

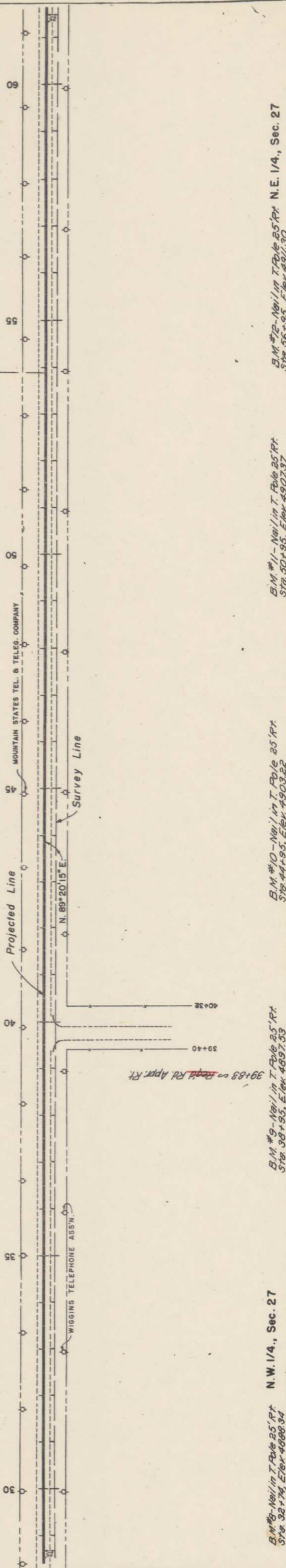
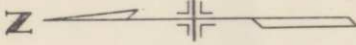




S.W. 1/4, Sec. 22  
T. 8 N., R. 62 W.

S.E. 1/4, Sec. 22

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0024 (24)	8	



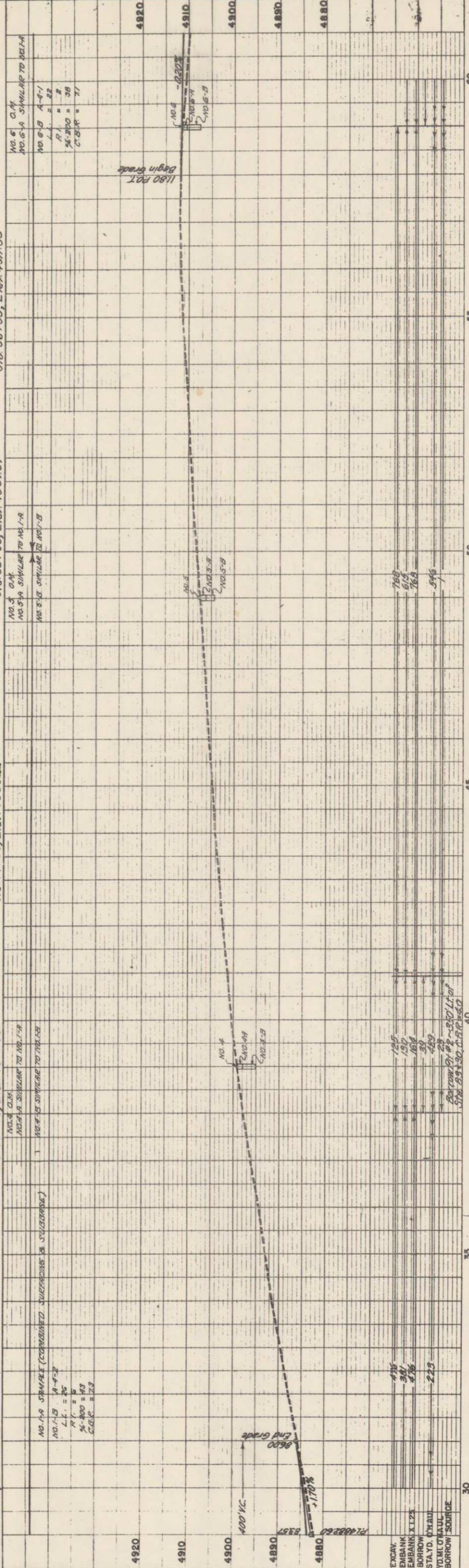
B.M. #8-Nail in T. Pole 25' RT  
Sta. 32+74, Elev. 4886.34

B.M. #9-Nail in T. Pole 25' RT  
Sta. 38+95, Elev. 4897.53

B.M. #10-Nail in T. Pole 25' RT  
Sta. 44+95, Elev. 4903.22

B.M. #11-Nail in T. Pole 25' RT  
Sta. 50+95, Elev. 4907.37

B.M. #12-Nail in T. Pole 25' RT  
Sta. 56+95, Elev. 4911.30



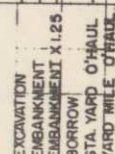
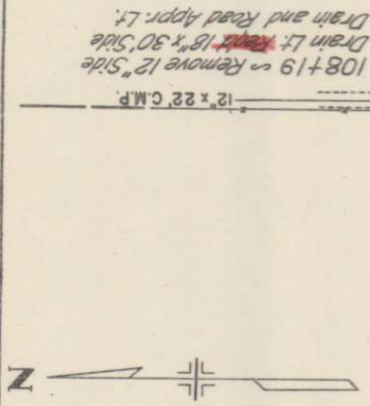
EXCAV.	416
EMBANK.	341
BORROW	476
STA. YD. C. HAUL	223
YD. MLO HAUL	
BORROW SOURCE	







FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0024 (24)	10	

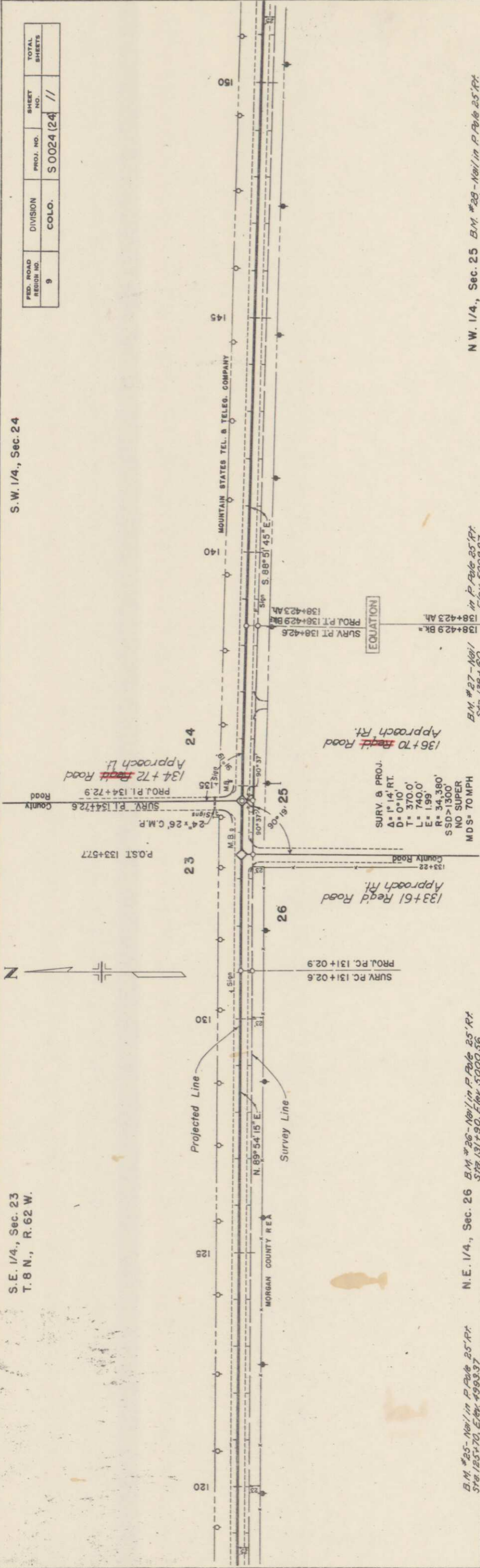




S.E. 1/4., Sec. 23  
T.8 N., R.62 W.

