.0

Test #8A Sample #441
L.L. 33.3
P.I. 11.2
%-200 92.6
A-6(8)
C.B.R. 4.0

Test #3 Sample #1196
L.L. 42.5
P.I. 19.7
200 92.0
A-7-6(12)
C.B.R.= 3.6

Test #39 Sample #1196
Similar to Test #3 (1196)
A-7-6(12)
C.B.R.= 3.6

End Shaping — Begin Grading

-0.60%

-1.50%

-1.00%

+0.86%

200' V.C.

600' V.C.
N.P.S.D. 1110'

800' V.C.

545442 P.I.

5622

5374

4992

4855

4742

4392

4339

4378'

4857

5448.42 P.I.

5442.92 P.I.

5460
5450
5440
5430

STRUCTURE NOTES FOR BRIDGE STA. 379+65.90 TO STA. 380+51.60 STRUCTURE NO. G-22-F SKEW 90°

PRESENT STRUCTURE:
- SPAN 5 @ 17'
- CLEAR ROADWAY 19'
- CLEAR WATERWAY 700 sq. ft.
- TYPE OF SUPERSTRUCTURE Timber stringers & floor
- TYPE OF SUBSTRUCTURE Timber piling & caps
- REQUIREMENTS AS TO REMOVAL Remove present flooring, wings & handrail

PROPOSED STRUCTURE: Present structure widened New outside stringers & flooring.
- SPAN 5 spans @ 17'
- CLEAR ROADWAY 24'
- CLEAR WATERWAY 700 sq. ft.
- TYPE OF SUPERSTRUCTURE Timber stringers & flooring
- TYPE OF SUBSTRUCTURE Timber piling, backing & caps
- DETOUR STRUCTURE REQUIREMENTS Corrugated pipe 1-36" or 2-24"
- R.R. SIDING Limon HAUL TO BRIDGE SITE 4 miles

STREAM DATA:
- DRAINAGE AREA 8 sq. miles
- VELOCITY DURING HIGH WATER Replace wings & handrail
- ELEVATION OF
  - MAXIMUM HIGH WATER
  - LOW WATER
  - NORMAL STAGE STREAM BED 5433
- DRIFT Light SCOUR None

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

EXCAVATION							
EMB. x L.20							
STA. YD. O.H.							
YD. MI. O.H.							
BORROW							
BORROW SOURCE							
	360	365	370	375	380	385	390
		136	136	964	78	27	589	1189	9732	122

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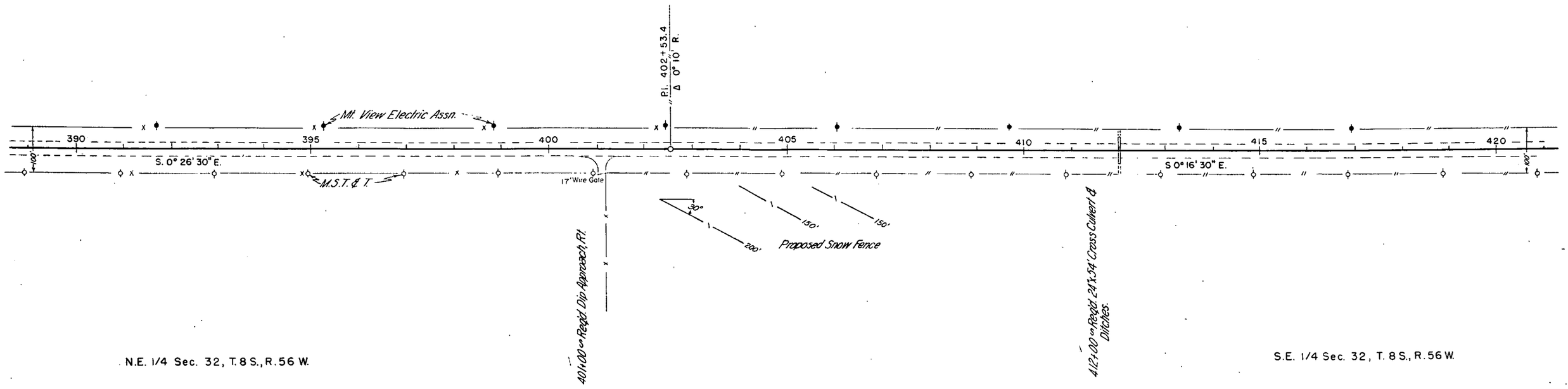
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S0019(2)	27	

