

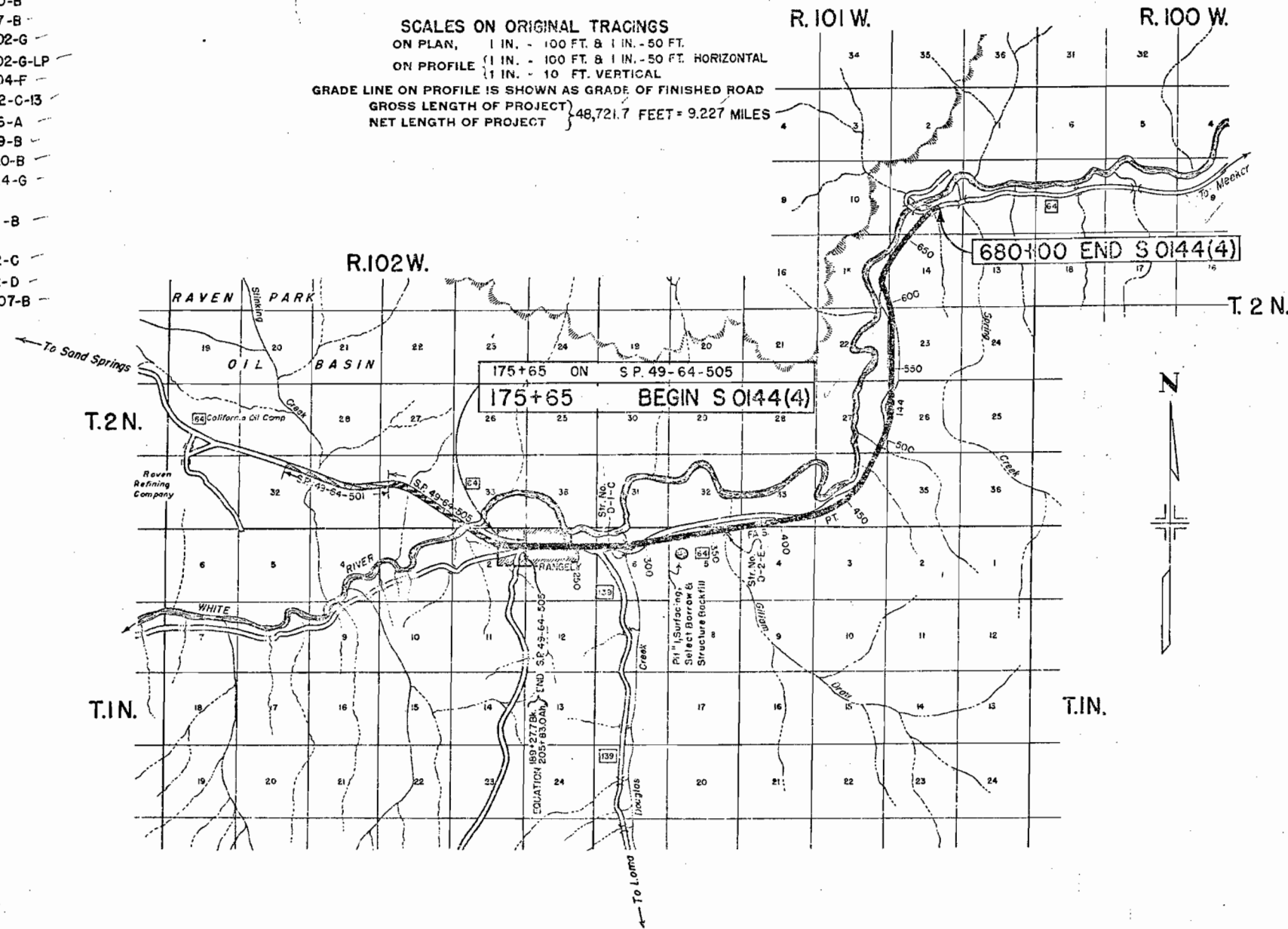
INDEX OF SHEETS

- SHEET NO. 1 TITLE SHEET & SKETCH MAP
 2 TYPICAL SECTIONS
 3 SUMMARY OF QUANTITIES
 4-7 LIST OF STRUCTURES
 8 SURFACING PLAN, SELECTED BORROW, TABULATION OF CURB & GUTTER & DETAIL OF SLOPE PAVING.
 9 TABULATION OF LENGTH, FENCING, R.O.W. MARKERS & TIMBER GUARD POSTS.
 10-13 DETAILS OF BRIDGE STA. 282+
 14 DETAILS OF BRIDGE STA. 365+
 15 STANDARD LETTERS & FIGURES FOR YEAR & STRUCTURE NUMBERS
 16 STANDARD MARKER POSTS
 17 STANDARD HEADWALLS & APRONS FOR C.M.P. CULVERTS
 18 STANDARD TYPE "G" HEADWALLS FOR LARGE C.M.P. CULVERTS
 19 STANDARD CONCRETE BOX CULVERT
 20 STANDARD NO.12 & NO.13 CONCRETE INLETS
 21 STANDARD CATTLE GUARD, 16' ROADWAY
 22 STANDARD TIMBER GUARD POSTS
 23 STANDARD WIRE CABLE GUARD FENCE
 24 STANDARD WIRE FENCES (TREATED WOODEN POSTS)
 25 STANDARD METHODS FOR SUPERELEVATION & WIDENING OF CURVES.
 26 TYPICAL SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT & WIDENING AT BRIDGES
 27 STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS
 28 CONTOUR INTERCEPTING & DRAINAGE DITCHES
 29-47 ALIGNMENT PLAN & PROFILE
 48-296 CROSS SECTIONS
 297 SUMMARY OF EARTHWORK QUANTITIES & TABULATION OF INTERCEPTING DITCHES.

- M-10-B
 M-7-B
 M-102-G
 M-102-G-LP
 M-104-F
 M-12-C-13
 M-16-A
 M-19-B
 M-20-B
 M-24-G
 M-1-B
 M-2-C
 M-2-D
 M-107-B

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED FEDERAL AID SECONDARY PROJECT NO. S 0144(4) STATE HIGHWAY NO. 64 RIO BLANCO COUNTY

SCALES ON ORIGINAL TRACINGS
 ON PLAN, 1 IN. = 100 FT. & 1 IN. = 50 FT.
 ON PROFILE 1 IN. = 100 FT. & 1 IN. = 50 FT. HORIZONTAL
 1 IN. = 10 FT. VERTICAL
 GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
 GROSS LENGTH OF PROJECT } 48,721.7 FEET = 9.227 MILES
 NET LENGTH OF PROJECT }



SCALE OF MILES
 0 1/2 1 2 3 4

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144(4)	1	

REV. 5-24-48 Field representatives R.F.T.

* (Right-of-Way Sheets)

CONVENTIONAL SIGNS

CENTER LINE Title sheet
 RIGHT-OF-WAY LINE
 TOWNSHIP OR RANGE LINE T. 6 S., R. 89 W.
 SECTION LINE T. 7 S., R. 89 W.
 QUARTER SECTION LINE
 PROPERTY OR TRACT LINE
 CITY LIMITS
 BARBED WIRE FENCE
 WOVEN WIRE-COMBINATION FENCE
 TELEPH. & TELEG. LINE
 POWER LINE

Note:

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

Mr. G.N. Miles, Dist. Engr., Grand Junction, Colorado.
 Mr. L.C. Bower, Const. Engr., Steamboat Springs, Colorado.

RECOMMENDED FOR APPROVAL DATE

Jas. B. Bell
 ASSISTANT ENGINEER
 8-30-48

APPROVED DATE

Mark E. Watrous
 STATE HIGHWAY ENGINEER
 8-31-48

RECOMMENDED FOR APPROVAL DATE

DISTRICT ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

APPROVED DATE

DIVISION ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

TABULATION OF LENGTH & DESIGN

FENCING REQUIREMENTS

R.O.W. MARKERS

GUARD POSTS

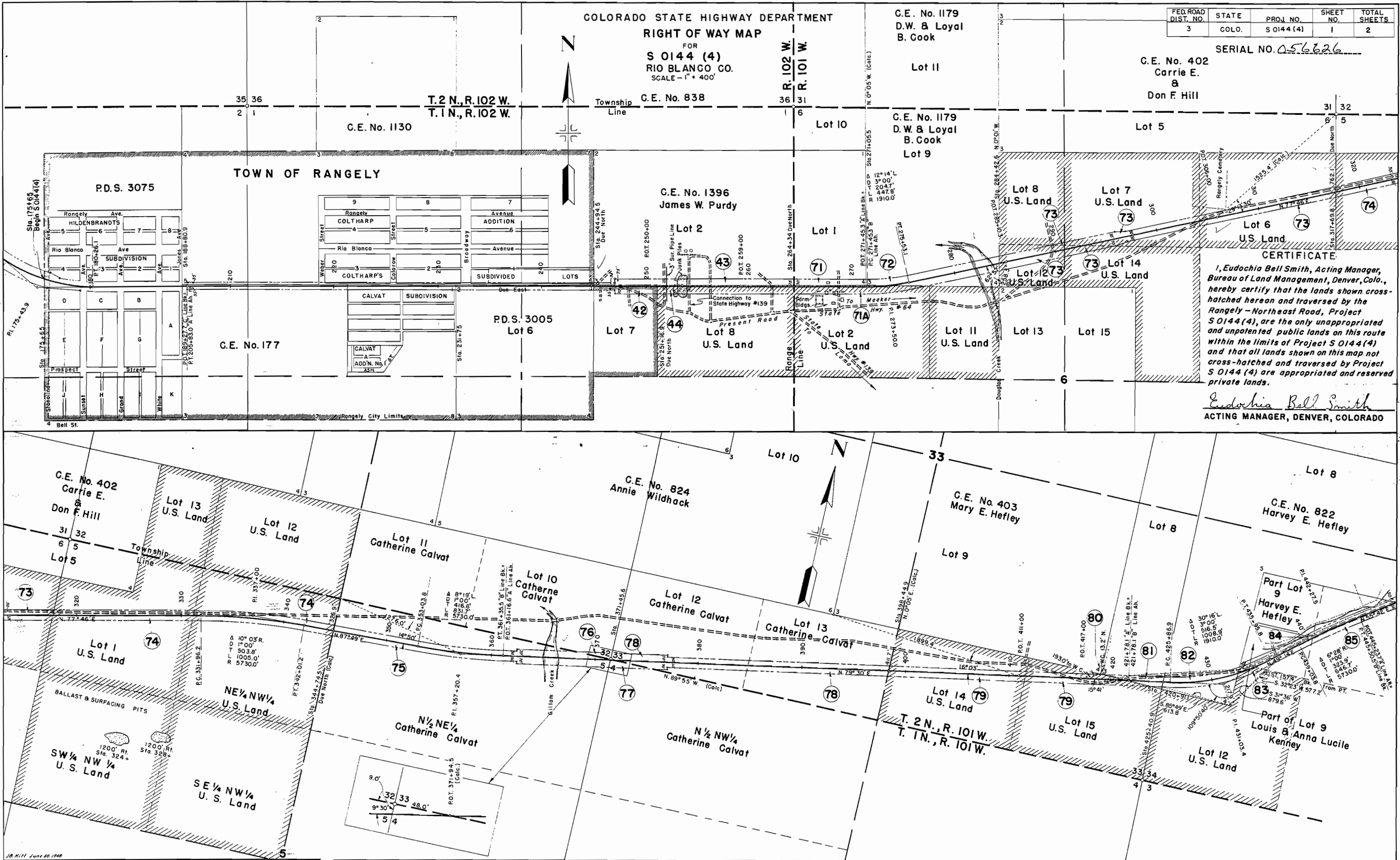
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144 (4)	9	