S.W. 1/4., Sec. 24

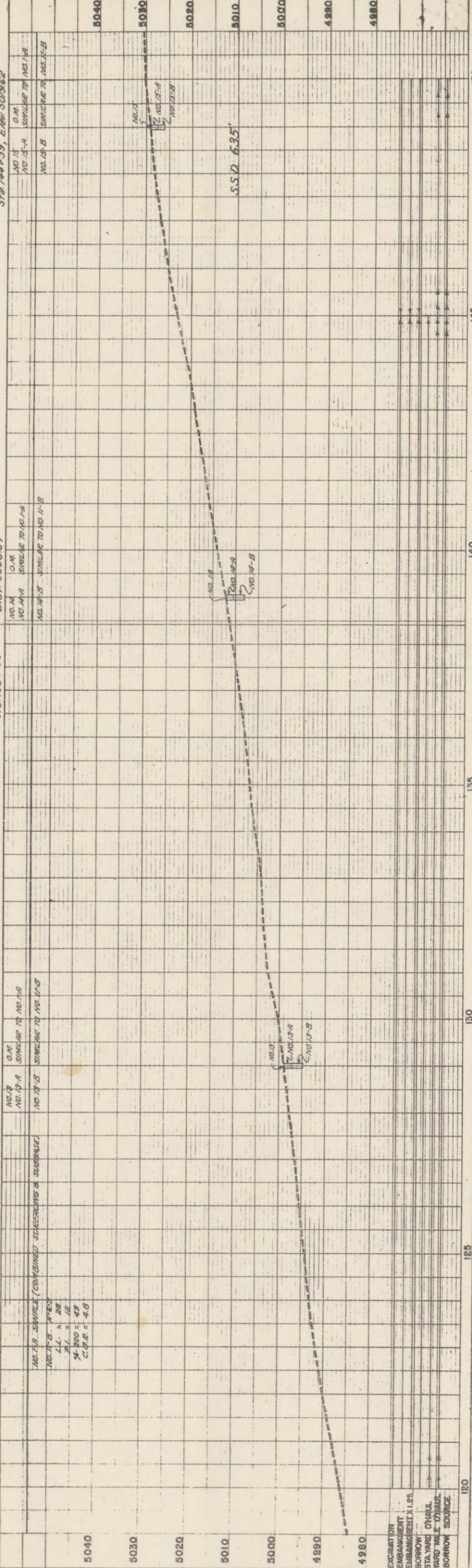
FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0024 (24)	//	



B.M. #25 - NW 1/4 in P. 25' RT  
Sta. 125+70, Elev. 4983.37

N.E. 1/4., Sec. 26 B.M. #26 - NW 1/4 in P. 25' RT  
Sta. 131+90, Elev. 5000.56

N.W. 1/4., Sec. 25 B.M. #29 - NW 1/4 in P. 25' RT  
Sta. 144+59, Elev. 5009.62



EXCAVATION  
EMBANKMENT  
BORROW  
STAY IN PLACE  
YARD MILE CHAIN  
BORROW SOURCE

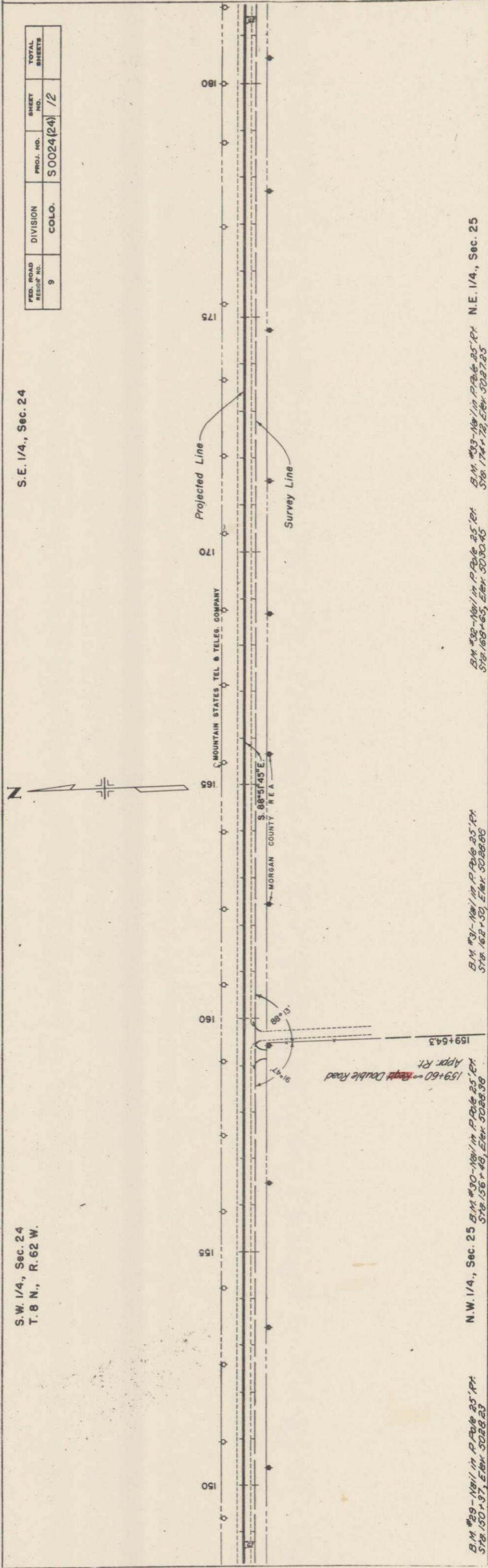
PLATE 1-PLAN-PROFILE S. P. N. STANDARD  
DESIGN METHOD CO., Chicago, Ill. 60601

AS NOTED



S.E. 1/4., Sec. 24

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S0024(24)	12	



B.M. #29 - Nail in Pole 25' Pt.  
Sta. 150+37, Elev. 5028.23

B.M. #31 - Nail in P. Pole 25' Pk.  
Sta. 162+50, Elev. 5028.86

B.M. #33-NW 1/4 in P. 24. 25' R<sup>4</sup>  
S 18. 174 + 72, Elev. 5027.25 N.E. 1/4, Sec. 25

NO.	DATE	DESCRIPTION	BY	CHKD.	APPROVED	REMARKS
5040						
5030						
5020						
5010						

EXCAVATION  
 EMBANKMENT  
 BORROW  
 STA. YARD O'HAUL  
 YARD MILE O'HAUL  
 BORROW SOURCE

NO. 1-A SAMPLE (CONTINUED SURVEILLANCE OF SUBSOURCES)  
 NO. 1-B R-5-2  
 L.L. = 28  
 P.L. = 12  
 % - 200 = 49  
 C.B.R. = 4.8