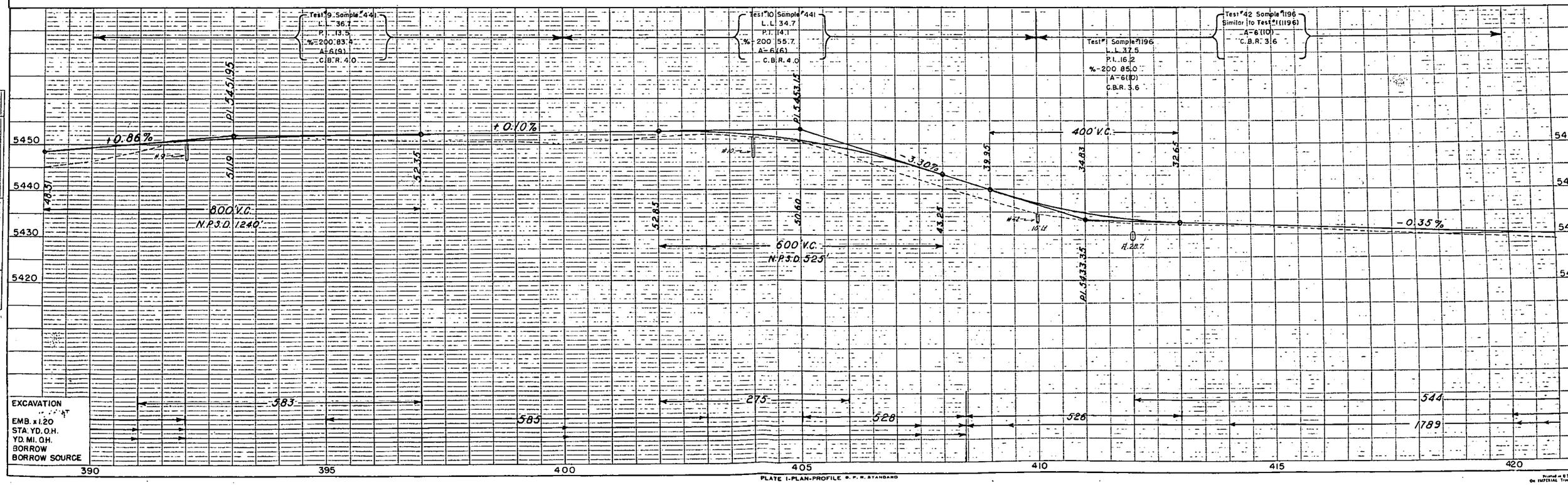
N.W. 1/4 Sec. 33, T. 8 S., R.56 W.

S.W. 1/4 Sec.33, T. 8 S., R.56 W.

N.E. 1/4 Sec. 32, T.8 S., R.56 W.

S.E. 1/4 Sec. 32, T. 8 S., R.56 W.





GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHKD
No. 1237

PLATE I-PLAN-PROFILE B. P. R. STANDARD

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FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S0019(2)	28	

S.W. 1/4 Sec. 33, T. 8 S., R. 56 W.

N.W. 1/4 Sec. 4, T. 9 S., R. 56 W.

422+68 ∞ Remove 18"x 4' CMP and Relay 20' as Side Drain, Rt. 109+31 & Relay 26' as Side Drain, Rt. 483+37 (Present CMP. 18"x 50') Regd 24"x 30" Cross Culvert.

427+29 ∞ Regd. Road Approach, Lt.

P.I. 427+14.5
Δ 0° 03' R.

427+15 ∞ Relay 18"x 28' CMP (from 221+56) as Side Drain, Rt. Regd. Road Approach, Rt.

435+00 ∞ Regd. 24"x 38' Cross Culvert & Ditches: Dyke, Lt. & Rt.

P.O.T. 442+11.6

420 425 430 435 440 445 450

18" x 50' CMP

27' Wire Gate

20' Wire Gate

Mt. View Electric Assn.

M. S. T. & T.

Guy

M.B.

89° 45'

90° 15'

S. 0° 16' 30" E.

S. 0° 13' 30" E

100'

100' 100' 100'

Proposed Snow Fence

S.E. 1/4 Sec. 32, T. 8 S., R. 56 W.

N.E. 1/4 Sec. 5, T. 9 S., R. 56 W.

Test #3 Sample #1196
L.L. 42.5
P.I. 19.7
%-200 92.0
A-7-6(12)
C.B.R. 3.6

Test #3 Sample #1196
Similar to Test #3 (1196)
A-7-6(12)
C.B.R. 3.6

Test #1 Sample #1196
L.L. 37.5
P.I. 16.2
%-200 85.0
A-7-6(12)
C.B.R. = 3.6

Test #4 Sample #1196
Similar to Test #1 (1196)
A-6(10)
C.B.R. = 3.6

Test #8 Sup. Sample #1196
L.L. 39.3
P.I. 15.0
%-200 96.0
A-6(10)
C.B.R. = 3.6

Test #12 Sup. Sample #1196
Similar to Test #8 (Sup. 1196)
A-6(10)
C.B.R. = 3.6

5450 5440 5430 5420

600' V.C.

-0.35%

+2.15%

+1.05%

-0.65%

200' V.C.
N.P.S.D. 730'

400' V.C.
N.P.S.D. 1300'

#43 #44 #12 Rt.

R. 25.4

R. 37.9

P.I. 542.46

P.I. 542.92

P.I. 543.20

P.I. 545.75

29.50 30.33 34.90 37.05 38.92 40.25 48.65 49.90 49.45

EXCAVATION
EMB. x 1.20
STA. YD. O.H.
YD. MI. O.H.
BORROW
BORROW SOURCE

562 562 463 463 645 645 67 67

18 1298 24 149

Widen Cuts Sta. 443+ to Sta. 448+

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
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SURVEYED PLOTTED GRADES CHECKED ALIGNMENT CHECKED RT. OF WAY CHECKED STRUCTURE ROUTING CHECKED
PLAN NOTE BOOK NO 17332