STATION	ROADWAY LINEAR FEET			BRIDGES	
	INSIDE RANGELY	56 FT.	OUTSIDE RANGELY	LIN. FT.	LOADING
175+65 Begin S 0144 (4) = 175+65 on SP 49-64-505 = CITY LIMITS		1362.7			
189+27.7 Bk. End SP 49-64-505 = Equation 205+83.0 Ah.		3717.0			
243+00	816.9				
251+16.9 = CITY LIMITS			3083.1		
282+00 DOUGLAS CREEK 283+53.4				153.4	H20-44
361+35.5 Bk. 361+16.6 Ah. } Equation			7782.1		
365+30.8 GILLAM DRAW 366+00			414.2		
445+50.5 Bk. 445+23.7 Ah. } Equation				69.2	H20-44
469+29.7 Bk. 469+34.1 Ah. } Equation			7950.5		
560+25.3 Bk. 561+25.3 Ah. } Equation			2406.0		
612+55.3 Bk. 612+54.6 Ah. } Equation			9091.2		
680+00 End S 0144 (4)			5130.0		
			6745.4		
TOTAL	816.9	5079.7	42602.5	222.6	
SUMMARY					
			LIN. FT.	MILES	
S 0144 (4), 24' Roadway Inside Rangely		816.9	0.154		
S 0144 (4), 56' Roadway Inside Rangely		5079.7	0.962		
Sub-total (Inside Rangely)		5896.6	1.116		
S 0144 (4), 24' Roadway Outside Rangely		42602.5	8.069		
S 0144 (4), Bridges Outside Rangely		222.6	0.042		
PROJECT TOTALS			48721.7	9.227	
DESIGN DATA					
			INSIDE RANGELY	OUTSIDE RANGELY	
Maximum Degree of Curve		4°00'	9°00'		
Maximum Grade		6.60%	6.10%		
Minimum N.P.S.D. - horizontal		>1300'	310'		
Minimum N.P.S.D. - vertical		310'	330'		
Maximum Design Speed		25 m.p.h.	40 m.p.h.		

STATION TO STATION	SIDE	REMOVE FENCE	BUILD B.W. FENCE	BUILD COMB. FENCE	GATES	
		LIN. FT.	LIN. FT.	LIN. FT.	DRIVE	B.W.
271+05 - 276+60	X	640				
419+00 - 510+10	Lt.	9165				
469+80 - 484+20	Rt.	1455				
645+60 - 660+70	Lt.	1540				
419+00 - 609+40	Lt.		19,210			
470+00 - 484+30	Rt.		1470			
609+10 - 659+60	Rt.			5075		
609+40 - 660+70	Lt.			5300		
433+05	Lt.				1	
436+95	"				1	
453+90	"				1	
461+00	"				1	
472+80	"				1	
481+75	Rt. & Lt.				2	
516+25	Lt.				1	
596+50	"				1	
621+00	Rt. & Lt.				2	
645+70	Lt.				1	
TOTAL OUTSIDE RANGELY		12,800	20,680	10,375	3	9

STATION	SIDE	NO.
247+00	Rt. & Lt.	4
264+34	Lt.	2
271+45.3	Rt.	1
296+00	Rt. & Lt.	2
297+00	"	2
331+96.2	"	2
362+50	"	4
377+00	"	4
405+00	"	2
435+95.8	"	2
463+60.9	"	2
489+00	"	2
490+00	Lt.	1
500+00	"	1
501+66.1	"	1
519+68	"	1
520+05	Rt.	1
521+00	Lt.	1
521+50	Rt.	1
528+51.9	"	1
530+00	"	1
541+12.8	Lt.	1
542+50	"	1
551+00	Rt.	1
573+00	Rt. & Lt.	2
574+00	"	2
582+73.6	Rt.	1
584+00	"	1
601+07	Lt.	2
608+73.4	Rt.	1
616+50	Lt.	2
632+00	Rt.	1
632+90	Lt.	2
658+02.6	Rt.	1
664+00	Lt.	2
680+00	Rt. & Lt.	2
TOTAL OUTSIDE RANGELY		56
TOTAL INSIDE RANGELY (24' ROADWAY)		4

STATION	SIDE	SPACING	NO.	STATION	SIDE	SPACING	NO.
245+32	Rt. & Lt.	Culvert	2	515+20	Rt.	Culvert	1
				514+25-516+25	Lt.	Culvert	5
				518+75	Rt. & Lt.	Culvert	2
				519+80	"	"	2
265+50	Rt. & Lt.	Culvert	2	522+00-523+50	Rt.	50'	4
269+80	"	"	2	522+00-524+00	Lt.	50'	5
277+60	"	"	2	528+05	Rt. & Lt.	Culvert	2
281+36-281+97	"	Bridge	10	535+75-538+75	Lt.	50'	7
283+56.4-284+174	"	"	10	536+00-538+00	Rt.	50'	5
				543+00-546+50	Lt.	50'	8
287+00	"	Culvert	2	544+50-546+50	Rt.	50'	5
300+55	"	"	2	550+00-552+00	Rt. & Lt.	50'	10
308+50	"	"	2	557+25-558+25	Rt.	50'	3
310+00	"	"	2	557+50-562+00	Lt.	50'	10
				561+68	Rt.	Culvert	1
313+45	"	"	2	570+00-570+50	Rt. & Lt.	50'	4
323+00	"	"	2	576+25-577+75	Rt. & Lt.	50'	8
332+00	"	"	2	581+95	"	Culvert	2
341+00	"	"	2	587+00-588+00	Lt.	50'	3
347+90	"	"	2	589+50-596+00	Lt.	50'	14
353+00	"	"	2	597+25-598+25	Rt.	50'	3
364+66.8-365+278	"	Bridge	10	605+12	"	Culvert	1
366+03-366+64	"	"	10	619+00-621+00	Rt. & Lt.	50'	10
370+50	"	Culvert	2	624+00-626+00	Lt.	50'	5
378+00	"	"	2	624+75-626+25	Rt.	50'	4
384+50	"	"	2	629+50	Rt. & Lt.	Culvert	2
392+70	"	"	2	641+00-643+00	"	50'	10
396+15	"	"	2	655+00	"	Culvert	2
406+50	"	"	2	662+30	"	"	2
419+00	"	"	2	672+50	"	"	2
422+00	"	"	2	678+79	"	"	2
424+00	"	"	2				
425+35	"	"	2				
426+90	"	"	2				
428+30	"	"	2				
429+75	"	"	2				
432+00	"	"	2				
436+00	"	"	2				
443+90	"	"	2				
445+95	"	"	2				
457+00	"	"	2				
463+39	"	"	2				
466+00-470+54.4	Lt.	50'	10				
469+00-470+54.4	Rt.	50'	4				
484+00	Rt. & Lt.	Culvert	2				
490+50-493+00	Lt.	50'	6				
498+62	Rt. & Lt.	Culvert	2				
TOTAL OUTSIDE RANGELY			272				
TOTAL INSIDE RANGELY (24' ROADWAY)			2				



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144 (4)	1	2

SERIAL NO. 056226

C.E. No. 402
Carrie E.
Don F. Hill

C.E. No. 1179
D.W. & Loyal
B. Cook

Lot 11

C.E. No. 1179
D.W. & Loyal
B. Cook
Lot 9

Lot 10

C.E. No. 838

Township Line

T. 2 N., R. 102 W.
T. 1 N., R. 102 W.

C.E. No. 1130

TOWN OF RANGELY

P.D.S. 3075

C.E. No. 1396
James W. Purdy

Lot 2

Lot 1

Lot 8
U.S. Land

Lot 7
U.S. Land

Lot 6
U.S. Land

CERTIFICATE

I, Eudochia Bell Smith, Acting Manager,
Bureau of Land Management, Denver, Colo.,
hereby certify that the lands shown cross-
hatched hereon and traversed by the
Rangely - Northeast Road, Project
S 0144 (4), are the only unappropriated
and unpotent public lands on this route
within the limits of Project S 0144 (4)
and that all lands shown on this map not
cross-hatched and traversed by Project
S 0144 (4) are appropriated and reserved
private lands.