NO. 15  
 NO. 16-A  
 NO. 17-B

NO. 17  
 NO. 17-A  
 NO. 17-B

NO. 18  
 NO. 18-A  
 NO. 18-B

NO. 19  
 NO. 19-A  
 NO. 19-B

NO. 20  
 NO. 20-A  
 NO. 20-B

NO. 21  
 NO. 21-A  
 NO. 21-B

NO. 22  
 NO. 22-A  
 NO. 22-B

NO. 23  
 NO. 23-A  
 NO. 23-B

NO. 24  
 NO. 24-A  
 NO. 24-B

NO. 25  
 NO. 25-A  
 NO. 25-B

NO. 26  
 NO. 26-A  
 NO. 26-B

NO. 27  
 NO. 27-A  
 NO. 27-B

NO. 28  
 NO. 28-A  
 NO. 28-B

NO. 29  
 NO. 29-A  
 NO. 29-B

NO. 30  
 NO. 30-A  
 NO. 30-B

NO. 31  
 NO. 31-A  
 NO. 31-B

NO. 32  
 NO. 32-A  
 NO. 32-B

NO. 33  
 NO. 33-A  
 NO. 33-B

NO. 34  
 NO. 34-A  
 NO. 34-B

NO. 35  
 NO. 35-A  
 NO. 35-B

NO. 36  
 NO. 36-A  
 NO. 36-B

NO. 37  
 NO. 37-A  
 NO. 37-B

NO. 38  
 NO. 38-A  
 NO. 38-B

NO. 39  
 NO. 39-A  
 NO. 39-B

NO. 40  
 NO. 40-A  
 NO. 40-B

NO. 41  
 NO. 41-A  
 NO. 41-B

NO. 42  
 NO. 42-A  
 NO. 42-B

NO. 43  
 NO. 43-A  
 NO. 43-B

NO. 44  
 NO. 44-A  
 NO. 44-B

NO. 45  
 NO. 45-A  
 NO. 45-B

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 NO. 46-A  
 NO. 46-B

NO. 47  
 NO. 47-A  
 NO. 47-B

NO. 48  
 NO. 48-A  
 NO. 48-B

NO. 49  
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 NO. 49-B

NO. 50  
 NO. 50-A  
 NO. 50-B

NO. 51  
 NO. 51-A  
 NO. 51-B

NO. 52  
 NO. 52-A  
 NO. 52-B

NO. 53  
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 NO. 53-B

NO. 54  
 NO. 54-A  
 NO. 54-B

NO. 55  
 NO. 55-A  
 NO. 55-B

NO. 56  
 NO. 56-A  
 NO. 56-B

NO. 57  
 NO. 57-A  
 NO. 57-B

NO. 58  
 NO. 58-A  
 NO. 58-B

NO. 59  
 NO. 59-A  
 NO. 59-B

NO. 60  
 NO. 60-A  
 NO. 60-B

NO. 61  
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 NO. 61-B

NO. 62  
 NO. 62-A  
 NO. 62-B

NO. 63  
 NO. 63-A  
 NO. 63-B

NO. 64  
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 NO. 64-B

NO. 65  
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NO. 66  
 NO. 66-A  
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NO. 84  
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NO. 85  
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 NO. 85-B

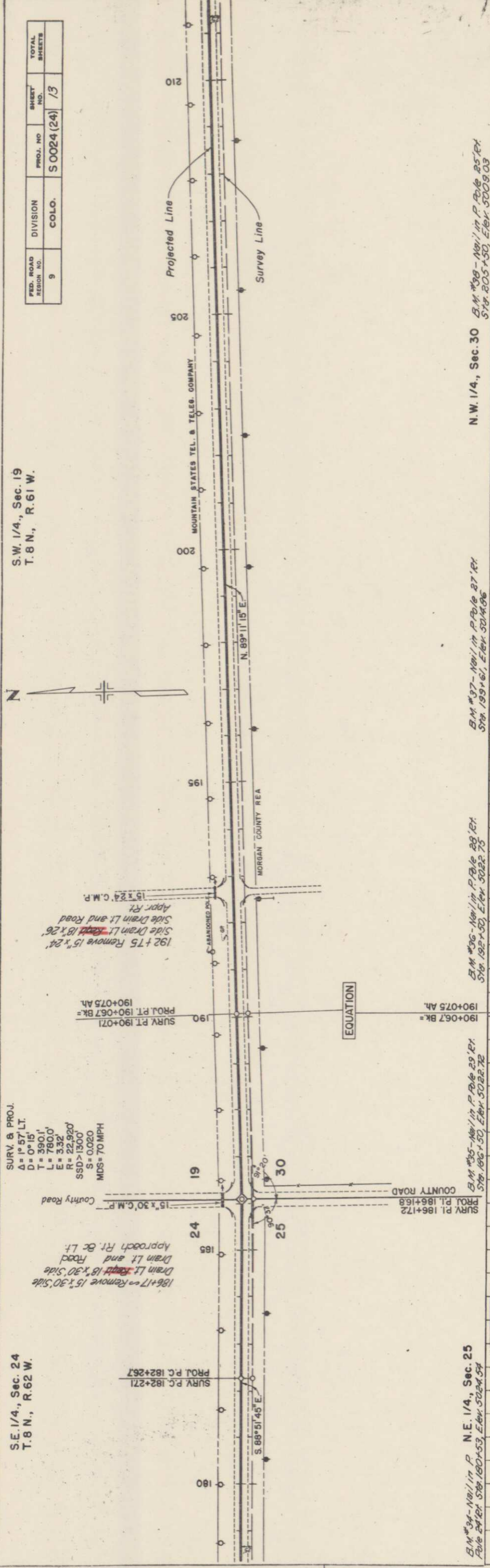
NO. 86  
 NO. 86-A  
 NO. 86-B

EXCAVATION  
EMBANKMENT  
EMBANKMENT X 1.25  
BORROW  
STA. YARD O'HAUL  
YARD MILE O'HAUL  
BORROW SOURCE



S.W. 1/4., Sec. 19  
T.8 N., R.61 W.

FED. ROAD REGION NO.	DIVISION	PROJ. NO	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0024 (24)	13	



B.M. 34-Nail in P. N.E. 1/4, Sec. 25  
Rule 24' Pt. Sta. 180+53, Elev. 5024.54

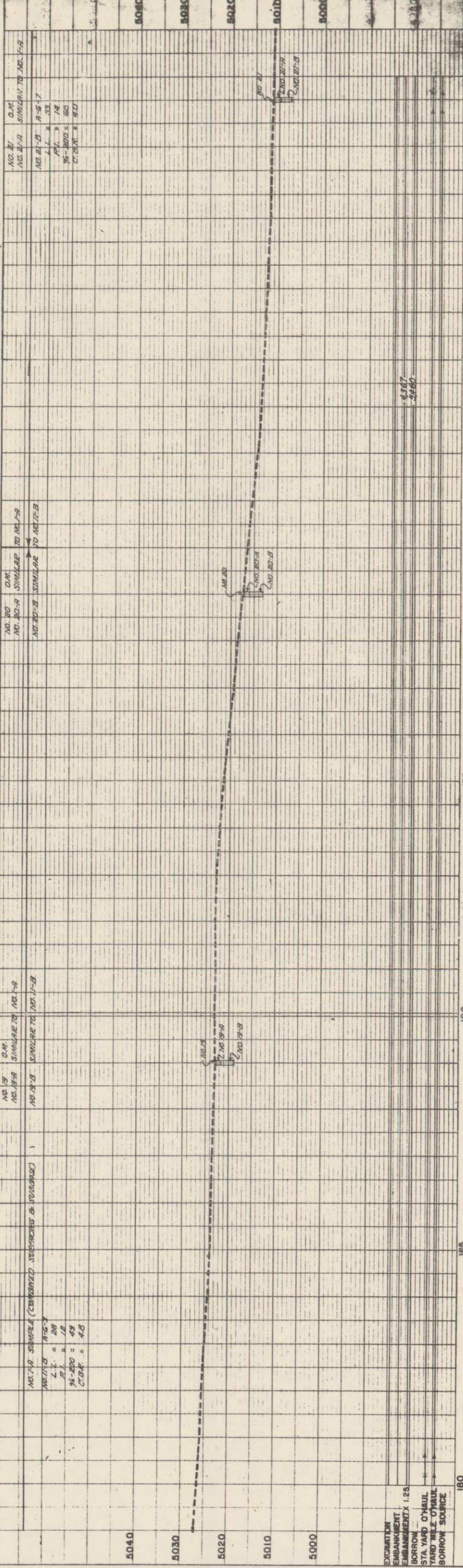
B.M. #35 - NW 1/4 P. 10, S. 29, E. 1.  
Sta. 186 + 50, Elev. 5022.72

B.M. #36 - Nail in P.F./e 28' EX.  
Sta. 192+50, Elev. 5022.75

B.M. #37 - Nail in P.Pole 27' RH.  
Sta. 199+61. Elev. 5714.96

N.W. 1/4., Sec. 30

B.M. #38 - Nail in P. Pole 25' E.





S.W. 1/4, Sec. 19  
T.8 N., R.61 W.

S.E. 1/4, Sec. 19

PROJ. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S0024 (24)	14	

S.W. 1/4, Sec. 20

(E)  
0+12.15

18"x50" C.M.P.  
P1238+7.6  
Survey & Proj.

19

20

21

22

23

24

25

26

27

28

29

30

Projected Line

Survey Line

Plugged  
228+00 ~ ~~Remove~~ 18"x48" Cross  
Culvert, Inlet Basin Lt & Outlet  
Ditch Rt. (Detail on Sheet No. 5)

238+25 ~ Plug 18"x50"  
Cross Culvert  
238+78 ~  
Road Approach  
Rt & Lt

239+09 ~ Remove Lt 2" of  
6 Lt & 6 Rt ~~Remove~~ Inlet  
Basin Lt and Outlet Ditch Rt  
(Detail on Sheet No. 5)

N.W. 1/4, Sec. 30

B.M. #39 - Nail in P Pole 25' Rt  
Sta. 211+20, Elev. 5003.07

B.M. #40 - Nail in P Pole 27' Rt  
Sta. 217+46, Elev. 5005.98

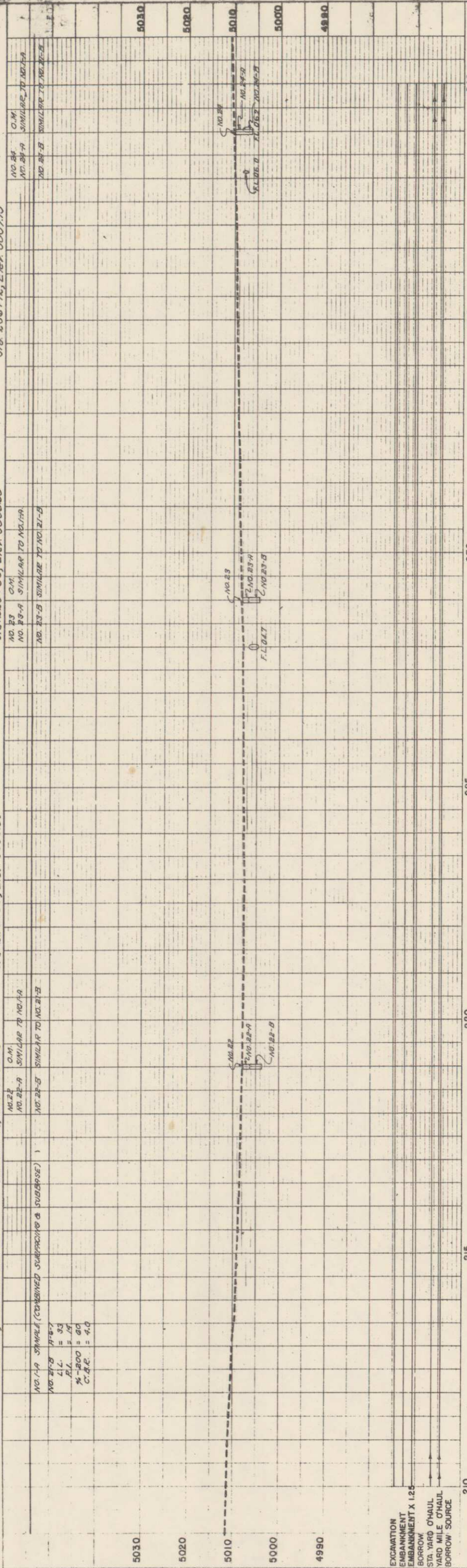
B.M. #41 - Nail in P Pole 27' Rt  
Sta. 223+58, Elev. 5005.59

N.E. 1/4, Sec. 30

B.M. #42 - Nail in P Pole 27' Rt  
Sta. 229+89, Elev. 5006.65

N.W. 1/4, Sec. 29

B.M. #43 - Nail in P Pole 27' Rt  
Sta. 236+12, Elev. 5007.15



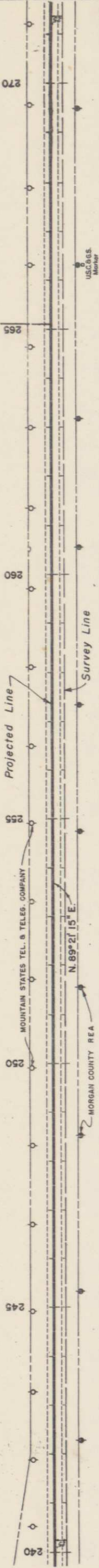
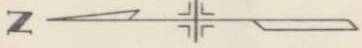
EXCAVATION  
EMBANKMENT  
EMBANKMENT X 1.25  
BORROW  
STA. YARD O'HAUL  
YARD MILE O'HAUL  
BORROW SOURCE



S.W. 1/4, Sec. 20  
T.8 N., R.61 W.

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S0024 (24)	15	

S.E. 1/4, Sec. 20



B.M. #44-Nail in P. Pole 29' R.  
Sta. 842+28, Elev. 5008.50

B.M. #45-Nail in P. Pole 29' R.  
Sta. 848+53, Elev. 5010.77

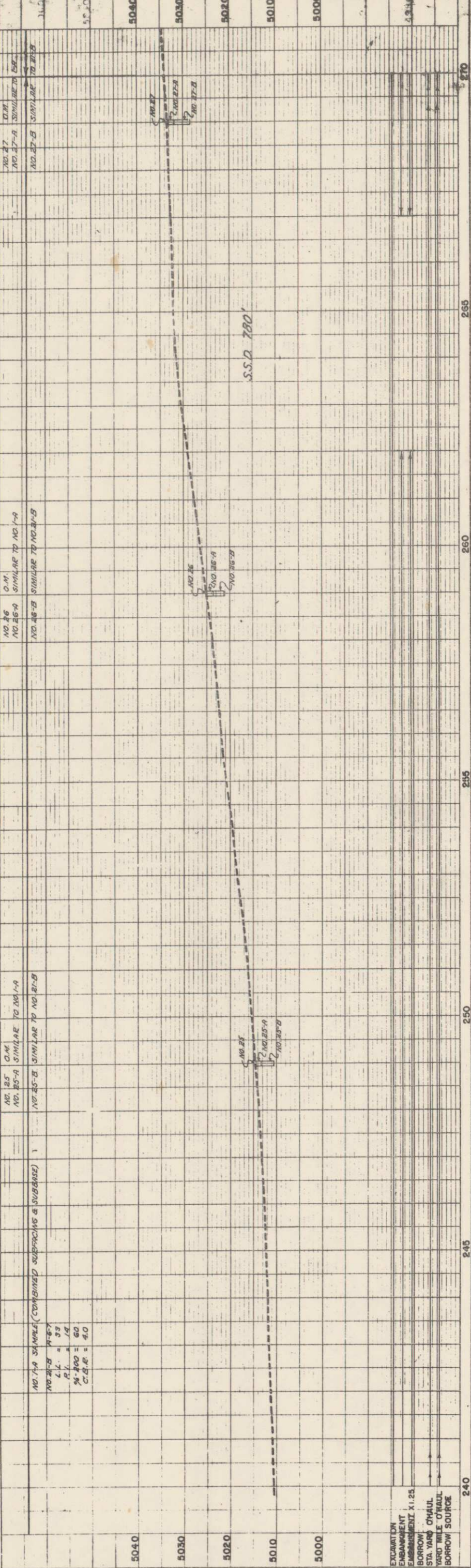
B.M. #46-Nail in P. Pole 29' R.  
Sta. 854+74, Elev. 5015.03