Eudochia Bell Smith
ACTING MANAGER, DENVER, COLORADO

P.D.S. 3005
Lot 6

C.E. No. 177

Lot 7

Lot 8
U.S. Land

Lot 2
U.S. Land

Lot 11
U.S. Land

Lot 13

Lot 15

C.E. No. 824
Annie Wildhack

C.E. No. 403
Mary E. Hefley

C.E. No. 822
Harvey E. Hefley

C.E. No. 402
Carrie E.
Don F. Hill

Lot 13
U.S. Land

Lot 12
U.S. Land

Lot 11
Catherine Calvat

Lot 10
Catherine Calvat

Lot 12
Catherine Calvat

Lot 13
Catherine Calvat

Lot 14
U.S. Land

Lot 15
U.S. Land

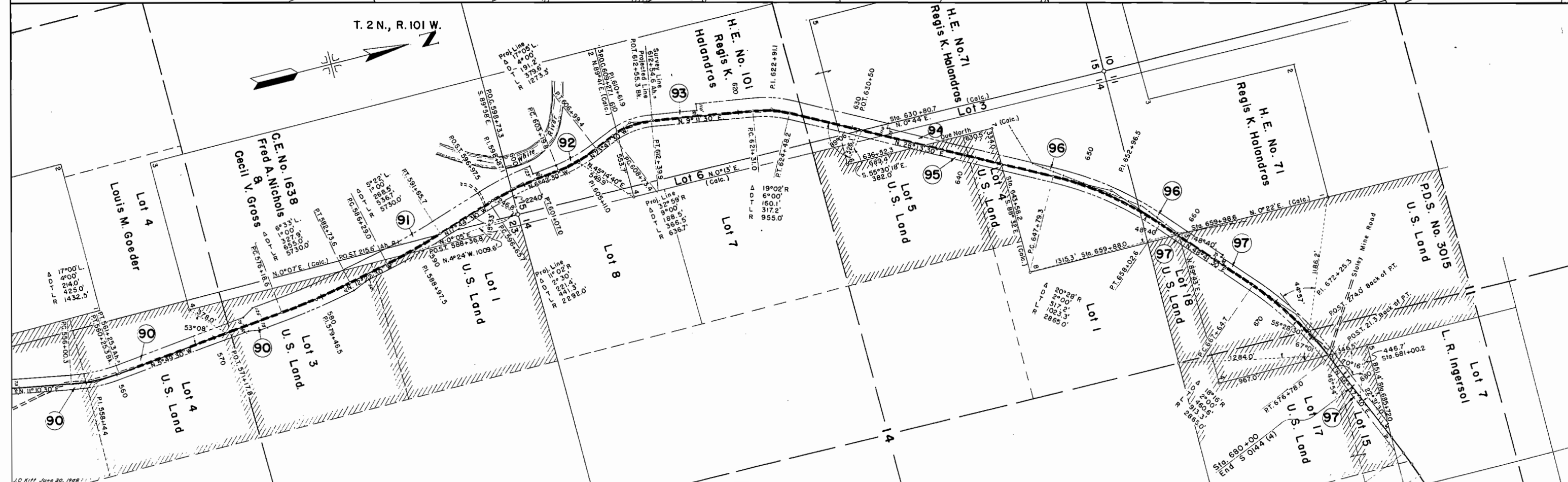
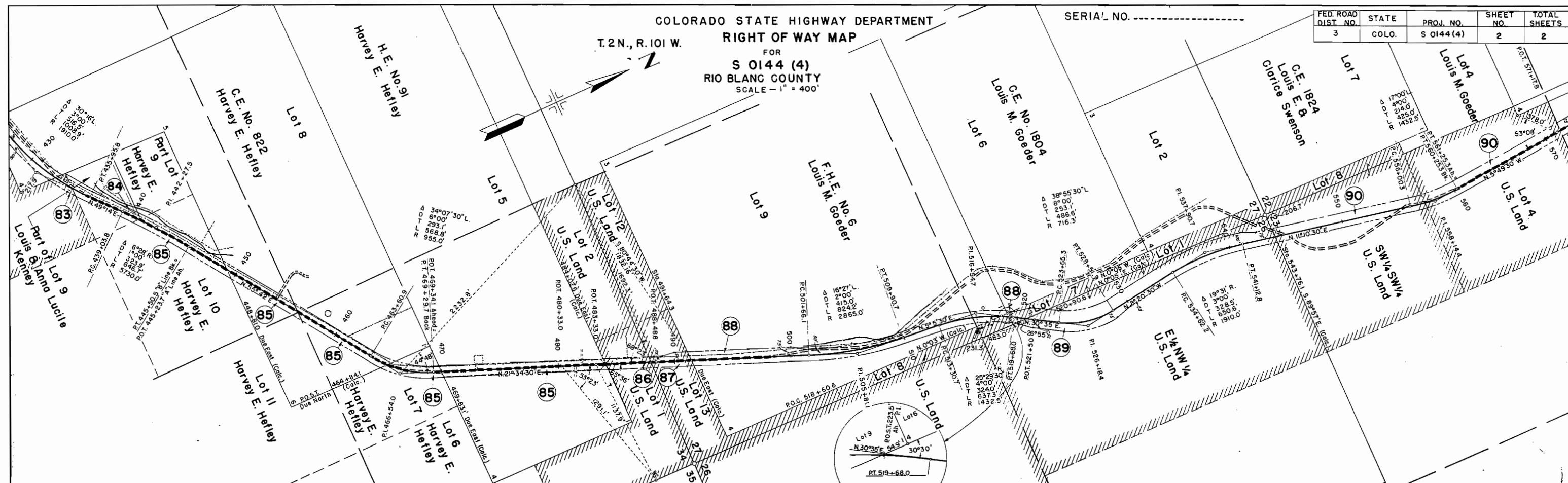
Lot 12
U.S. Land

Part of Lot 9
Louis & Anna Lucile
Kenney

NE 1/4 NW 1/4
U.S. Land

SW 1/4 NW 1/4
U.S. Land

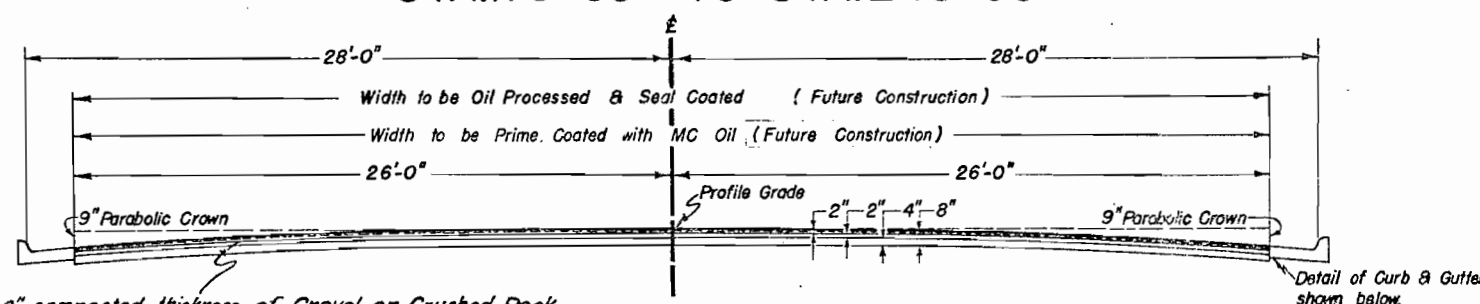
SE 1/4 NW 1/4
U.S. Land



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	5 0144 (4)	2	

Rev. 9-24-48 - Deleted Prime Oil - T.C.V.

TYPICAL CROSS SECTION OF IMPROVEMENT STA.176+65 TO STA.243+00



8" compacted thickness of Gravel or Crushed Rock Surfacing is to be placed in three courses:

Approximate 2" Top Course surfacing is to be placed at the rate of 58 tons per 100 Lin. Ft. of roadway. FUTURE CONSTRUCTION - FOR OIL PROCESSING.

* Approximate upper 2" of Bottom Course Surfacing is to be placed at the rate of 58 tons per 100 lin. ft. of roadway.

* Approximate lower 4" of Bottom Course Surfacing is to be placed at the rate of 116 tons per 100 lin. ft. of roadway.

* NOTE:

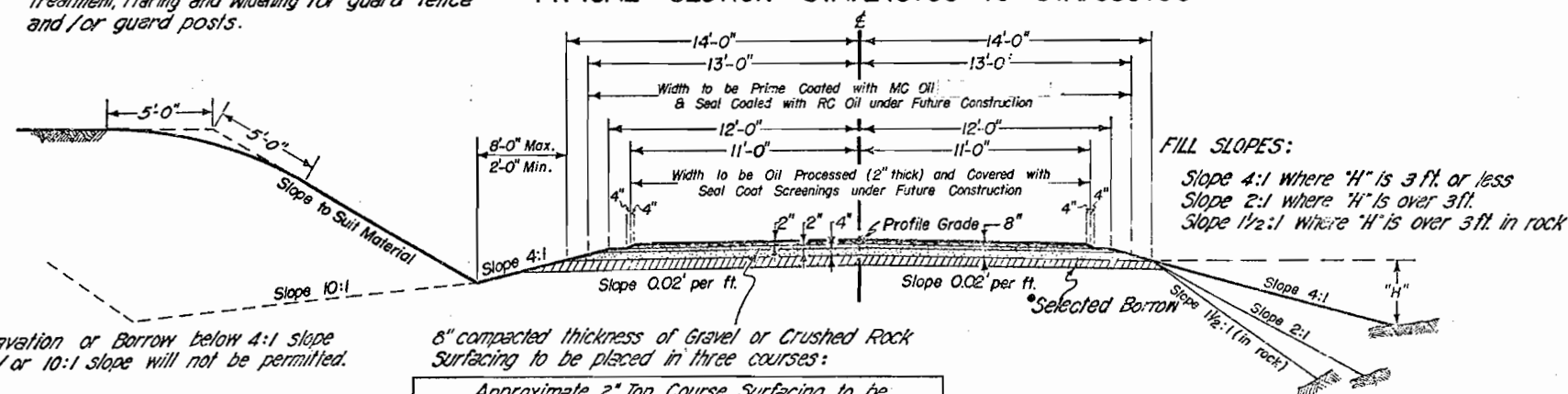
Between Sta.175+65 and Sta.189+27.7 Gravel Surfacing shall be placed between the shoulder of the present roadway and the lip of the gutter. The upper 2 inches of bottom course Surfacing is to be placed at the rate of 0.10 tons per sq. yd. and lower 4 inches of bottom course Surfacing is to be placed at the rate of 0.20 tons per sq. yd.

NOTE:

The transition from 56' roadway to 24' roadway shall take place gradually between Sta. 243+00 and Sta. 246+00.

NOTE: See standard M-2-C for details of cut slope treatment, flaring and widening for guard fence and/or guard posts.

TYPICAL SECTION STA. 243+00 TO STA. 680+00



Excavation or Borrow below 4:1 slope and/or 10:1 slope will not be permitted.

The depth and width of the side ditch shall be varied where necessary in order to provide proper drainage and/or entrance to drainage structures.

8" compacted thickness of Gravel or Crushed Rock Surfacing is to be placed in three courses:

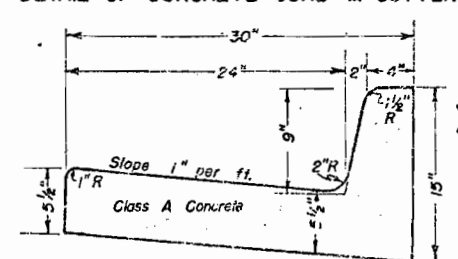
Approximate 2" Top Course Surfacing to be placed at the rate of 25 tons per 100 lin. ft. of roadway. FUTURE CONSTRUCTION - FOR OIL PROCESSING

Approximate upper 2" of Bottom Course Surfacing to be placed at the rate of 28 tons per 100 lin. ft. of roadway.

Approximate lower 4" of Bottom Course Surfacing to be placed at the rate of 60 tons per 100 lin. ft. of roadway.

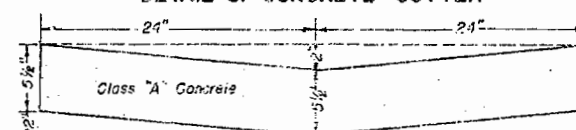
* Roadway cuts in rock shall be excavated six inches below the subgrade surface and backfilled with Selected Borrow material. Estimated quantities involved in this operation are shown in Selected Borrow Tabulation on Sheet 8

DETAIL OF CONCRETE CURB & GUTTER



NOTE: The Curb Head is to be dropped to accommodate driveways and alleys.

DETAIL OF CONCRETE GUTTER



It is estimated that the old road is to be obliterated at the following locations:
Station 248+ to Station 251+16.9
" 251+16.9 to " 254+
" 264+ to " 431+
" 500+ to " 555+

GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted January 1, 1948.

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

All roadway excavation required to construct this Project is to be obtained as indicated on the plans. Quantities involved beyond the limits of the ditch, as shown on the Typical Section, either noted on the profile as "Borrow" or on the List of Structures as "Embankment", are to be classified and paid for as "Unclassified Excavation". These quantities are to be staked as part of the original excavation at locations indicated on the plans. Slope stakes, beyond the limits of the Typical Section as shown, are subject to change by the Engineer to fit conditions actually met in construction.

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

Except as otherwise noted on the plans, payment for overhaul will be based on measurement along the centerline of the project.

The entire project shall be cleared in conformity with the requirements of the Standard Specifications except that such trees or shrubs as the Engineer may designate, shall be left in place and protected from damage during construction operations.

Right of Way fences, including line posts, shall be constructed approximately six (6) inches inside the boundary of the Highway Right of Way as shown on the plans.

Intercepting ditches shall be placed on light grades (not over 1%) following the ground contour, and where possible shall be so constructed that the direction of flow will be away from the roadway, in order to spread runoff and thereby avoid erosion. This work shall be done in accordance with the methods shown on standard sheet included in the plans. These ditches shall be constructed at locations staked by the Engineer. Approximate location and quantities are tabulated on summary of earthwork quantities sheet.

All curves are to be superelevated and widened as provided by the Standard Superelevation sheet included with the plans, except as otherwise noted on plans.

Curves on this project over 6 degrees shall be provided with the superelevation shown on the Standard Superelevation sheet for a 6 degree curve.

If excavation operations develop material which will stand on slopes steeper than slope stake lines, the Department reserves the right to change cut slopes during the progress of such excavations.

All concrete used on this Project shall be "Air-entrained concrete".

All corrugated Metal Pipe Cross Culverts shall be laid with one Metal Apron at inlet end unless otherwise noted on the plans.

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.

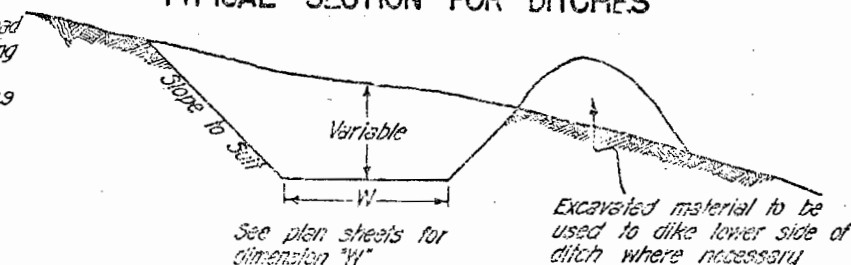
Asphaltic Road Material MC is to be used for prime coat over the width of roadways shown on the Typical Sections. Grade of MC oil to be determined by the Engineer. (FUTURE CONSTRUCTION)

At bridge approaches the prime coat shall be widened to two feet outside the curbed width of the bridge and shall take place gradually over a distance of 300 ft. each way from the bridge ends. (FUTURE CONSTRUCTION)

All side approach roads to the project shall be prime coated to approximately 50' out from edge of the roadway prime coat or to the Right of Way line, whichever is less. (FUTURE CONSTRUCTION)

The Detour for this project lies along the present traveled road. At all places on the project where the new work lies along the present traveled road, the Contractor shall, at his own expense, prosecute construction in such manner that traffic may readily pass over the road. Also, the Contractor shall maintain in safe condition and at his own expense, all temporary approaches to and crossings of intersecting roads.

TYPICAL SECTION FOR DITCHES



SUMMARY OF APPROXIMATE QUANTITIES

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	SO144(4)	3	

Rev. 9-24-48, deleted Item 30y 11 F.T.

ITEM NO.	ITEM	UNIT	INSIDE CITY			OUTSIDE CITY			TOTAL
			56' RDWY.	24' RDWY.	RDWY.	BRIDGE STA. 282+	BRIDGE STA. 365+		
10a	CLEARING & GRUBBING ENTIRE PROJECT.	LUMP SUM							
10b	CLEARING & GRUBBING ENTIRE PROJECT.	LUMP SUM							
11a	REMOVAL OF BRIDGE, RT. STA. 282+.	LUMP SUM							
11b	REMOVAL OF BRIDGE, LT. STA. 365+.	LUMP SUM							
11c	REMOVAL OF 2 STRUCTURES	LUMP SUM							
11d	REMOVAL OF 1 STRUCTURE	LUMP SUM							
11e	REMOVAL OF 19 STRUCTURES	LUMP SUM							
11f	REMOVAL OF BRIDGE, STA. 484+.	LUMP SUM							
12a	REMOVING FENCE.	LIN. FT.			12800				12800
13c	UNCLASSIFIED EXCAVATION.	CU.YD.	10400	11000	163,600	1500	3500		199000
13d	UNCLASSIFIED DITCH EXCAVATION.	CU.YD.	1100	100	7400				8600
13x	SELECTED BORROW.	CU.YD.			1,200				1,800
14a	DRY ROCK EXCAVATION (STRUCTURAL)	CU.YD.	80	20	285	5			390
14b	DRY COMMON EXCAVATION (STRUCTURAL)	CU.YD.	230	60	850	180	150		1,470
14c	WET ROCK EXCAVATION (STRUCTURAL)	CU.YD.	30	10	95	25			160
14d	WET COMMON EXCAVATION (STRUCTURAL)	CU.YD.	80	20	285	255	10		650
16a	STRUCTURE BACKFILL (CLASS I)	CU.YD.	380	80	1670	680	820		3630
16d	MECHANICAL TAMPING	HR.	45	10	220	145	200		620
17b	ROLLING WITH TAMPING ROLLER.	UNIT HR.	130	20	1520				1,670
17c	ROLLING WITH RUBBER TIERED ROLLER.	HR.	53	7	240				300
17d	FURNISHING TAMPING ROLLER.	ROLLER UNIT	1	1	6				6
17f	FURNISHING RUBBER TIERED ROLLER.	LUMP SUM	(PROPORTED)	(PROPORTED)	(PROPORTED)				
17g	WETTING	M. GAL.	530	75	5,355				5,960
18a	STATION YARD OVERHAUL.	STA.YD.	105,000	6000	412,000				523,000
18b	YARD MILE OVERHAUL.	YD.MI.	10,600	400	14,500				25,600
18c	TON MILE OVERHAUL.	TON.MI.	10,600	700	85,900				97,200
26a	GRAVEL OR CRUSHED ROCK SURFACING (GRADING A)	TON	5,850	575	25,875				32,300
26b	GRAVEL OR CRUSHED ROCK SURFACING (GRADING B)	TON	2,950	350	12,900				16,200
42a	UNTREATED BRIDGE TIMBER	MFT. BM.				0.3	1.5		1.8
42b	TREATED BRIDGE TIMBER.	MFT. BM.				9.4	35.3		42.3
46a	CLASS "A" CONCRETE.	CU.YD.	6	8	38	272			384
46b	CLASS "B" CONCRETE.	CU.YD.			42				42
47	REINFORCING STEEL	LB.	800	400	7800	30200			39200
49	STRUCTURAL STEEL	LB.				103,000			103,000
53b	18" CORRUGATED METAL CULVERT PIPE	LIN. FT.		26	130				156
53c	24" CORRUGATED METAL CULVERT PIPE.	LIN. FT.			2610				2,610
53d	30" CORRUGATED METAL CULVERT PIPE.	LIN. FT.		64	435				499
53e	36" CORRUGATED METAL CULVERT PIPE.	LIN. FT.			496				496
53f	60" CORRUGATED METAL CULVERT PIPE.	LIN. FT.		39					39
53h	84" CORRUGATED METAL CULVERT PIPE.	LIN. FT.			86				86
60a	TREATED TIMBER PILING	LIN. FT.				1,012	4,272		5,284
60b	METAL PILE SHOES	EACH				46	100		146
61a	STEEL PILING (10" C.B.P. 103 @ 42")	LIN. FT.				366			366
63	GROUTED RUBBLE SLOPE AND DITCH PAVING (12" THICK)	SQ. YD.			30				30
64	DRY RUBBLE SLOPE AND DITCH PAVING (18" THICK).	SQ. YD.				150	300		450
67a	RIPRAP	CU.YD.			260				260
74	WIRE CABLE GUARD FENCE.	LIN. FT.			1656				1,656
76a	BARBED WIRE FENCE WITH TREATED WOODEN POSTS.	LIN. FT.			20,700				20,700
76d	COMBINATION WIRE FENCE WITH TREATED WOODEN POSTS.	LIN. FT.			10,400				10,400
76g	BARBED WIRE GATES	EACH			9				9
76h	DRIVEWAY GATES	EACH			3				3
80c	SHEET COPPER	LB.				4			4
81a	PROJECT MARKERS (STATE FORCES)	EACH	1						1
81b	RIGHT OF WAY MARKERS	EACH		4	56				60
82	CATTLE GUARDS (16' ROADWAY)	EACH			1				1
84b	CONCRETE CUTTER	LIN. FT.	\$ 681						\$ 681
84c	CONCRETE COMBINATION CURB AND GUTTER.	LIN. FT.	\$ 3,950						\$ 3,950
89a	DRAIN PIPE (CONCRETE FLOOR) 4"x2'-0"	EACH				14			14
92	TIMBER GUARD POSTS	EACH		2	272				274
95c	METAL APRONS FOR 24" C.M.P. CULVERTS.	EACH			35				35
95d	METAL APRONS FOR 30" C.M.P. CULVERTS.	EACH		1	1				2
95e	METAL APRONS FOR 36" C.M.P. CULVERTS.	EACH			5				5
95x0	METAL APRONS FOR 22"x13" C.M.P. ARCH CULVERTS.	EACH	2						2
95x2	METAL APRONS FOR 23"x18" C.M.P. ARCH CULVERTS.	EACH	6						6
132g	"12" INLET GRATING AND FRAME	EACH	8						8
134d	22"x13" CORRUGATED METAL PIPE ARCH CULVERTS.	LIN. FT.	834						834
134c	23"x18" CORRUGATED METAL PIPE ARCH CULVERTS.	LIN. FT.	490						490
153d	ELBOWS FOR 30" CORRUGATED METAL PIPE CULVERTS.	EACH			1				1
119	REMOVING AND RESETTING MAIL BOXES	LUMP SUM							
20a	FORCE ACCOUNT OBLITERATING OLD ROAD. RELOCATE POWER LINE (WORK BY RANGLEY POWER AND LIGHT CO.) PLACING 6" OF EARTH IN BOTTOM OF C.M.P. STOCK PASS, STA. 620+.	LUMP SUM LUMP SUM LUMP SUM							
	RIGHT OF WAY (FORCE ACCOUNT) MOVE GAS PUMPS AND APPURTENANCES, STA. 286+. MOVE BUILDING AND APPURTENANCES, STA. 243+. MOVE POLE CORRAL, LOG PEN, SHED, CHICKEN COOP, CELLAR, COAL SHED, TOILET AND PIG STY, & APPURTENANCES, STA. 267+.	LUMP SUM LUMP SUM LUMP SUM							