B.M. #47-Nail in P. Pole 29' R.  
Sta. 860+55, Elev. 5024.84

B.M. #48-Nail in P. Pole 29' R.  
Sta. 866+32, Elev. 5030.98

N.E. 1/4, Sec. 29

NO. 1-A SAMPLE (COMBINED SUPERCHARG & SUBCHARGE)  
NO. 2-B A-87  
L.C. = 33  
R.V. = 14  
% = 200 = 60  
C.B.E. = 4.0



EXCAVATION  
EMBANKMENT  
BORROW  
STA. YARD  
YARD  
BORROW SOURCE

PLATE 1-PLAN-PROFILE & P. & S. 27-28-29  
MOUNTAIN STATES TEL. & TELES. CO., CHICAGO, ILL.

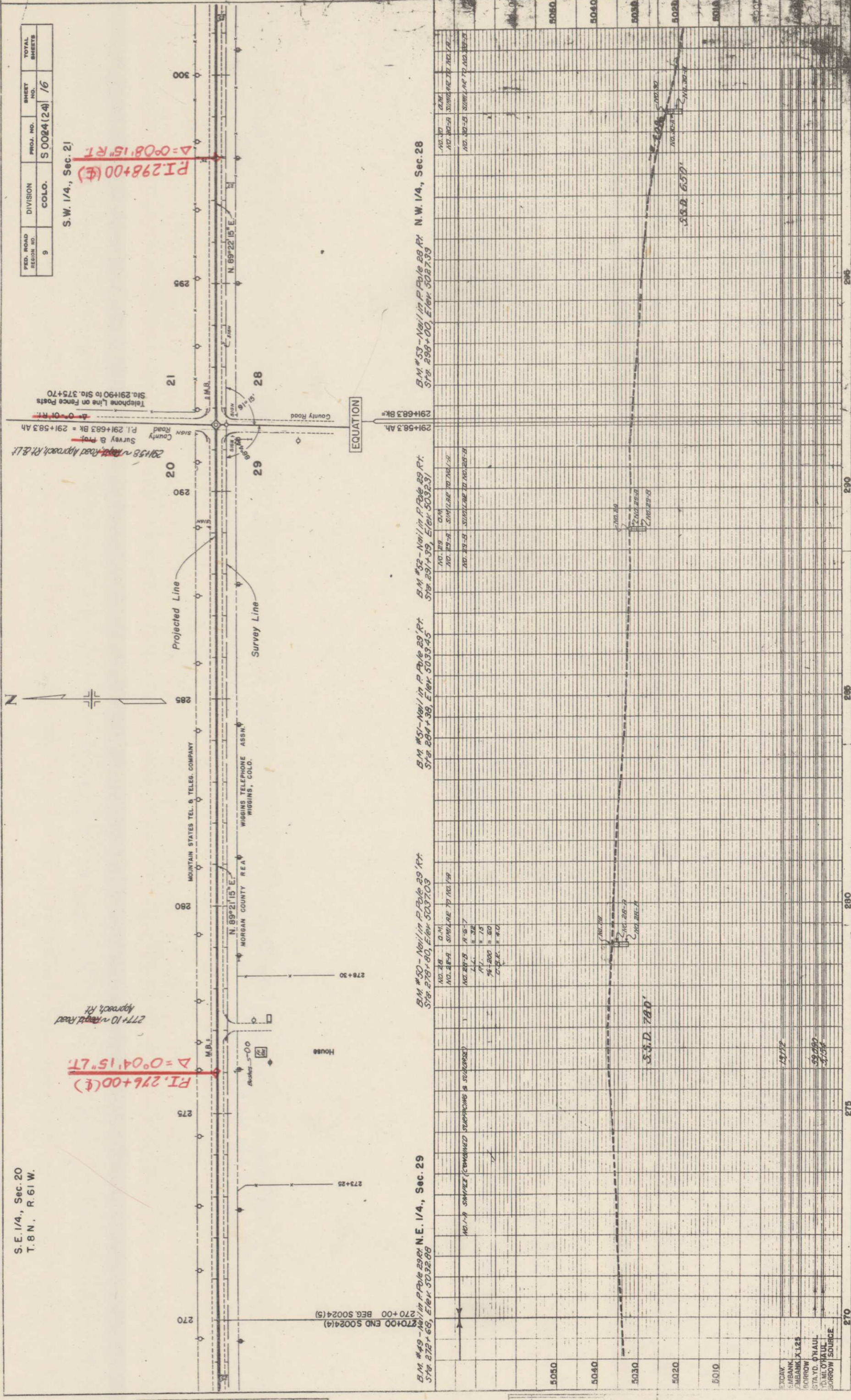
PLATE 1-PLAN-PROFILE & P. & S. 27-28-29  
MOUNTAIN STATES TEL. & TELES. CO., CHICAGO, ILL.



PED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0024124	16	

二

P.I. 298+00 (E)  
 $\Delta = 0^\circ 08' 15''$  RT



Printed in U.S.A.  
 GE INDUSTRIAL TRADING CO.