* 8' FLAT WHEELLED ROLLER MAY BE SUBSTITUTED FOR RUBBER TIERED ROLLER.
* 10' NON FED. AID.

LIST OF STRUCTURES

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S0144(4)	4	

STATION	DESCRIPTION	REMOVE STRUCTURE	EXCAVATION		STRUCTURAL		STRUCTURE BACKFILL	MECH. TAMPING	GRAVEL OR CRUSHED ROCK SURF.		CONCRETE		REINFORCING STEEL	CORRUGATED CULVERT		METAL PIPE		RIPRAP	METAL APRONS				#12 INLET GRATING AND FRAME	C.M.P. ARCH CULVERTS		MISCELLANEOUS								
			UNCLASSIFIED CUBIC YARD	UNCL. DITCH	CUBIC	YARD					CU.	YD.		CL. "A"	CL. "B"	POUND	18"		24"	30"	36"	60"		84"	CU. YD.		24"	30"	36"	22" X 13"	29" X 18"	EACH	22" X 13"	29" X 18"
NO.	EXC.	EMB.	CU.	YD.			CLASS 1 CU. YD.	HOUR	TON																									
175+65 - 176+05 - 179+40 -	- Project Marker Lt. & approach to project. - Cross culvert with No. 12 inlet Rt. (H=4'-0") & outlet ditch (W=2') - Street approach Rt. & Lt.			50	10	54		32	4	100*	0.73	100											1	130		1 Project Marker (State forces)								
179+65 - 179+73 - 183+00 - 183+29 -	- Cross culvert & ditches (W=2') - Remove 24"x44" C.M.P. with 2 Hdws. - Street approach Rt. & Lt. - Cross culvert with No. 12 inlet Rt. (H=4'-0") & outlet ditch (W=2')	1		10	10	30		35	4													1		102										
				10	10	28		20	3	35*	0.73	100										1	80											
186+34 - 186+58 - 186+82 - 188+68 -	- Cross culvert & ditches (W=2') - Street approach Rt. & Lt. - Cross culvert & ditches (W=2') - Street approach Rt. & Lt.		150		90	37		25	3	100*												1		102										
			35		175	38		25	3	40*												1		102										
188+90 - 216+12 - 216+12 to 218+60 - 216+30 -	- Cross culvert with No. 12 inlet Rt. (H=4'-0") & outlet ditch (W=2') - Cross culvert. - Drain ditch Lt. (W=2') - Street approach, Rt.				25	16		20	3		0.73	100											1	80										
					100	24		23	3													1		74										
216+47 - 218+58 -	- Cross culvert - Cross culvert with No. 12 inlet Rt. (H=4'-0") & outlet ditch (W=2')			10		24		23	3	15*													1		74									
					45	17		19	2		0.73	100										1	1	68										
218+82 - 219+06 -	- Street approach, Lt. - Cross culvert with No. 12 inlet Rt. (H=4'-0") & outlet ditch (W=2')			10		45	13		19	2	15*	0.73	100										1	66										
221+15 - 224+75 - 225+38 - 225+64.5 -	- Street approach, Rt. - Remove 1"x2"x30" wood side drain Rt. - Cross culvert with No. 12 inlet Rt. (H=4'-0") & outlet ditch (W=2') - Street approach, Lt.	1			30	12		19	2		0.73	100											1	68										
				10						15*																								
225+92 - 226+48 - 232+69.5 - 233+03 -	- Cross culvert with No. 12 inlet Rt. (H=4'-0") & outlet ditch (W=2') - Street approach, Rt. - Street approach, Lt. - Cross culvert with No. 12 inlet Rt. (H=4'-0")				30	13		19	2		0.73	100											1	68										
				10						10*																								
			45		14			17	2	75*	0.73	100											1	68										
233+23 - 236+ - 241+60 - 241+65 -	- Double cross culvert & ditches (W=7') - Move gas pumps & appurtenances, Lt. - Cross culvert & ditches (W=2') - Street approach, Rt. & Lt.				260	45	ACCOUNT	50	6													2		78										
			15		250	40		26	3	30*												1		84										
243+100																																		
243+ - 243+95 - 245+30 - 245+32 -	- Move building & appurtenances, Lt. - Cross culvert & inlet ditch (W=1') - Road approach, Lt. - Extend 60"x30" C.M.P. 38' Rt. Inlet ditch (W=2'). Type "G" hdwl. at inlet, 2:1 slope. Remove 30"x42" C.M.P.			100	35	14	ACCOUNT	26	3	20	7.75	361			64			1																
		1			15	78		38	5																									
245+75 -	- Side drain & road approach, Rt.		20		4			7	1	20			26																					
251+16.9																																		

CONTINUED ON SHEET 5

LIST OF STRUCTURES

CONTINUED FROM SHEET 4

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	SOI44(4)	5	

STATION	DESCRIPTION	REMOVE STRUCTURE	EXCAVATION		STRUCTURAL				STRUCTURE BACK FILL CLASS 1 CU. YD.	MECH. TAMPING HOUR	GRAVEL OR CRUSHED ROCK SURF TON	CONCRETE		REINFORCING STEEL POUND	CORRUGATED METAL CULVERT PIPE						RIPRAP CU. YD.	METAL APRONS						#12 INLET GRATING AND FRAME EACH	C.M.P. ARCH CULVERTS		MISCELLANEOUS
			CUBIC YARD	DITCH	EXCAVATION							CU.	YD.		LINEAR FEET							22' X 13' 29' X 18'	22' X 13' 29' X 18'	22' X 13' 29' X 18'	22' X 13' 29' X 18'						
					UNCLASSIFIED	UNCL.	CUBIC	YARD							18"	24"	30"	36"	60"	84"											
																										NO.	EXC.		EMB.	CU.	
251+90 253+00 254+40 254+40	Road approach, Lt. Cross culvert & inlet ditch (W=2') Road approach, Rt. Road approach, Lt.			55 200 15	5	7			49	6	25 *290 45						92			1											
256+45 261+30 263+30 265+50	Road approach, Lt. Cross culvert & inlet ditch (W=1') Road approach, Lt. Cross culvert & ditches (W=1')			30 250	10	18 5			33 17	4 2	45 25						100 50			1 1											
267+ to 269+ 268+65 269+50 269+80	Move pole corral, log pen, shed, chicken coop, cellar, coal shed, toilet, pig sty & appurtenances, Lt. & Rt. Road approach, Rt. Road approach, Lt. Cross culvert & inlet ditch (W=1')		25	50	FORCE ACCOUNT						20 20																				
277+60 282+00 to 283+53.4 283+53.4 to 284+75 286+75	Cross culvert & ditches (W=2') Bridge & channel improvement. Remove bridge. Riprap, Rt. Road approach, Rt.			50	20	7 QUANTITIES 98		IN	22	3 SUMMARY	25								185												
287+00 296+50 300+55 304+85	Cross culvert & inlet ditch (W=1'). Road Approach Lt. Cross culvert & inlet ditch (W=1') Road approach, Lt.			50 20	5	3 3			13 14	2 2	25 55						40 44			1 1											
306+70 308+50 310+00 313+45	Road approach, Lt. Cross culvert & inlet ditch (W=1'). Cross culvert & ditches (W=1') Cross culvert & inlet ditch (W=1')			25	5 10 5	7 11 8			17 13 17	2 2 2	55						52 40 52			1 1 1											
323+00 332+00 332+47 341+00	Cross culvert & inlet ditch (W=1') Cross culvert & ditches (W=1') Remove 12"x26" C.M.P. Lt. Cross culvert.	1			5 10	5 9			14 14	2 2							42 42			1 1											
347+30 353+00 357+50 365+30.6 to 366+00	Cross culvert & inlet ditch (W=1') Cross culvert & inlet ditch (W=1') Road approaches Rt. & Lt. Bridge & channel improvement. Remove bridge.		45		5 15	2 8			13 17	2 2	40						40 52			1 1											
370+00 370+50 378+00 384+50	Road approaches Rt. & Lt. Cross culvert & ditches (W=1'). Cross culvert & ditches (W=1'). Cross culvert & ditches (W=1').		20		10 10 10	15 8 7			13 13 13	2 2 2	40						40 40 40			1 1 1											
392+70 396+15 397+50 406+00	Cross culvert & ditches (W=2'). Cross culvert & ditches (W=2'). Side drain, Rt., road approaches, Rt. & Lt. Road approach, Rt.		15 15		70 5	45 3			37 24 7	5 3 1	40 20						26	72 50		1 1											
406+50 411+70 415+05 419+00	Cross culvert & ditches (W=1'). Road approach, Lt. Remove 24"x32" C.M.P. Cross culvert & ditches (W=1')	1	20		10 15	10 15			13 13	2 2	20						40 40			1 1											
422+00 424+00 425+35 426+90	Cross culvert & ditches (W=1') Cross culvert & inlet ditch (W=1') Cross culvert with Type "A" hdwl. at inlet & inlet ditch (W=1'). Cross culvert & ditches (W=1').				10 5 70 60	5 8 18 14			14 14 15 14	2 2 2 2			1.65				42 42 46 40			1 1 1											
428+30 429+75 432+00	Cross culvert with Type "A" hdwl. & grouted rubble slope and ditch paving at inlet & ditches (W=1'). Cross culvert with Type "A" hdwl. at inlet & inlet ditch (W=2'). Cross culvert & inlet ditch (W=1').				20 75 5	39 21 5			14 19 13	2 2 2			1.65 3.00				42 40			1						30 Sq. yds. grouted rubble slope and ditch paving (12" th.)					
433+05 435+90 436+00 436+35	Road approach & cattle guard Lt. Remove cattle guard Lt. Remove 16"x22" C.M.P. Cross culvert & ditches (W=1') Road approach, Lt.	1 1		70 85		10 7			15	2	25 25						46			1						1-Standard Cattle Guard, 16'R long.					