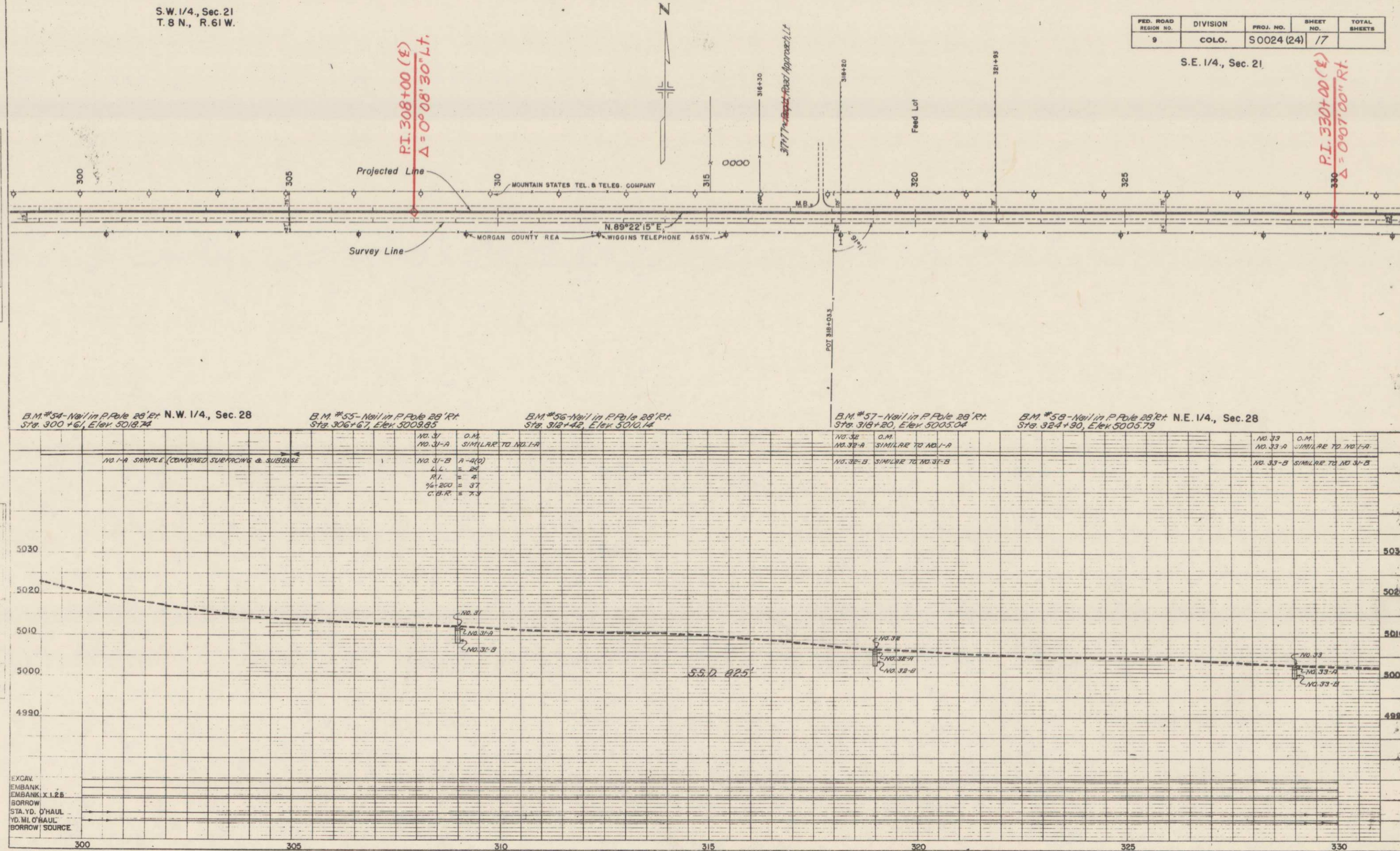
PLATE 1-PLAN PROFILE O. P. S. STANDARD  
FORM 8477-01-02, Chicago-New York



S.W. 1/4., Sec. 21  
T. 8 N., R. 61 W.

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S0024 (24)	17	

S.E. 1/4., Sec. 21





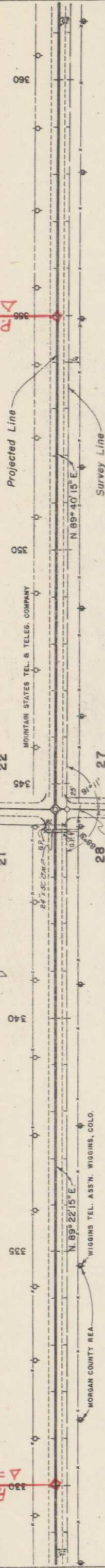
S.E. 1/4, Sec. 21  
T.8 N., R.61 W.

S.W. 1/4, Sec. 22

FED. ROAD SECTION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S0024 (24)	18	

PI 330+00 (E)  
 $\Delta = 0^{\circ}07'00''$  RT.

344+01.00 Extend 24' x 50'  
Cross Culvert 6' Lt & 4' Rt  
Ditch Rt (Detail on Sheet No 5)  
SURV. P.I. 344+44.2  
SURV. A = 0' 18" RT  
PROJ. P.I. 344+44.1  
PROJ. E = 0' 18" RT  
344+44.1 Road Approach Rt & Lt



EQUATION

B.M. #59 - Nail in P Pole 27' RT  
Sta. 331+39, Elev 4999.45

N.E. 1/4, Sec. 28

B.M. #60 - Nail in P Pole 27' RT  
Sta. 337+71, Elev 5000.04

B.M. #62 - Nail in P Pole 27' RT  
Sta. 348+76, Elev 4999.06

N.W. 1/4, Sec. 27

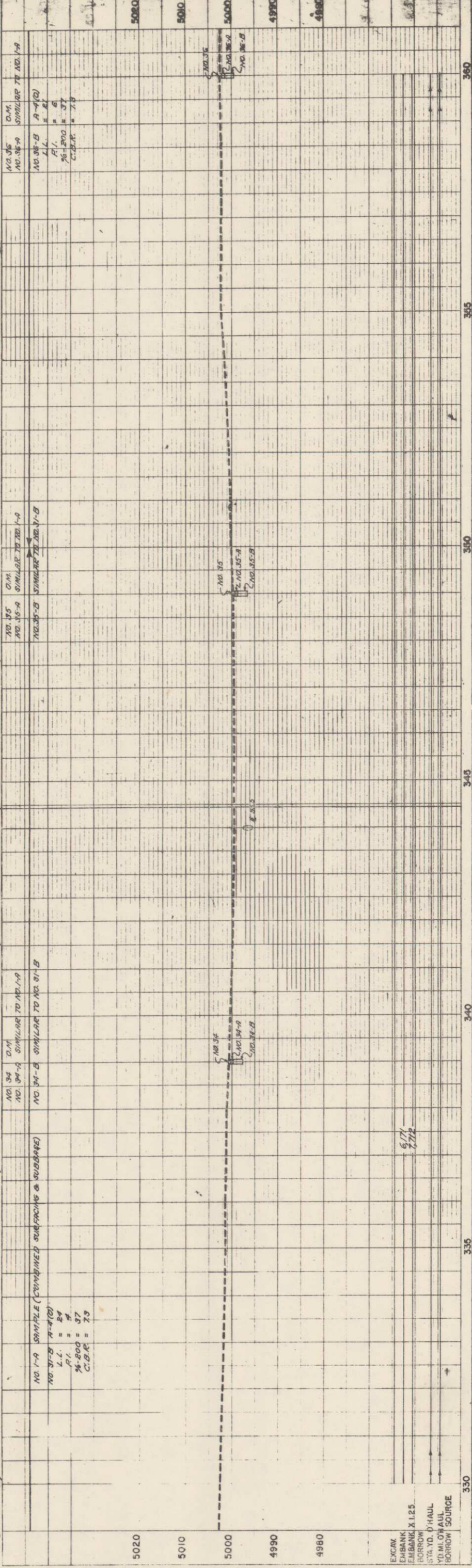
B.M. #63 - Nail in P Pole 27' RT  
Sta. 354+94, Elev 5003.01

NO. 1-A SAMPLE (CONTINUED SUBFACING & SUBGRADE)  
NO. 31-B A-4 (2)  
L.L. = 24  
P.L. = 4  
% 200 = 37  
C.B.R. = 73

NO. 34-B SIMILAR TO NO. 31-B

NO. 35-B SIMILAR TO NO. 31-B

NO. 36-B A-4 (2)  
L.L. = 24  
P.L. = 4  
% 200 = 37  
C.B.R. = 73



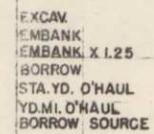
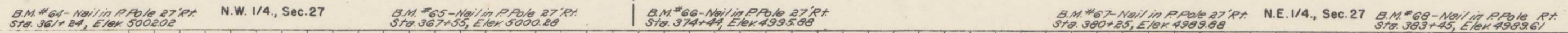
PLAN PROFILE