CONTINUED ON SHEET 6

LIST OF STRUCTURES

CONTINUED FROM SHEET 5

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144(4)	6	

STATION	DESCRIPTION	REMOVE STRUCTURE NO.	EXCAVATION		STRUCTURAL EXCAVATION		STRUCTURE BACKFILL CLASS 1 CU. YD.	MECH. TAMPING HOUR	GRAVEL OR CRUSHED ROCK SURF. TON	CONCRETE		REINFORCING STEEL POUND	CORRUGATED METAL CULVERT PIPE						RIPRAP CU. YD.	METAL APRONS						#12 INLET GRATING AND FRAME EACH	C.M.P. ARCH CULVERTS		MISCELLANEOUS
			UNCLASSIFIED CUBIC YARD	UNCL. DITCH	CUBIC YARD	YARD				CU.	YD.		LINEAR FEET							LINEAR FEET									
													18"	24"	30"	36"	60"	84"		24"	30"	36"	22"x13"	29"x18"	22"x13"		29"x18"		

443+90	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				10	16		13	2			1.65		40													
445+95	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				5	13		14	2			1.65		44													
	Remove 18"x22' C.M.P.	1																									
453+90	Road approach, Lt.			10						20																	
457+00	Cross culvert & inlet ditch (W=1').				5	7		15	2					46						1							
461+00	Road approach, Lt.			15						20																	
463+40	Cross culvert & outlet ditch (W=1'). Remove 18"x58' C.M.P.	1			5	14		14	2					44						1							
472+00	Cross culvert. Remove 18"x34' C.M.P.	1				14		18	2					56						1							
472+80	Road approach, Lt.			275						25																	
481+75	Side drain, Rt. Road approach, Rt. & Lt.			150				8	1	45				32													
484+00	10'x10'x32' concrete box culvert (Type 10 I) & ditches (W=12'). Remove 10'x10'x18' timber bridge.		50			172		270	34		97.9	7727														Remove timber bridge.	
494+25	Cross culvert.					26		19	2					58						1							
498+62	Cross culvert & ditches (W=1'). Remove 18"x32' C.M.P.	1			5	5		14	2					42						1							
508+50	Cross culvert & inlet ditch (W=1').					8		18	2					56						1							
515+20	Cross culvert & inlet ditch (W=1'). Dike at inlet.			10		7		16	2					50						1							
516+25	Road approach, Lt.			25						20																	
518+75	Cross culvert & ditches (W=1').				5	8		18	2					54						1							
519+80	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				5	7		20	3			1.65		56													
522+60	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				5	19		64	8		2.25			154													
528+05	Cross culvert & ditches (W=1').				5	7		29	4					70													
531+80	Cross culvert & inlet ditch (W=1').				10	11		20	3					62						1							
536+70	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				5	60		63	8		2.25			150													
545+30	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				10	52		37	5		1.65			108													
	Remove 24"x52' C.M.P. Rt.	1																									
550+62	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				10	21		37	5		1.65			120													
	Remove 18"x42' C.M.P. Rt.	1																									
558+30	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').	1			5	67		28	4		1.65			86						5							
	Riprap at outlet. Remove 18"x66' C.M.P.	1																									
561+68	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				5	21		18	2		1.65			54						5							
566+85	Riprap at outlet. Remove 15"x34' C.M.P.	1																									
570+30	Extend 18"x40' C.M.P.-6' Lt. & 18' Rt. No apron at inlet.					11		5	1					88						5	1						
577+06	Cross culvert & inlet ditch (W=1'). Riprap at outlet.				5	83		29	4																		
	Extend 36"x108' C.M.P.-60' Lt. & 26' Rt. with Type "A" hdwll. at inlet.					27		42	5		3.00																
581+35	Extend 18"x36' C.M.P.-10' Lt. & 8' Rt. with Type "A" hdwll. at inlet. Riprap at outlet.					2		4	1		1.10									5							
590+05	Extend 24"x48' C.M.P.-18' Lt. & 18' Rt. with Type "A" hdwll. at inlet & ditches (W=1'). Remove hdwll., Rt.	1			130	10		12	2		1.65																
593+18	Remove 18"x30' C.M.P.	1																									
593+25	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				5	49		26	3		1.65			78						5							
	Riprap at outlet.																										
596+44 to 615+00	Widen roadway to accommodate guard fence, Lt.																										
596+50	Road approach, Lt.			25						45																	
597+44 to 614+00	Wire cable guard fence, Lt.																										
597+47	Extend 24"x44' C.M.P.-22' Lt. & 16' Rt. with Type "A" hdwll. at inlet & ditches (W=1').				10	15		14	2		1.65																1656 lin. ft. wire cable guard fence
605+12	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=2').				5	40		28	4		3.00			54						5							
	Riprap at outlet. Remove 18"x44' C.M.P.	1																									
620+03	Cross culvert with riprap at outlet (Stock pass). No hdwlls. Remove 30"x70' C.M.P.	1				168		82	10																		
625+00	Extend 24"x106' C.M.P.-18' Lt. & 6' Rt. with Type "A" hdwll. at inlet. Riprap at outlet.					5		7	1		1.65									10							
629+50	Cross culvert with Type "A" hdwll. at inlet & inlet ditch (W=1').				5	19		21	3		1.65			64						5							
	Riprap at outlet.																										
642+19	Extend 30"x66' C.M.P.-36' Lt. & 22' Rt. 10° elbow on Rt. Type "A" hdwll. at inlet & ditches (W=1').				15	15		24	3		2.25																1-10° elbow for 30" C.M.P. culv.

CONTINUED ON SHEET 7

CONTINUED FROM SHEET 6 ✓

24' Roadway outside Rangely

- ⊙ Structural Excavation is estimated to be 75% Common & 25% Rock, each of which is estimated to be 75% dry & 25% wet.
- * Includes upper & lower base course surfacing
- Δ Included in profile quantities.
- ⊕ Allowance for connecting band.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	SO144(4)	8	