DA 56



S.E. 1/4., Sec. 22

P.I. 389+00 (£)  
 $\Delta = 0^{\circ}05'30''\text{LT.}$

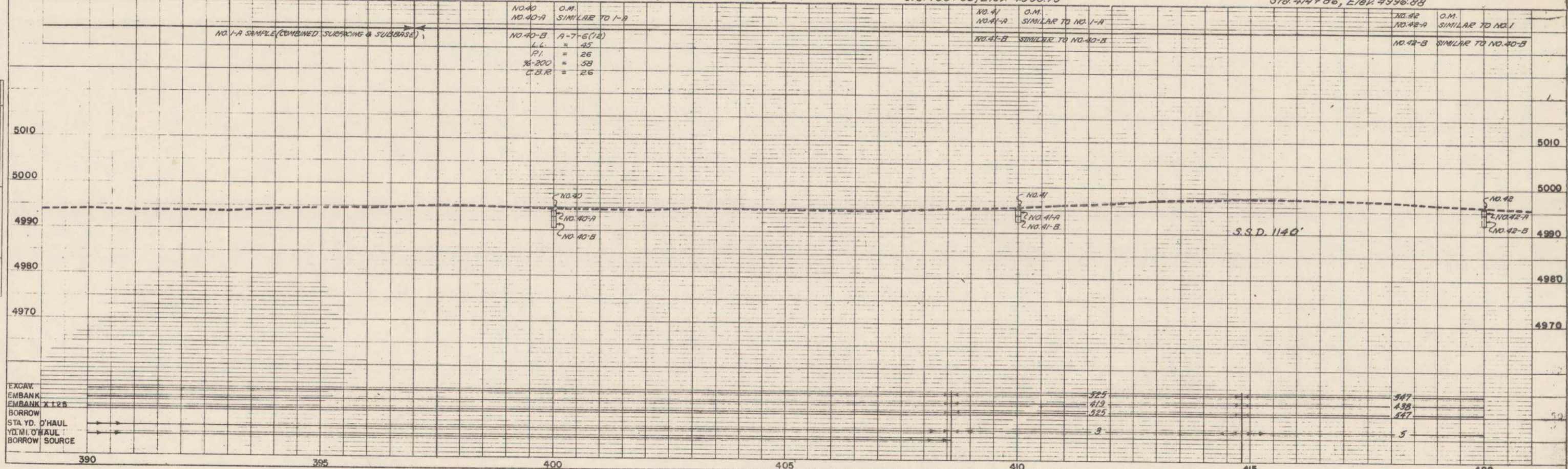
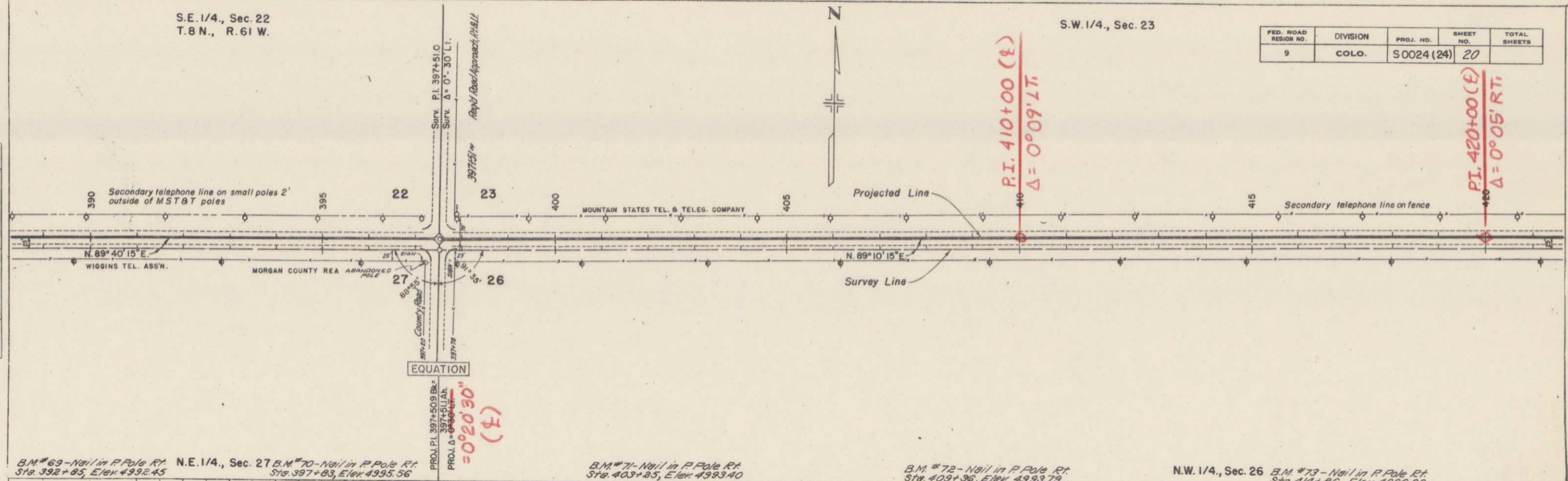




S.E. 1/4., Sec. 22  
T.8 N., R.61 W.

S.W. 1/4., Sec. 23

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0024 (24)	20	









S.W. 1/4, Sec. 24  
T.8 N., R.61 W.

S.E. 1/4,  
Sec. 23

S.E. 1/4, Sec. 24

FED. ROAD SECTION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	SO024(24)	22	

P.O.T. 476+81.9

Projected Line

Survey Line

MOUNTAIN STATES TEL. & TELES. COMPANY

Secondary telephone line on  
small poles 2' outside M.S.T.B.T.

Secondary telephone line on  
line on fence

20' B.W. 6019

30' B.W. 6019

476+95 - ~~Original Road Approach R/L~~

476+95 - ~~Original Road Approach R/L~~

N.E. 1/4,  
Sec. 26

B.M. #79 - Nail in Pole Lt  
Sta. 450+62, Elev. 4984.45

B.M. #80 - Nail in T. Pole Lt  
Sta. 451+73, Elev. 4984.29

B.M. #81 - Nail in T. Pole Lt  
Sta. 456+63, Elev. 4981.30

B.M. #82 - Nail in T. Pole Lt  
Sta. 461+50, Elev. 4976.81

B.M. #83 - Nail in T. Pole Lt  
Sta. 468+03, Elev. 4972.29

B.M. #84 - Nail in T. Pole Lt  
Sta. 474+54, Elev. 4967.77

N.E. 1/4, Sec. 23

NO. 1-A SAMPLE (COMBINED SUPERFICIAL & SUBSIDIARY)  
NO. 2-A 4-7-6 (12)  
L.L. = 45  
R.L. = 26  
% 200 = 34  
C.B.R. = 2.8

NO. 46-A SIMILAR TO NO. 1-A

NO. 46-B SIMILAR TO NO. 46-A

NO. 47-A SIMILAR TO NO. 47-A

NO. 47-B SIMILAR TO NO. 47-B

NO. 48-A SIMILAR TO NO. 48-A

NO. 48-B SIMILAR TO NO. 48-B

NO. 49-A SIMILAR TO NO. 49-A

NO. 49-B SIMILAR TO NO. 49-B

NO. 49-C SIMILAR TO NO. 49-C

NO. 49-D SIMILAR TO NO. 49-D

NO. 49-E SIMILAR TO NO. 49-E

NO. 49-F SIMILAR TO NO. 49-F

NO. 49-G SIMILAR TO NO. 49-G

NO. 49-H SIMILAR TO NO. 49-H

NO. 49-I SIMILAR TO NO. 49-I

NO. 49-J SIMILAR TO NO. 49-J

NO. 49-K SIMILAR TO NO. 49-K

NO. 49-L SIMILAR TO NO. 49-L

NO. 49-M SIMILAR TO NO. 49-M

NO. 49-N SIMILAR TO NO. 49-N

NO. 49-O SIMILAR TO NO. 49-O

NO. 49-P SIMILAR TO NO. 49-P

NO. 49-Q SIMILAR TO NO. 49-Q

NO. 49-R SIMILAR TO NO. 49-R

NO. 49-S SIMILAR TO NO. 49-S

NO. 49-T SIMILAR TO NO. 49-T

NO. 49-U SIMILAR TO NO. 49-U

NO. 49-V SIMILAR TO NO. 49-V

NO. 49-W SIMILAR TO NO. 49-W

NO. 49-X SIMILAR TO NO. 49-X

NO. 49-Y SIMILAR TO NO. 49-Y

NO. 49-Z SIMILAR TO NO. 49-Z

NO. 49-AA SIMILAR TO NO. 49-AA

NO. 49-AB SIMILAR TO NO. 49-AB

NO. 49-AC SIMILAR TO NO. 49-AC

NO. 49-AD SIMILAR TO NO. 49-AD

NO. 49-AE SIMILAR TO NO. 49-AE

NO. 49-AF SIMILAR TO NO. 49-AF

NO. 49-AG SIMILAR TO NO. 49-AG

NO. 49-AH SIMILAR TO NO. 49-AH

NO. 49-AI SIMILAR TO NO. 49-AI

NO. 49-AJ SIMILAR TO NO. 49-AJ

NO. 49-AM SIMILAR TO NO. 49-AM

NO. 49-AN SIMILAR TO NO. 49-AN

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NO. 49-BA SIMILAR TO NO. 49-BA

NO. 49-BB SIMILAR TO NO. 49-BB

NO. 49-BC SIMILAR TO NO. 49-BC

NO. 49-BD SIMILAR TO NO. 49-BD

NO. 49-BE SIMILAR TO NO. 49-BE

NO. 49-BF SIMILAR TO NO. 49-BF

NO. 49-BG SIMILAR TO NO. 49-BG

NO. 49-BH SIMILAR TO NO. 49-BH

NO. 49-BI SIMILAR TO NO. 49-BI

NO. 49-BJ SIMILAR TO NO. 49-BJ

NO. 49-BM SIMILAR TO NO. 49-BM

NO. 49-BN SIMILAR TO NO. 49-BN

NO. 49-BO SIMILAR TO NO. 49-BO

NO. 49-BP SIMILAR TO NO. 49-BP

NO. 49-BQ SIMILAR TO NO. 49-BQ

NO. 49-BR SIMILAR TO NO. 49-BR

NO. 49-BS SIMILAR TO NO. 49-BS

NO. 49-BT SIMILAR TO NO. 49-BT

NO. 49-BU SIMILAR TO NO. 49-BU

NO. 49-BV SIMILAR TO NO. 49-BV

NO. 49-BW SIMILAR TO NO. 49-BW

NO. 49-BX SIMILAR TO NO. 49-BX

NO. 49-BY SIMILAR TO NO. 49-BY

NO. 49-BZ SIMILAR TO NO. 49-BZ

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NO. 49-CB SIMILAR TO NO. 49-CB

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NO. 49-CM SIMILAR TO NO. 49-CM

NO. 49-CN SIMILAR TO NO. 49-CN

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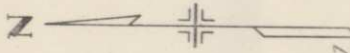
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NO. 49-IC SIMILAR TO NO. 49-IC



S.E. 1/4, Sec. 24  
T.8 N., R.61 W.

PI. 488+00 (E)  
 $\Delta = 0^\circ 12' 15''$  LT.



Secondary Telephone Line on Fence  
MOUNTAIN STATES TEL. & TELG. COMPANY

15' B.W. Gate

N. 89° 15' 15" E.

N. 89° 45' 15" E.

498+02 - Extend 24" x 44" Cross  
Culvert 10' L. & 8' R.

503+30 - Right Road Approach Lt.  
503+29.9 Ah.  
EQUATION  
SECONDARY TELEPHONE LINE  
RUNNING SOUTHERLY FROM  
LINE ON NORTH FENCE.

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S0024 (24)	23	

S.W. 1/4, Sec. 19  
T.8 N., R.60 W.

SURV. P.I. 503+300  
SURV. Δ = 0° 30' RT  
PROJ. P.I. 503+301 Bk.  
503+29.9 Ah.  
PROJ. Δ = 0° 30' RT  
503+53 - Right Road  
Drain and Road Appr. Lt.

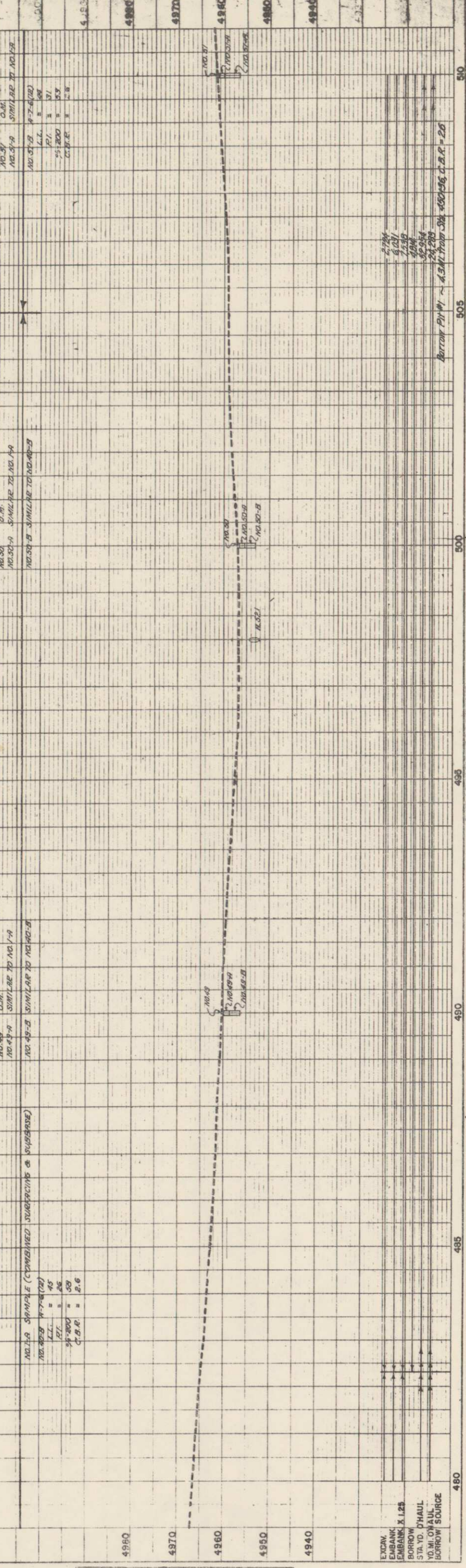
B.M. #65 - Nail in T. Pole Lt.  
Sta. 491+14, Elev. 4964.08

N.E. 1/4, Sec. 25  
B.M. #86 - Nail in T. Pole Lt.  
Sta. 497+65, Elev. 4959.86

B.M. #87 - Nail in T. Pole Lt.  
Sta. 494+10, Elev. 4955.91

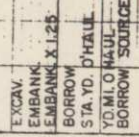
B.M. #88 - Nail in T. Pole Lt.  
Sta. 500+50, Elev. 4955.08

N.W. 1/4, Sec. 30  
B.M. #89 - Nail in T. Pole Lt.  
Sta. 506+85, Elev. 4958.09





155 +

[illegible]

025