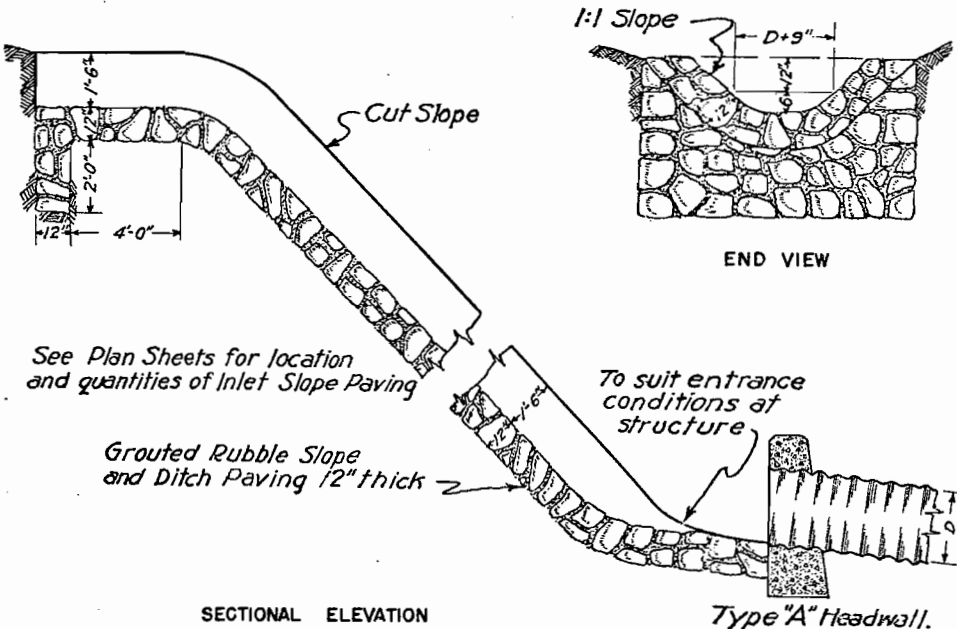
SURFACING PLAN

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	AVAILABLE	QUANTITY										OVERHAUL		
			TONS USED												
			BOTTOM COURSE												
							INSIDE		CITY		OUTSIDE				
							UPPER 2" GRADING "B"	LOWER 4" GRADING "A"	UPPER 2" GRADING "B"	LOWER 4" GRADING "A"	TON	MILE			
						56' RD.	24' RD.	56' RD.	24' RD.	56' RD.	24' RD.	INSIDE	CITY	OUTSIDE	
						56' RD.	24' RD.	56' RD.	24' RD.	56' RD.	24' RD.	56' RD.	24' RD.	CITY	
175+65 to 189+27.7 Bk. 205+83.4 to 243+00 243+00 to 246+00 246+00 to 251+16.9 251+16.9 to 282+00 283+53.4 to 364+61.1 364+61.1 to 365+30.8 366+00 to 680+00	Pit No. 1, 1200' R/L of Sta. 324+00 in S.W. 1/4 of NW 1/4, Sec. 5, T.1N., R.10W.	200,000 cu. yd.				587 ✓ 2156 ✓		1173 ✓ 4312 ✓				2806 ✓ 7201 ✓			
							129 ✓ 145 ✓		264 ✓ 310 ✓				288 ✓ 298 ✓		
										863 ✓ 2276 ✓ 20 ✓ 8765 ✓	1850 ✓ 4876 ✓ 42 ✓ 18782 ✓		854 ✓ Free ✓ 1 ✓ 82382 ✓		
Estimated for Widening										29 ✓	58 ✓			2 ✓	
Estimated for Road Approaches						160 ✓	40 ✓	325 ✓		935 ✓	260 ✓	590 ✓	28 ✓	2654 ✓	
TOTALS						2903 ✓	314 ✓	5810 ✓	574 ✓	12888 ✓	25868 ✓	10597 ✓	614 ✓	85893 ✓	

DETAIL OF GROUTED RUBBLE SLOPE & DITCH PAVING FOR INLET DITCHES.



SELECTED BORROW TABULATION

It is estimated that Selected Borrow 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.

OUTSIDE		CITY		LIMITS			
MATERIAL TO BE PLACED	SOURCE	QUANTITY			OVERHAUL		
		AVAILABLE	THICKNESS INCHES	CU. YDS. USED	STATION YARDS	YARD MILES	
523+50 to 527+50	* Pit No. 1, 1200' Rt of Sta 324+00 in S.W. 1/4 of NW. 1/4, Sec. 5, T. 1N., R. 10W.	200,000	6	252 ✓	2772 ✓	944 ✓	
554+50 to 557+50		Cu. Yds.	6	189 ✓	2079 ✓	817 ✓	
577+00 to 581+00			6	252 ✓	2772 ✓	1194 ✓	
598+50 to 614+00			6	1008 ✓	11088 ✓	5302 ✓	
TOTALS OUTSIDE RANGELY				1701 ✓	18711 ✓	8257 ✓	

* SOIL DATA:
TEST HOLE No. 1 4 8 10
CLASSIFICATION A1a(0) A1a(0) A1a(0) A1b(0)
% 200 5.7 4.5 10.2 12.3

TABULATION OF CURB & GUTTER
NON-FEDERAL AID

STATION TO STATION	SIDE	COMBINATION CURB AND GUTTER		GUTTER
		LIN. FT.	LIN. FT.	
175+95 to 179+21	Rt. & Lt.	733		
179+21 to 179+61	Rt. & Lt.		94	
179+61 to 182+80	Rt. & Lt.	710		
182+80 to 183+20	Rt. & Lt.		94	
183+20 to 186+38	Rt. & Lt.	708		
186+38 to 186+78	Rt. & Lt.		94	
186+78 to 188+56	Rt. & Lt.	428		
188+56 to 188+80	Rt. & Lt.		62	
188+80 to 216+13	Rt.	1102		
188+80 to 218+64	Lt.	1353		
216+13 to 216+43	Rt.		37	
216+43 to 221+01	Rt.	470		
218+64 to 218+99	Lt.		42	
218+99 to 225+44	Lt.	657		
221+01 to 221+30	Rt.		36	
221+30 to 226+39	Rt.	521		
225+44 to 225+84	Lt.		47	
225+84 to 232+30	Lt.	658		
226+39 to 226+58	Rt.		26	
226+58 to 241+48	Rt.	1502		
232+30 to 233+10	Lt.		87	
233+10 to 241+48	Lt.	850		
241+48 to 241+72	Rt. & Lt.		62	
241+72 to 243+00	Rt. & Lt.	268		
TOTALS INSIDE RANGELY 56' Rdway.		9960	681	

FED. ROAD DIST. NO.	STATE	SHEET NO.	TOTAL SHEETS
3	COLO.	5-0144 (4)	10

TREATED TIMBER SUB-ABUTMENTS

22-BACKING PLANKS-4"x12"x30'-0"= 2640 BD.FT.

22-BACKING PLANKS-4"x12"x32'-0"= 2816 BD.FT.

44-BACKING PLANKS-4"x12"x22'-0"= 3872 BD.FT.

TOTAL= 9328 BD.FT.

TREATED PILING 46 PIECES @ 22'-0" EACH = 1012 LIN. FT.

FURNISH 160 LBS. 7 IN. WIRE SPIKES

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	SUPER-STRUCTURE	ABUT. NO. 1	PIER NO. 2	PIER NO. 3	ABUT. NO. 4	SUB-ABUTS.	TOTAL
11a	REMOVAL OF PRESENT BRIDGE	LUMP SUM							LUMP SUM
13c	UNCLASSIFIED EXCAVATION	CU. YDS.							1500
14a	DRY ROCK EXCAVATION (STR.)	CU. YDS.						5	5
14b	DRY COMMON EXCAVATION (STR.)	CU. YDS.		75				102	177
14c	WET ROCK EXCAVATION (STR.)	CU. YDS.			5	15		5	25
14d	WET COMMON EXCAVATION (STR.)	CU. YDS.			104	94		56	254
16a	STRUCTURE BACKFILL	CU. YDS.		32	74	72	100	400	678
16d	MECHANICAL TAMPING	HOURS		3	7	7	25	100	142
42a	UNTREATED BRIDGE TIMBER	MFT.&M.		.096			0.144		.24
42b	TREATED BRIDGE TIMBER	MFT.&M.						9.328	9.328
46a	CLASS "A" CONCRETE	CU. YDS.	105	23 +	62	62	20 +		272
47	REINFORCING STEEL	LBS.	21310	1270	3190	3190	1190		30150
48	STRUCTURAL STEEL (INCLUDES 1/2% OVERRUN)	LBS.	102,600	1400	470	470	60		105000
60a	TREATED TIMBER PILING	LIN. FT.						1012	1012
60e	METAL PILE SHOES	EACH						46	46
61a	STEEL PILING 10" CBP 103 D42	LIN. FT.		183			183		366
64	DRY RUBBLE SLOPE PAVING 18" THICK	SQ. YDS.						150	150
80c	SHEET COPPER 38 OZ.	LBS.	4						4
89a	DRAIN PIPE 4" X 2'-0"	EACH	14						14
*	18 GA. GALV. SHEET METAL	SQ. FT.	36						36
*	1/2" EXP'N. JT. MAT'L.	SQ. FT.	70						70

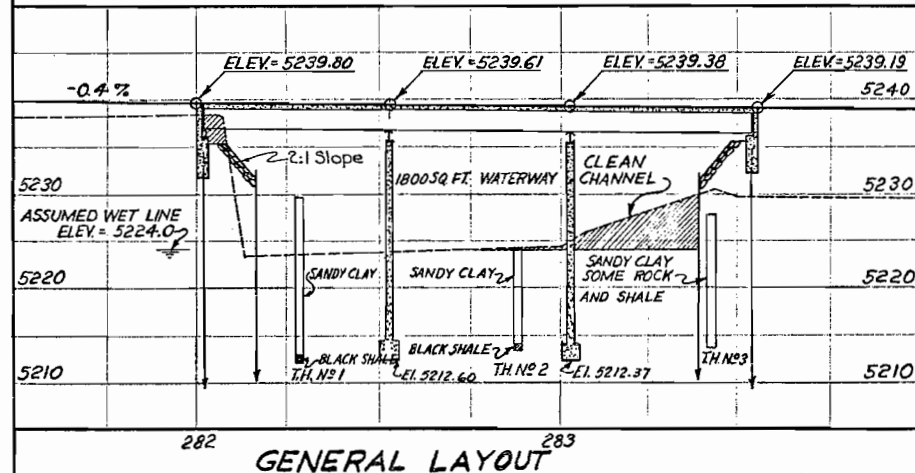
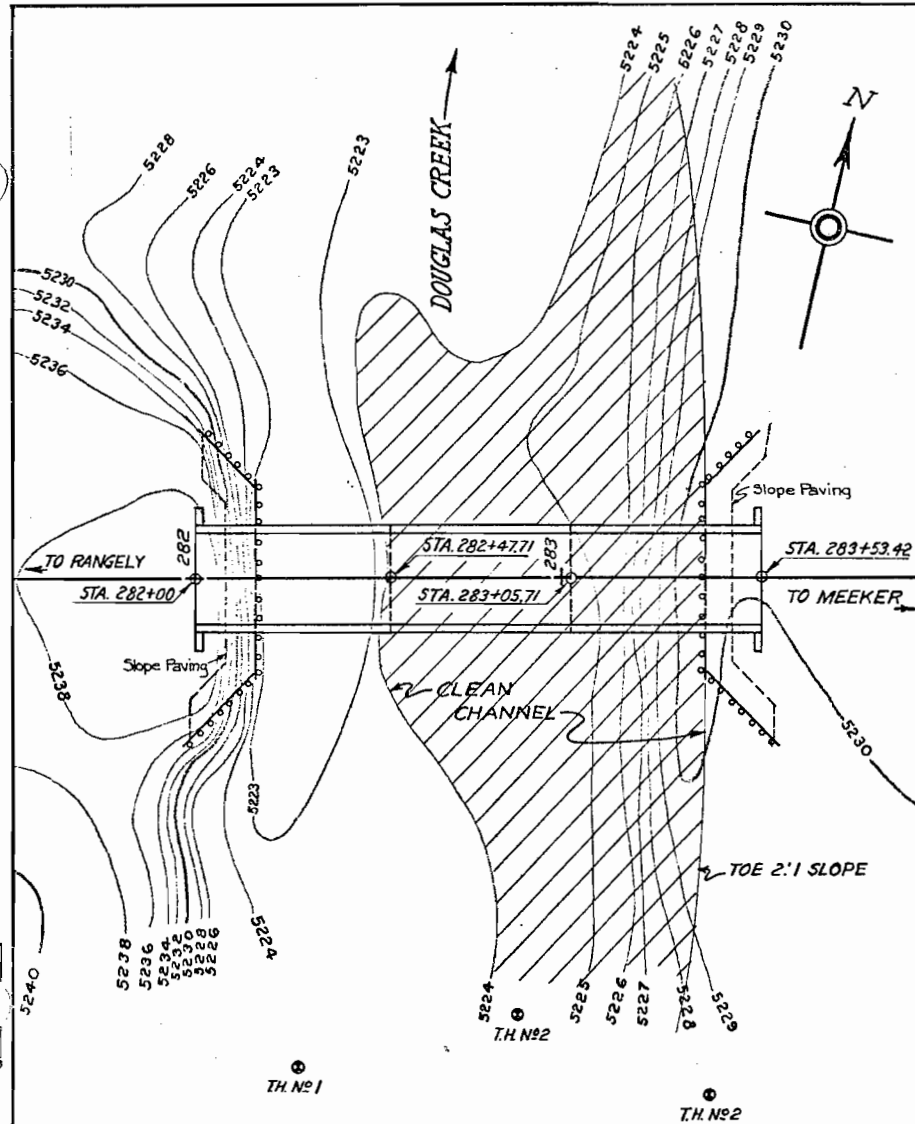
• ASSUMED WET LINE ELEV. = 5224.0

+ INCLUDES .35 CU. YDS. FOR END POSTS.

■ INCLUDES 10700 LBS HANDRAIL STEEL.

* INCLUDE IN BID PRICE CLASS "A" CONCRETE.

ALL CONCRETE SURFACES EXPOSED TO VIEW, EXCEPT THE UNDERSIDE OF FLOOR SLAB, AND ROADWAY SURFACE, SHALL RECEIVE CLASS 1 SURFACE FINISH.



REFERENCE DRAWINGS
SHEET NO. 11 DETAILS OF SUPERSTRUCTURE.
SHEET NO. 12 DETAILS OF ABUTMENTS NO. 1 & NO. 4
SHEET NO. 13 DETAILS OF PIERS NO. 2 & NO. 3
BAR LISTS FOR ENTIRE STRUCTURE

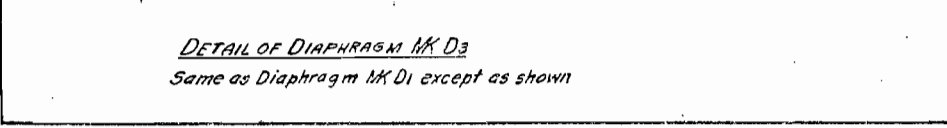
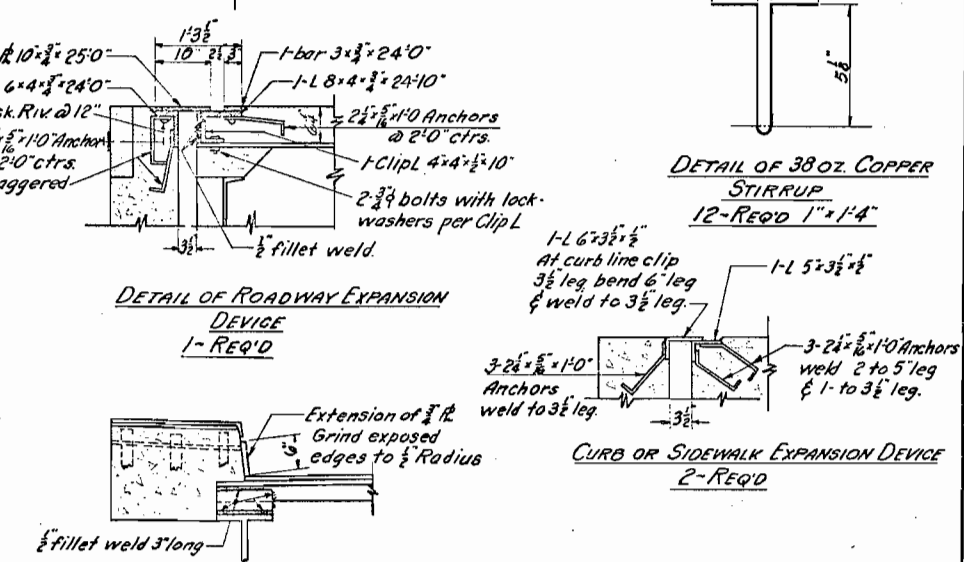
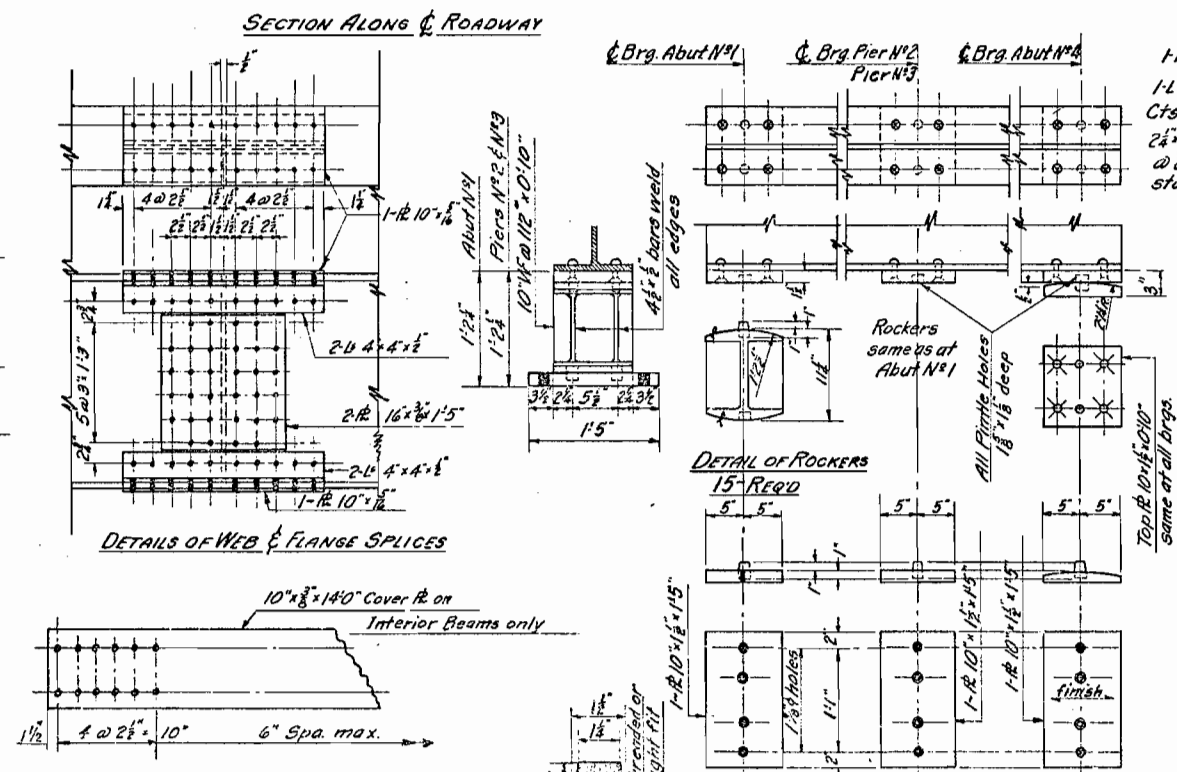
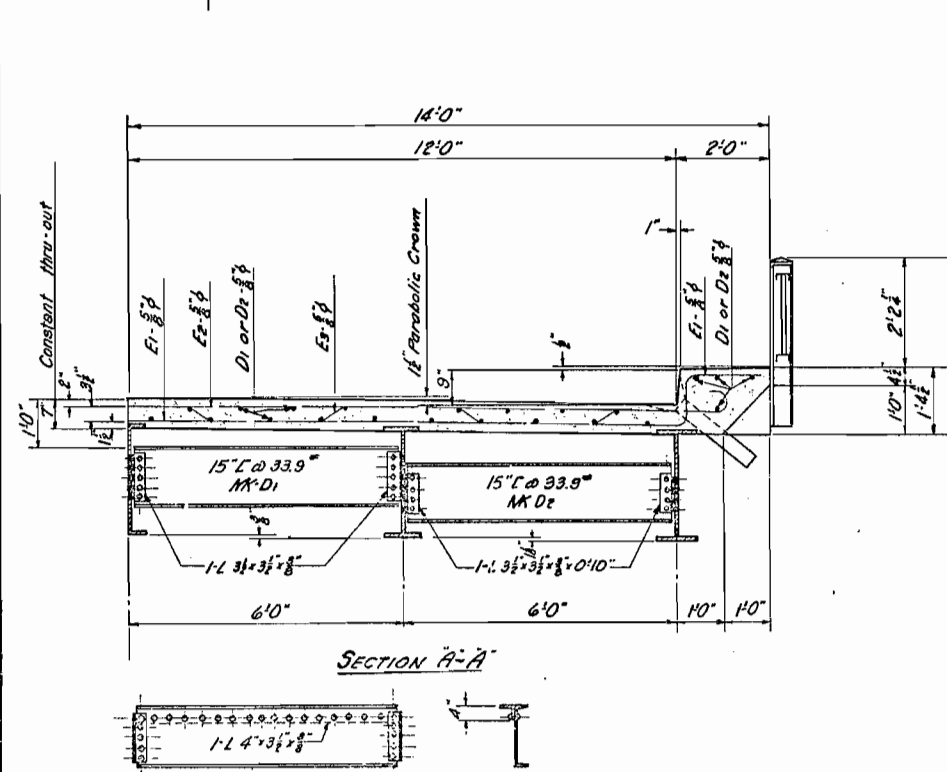
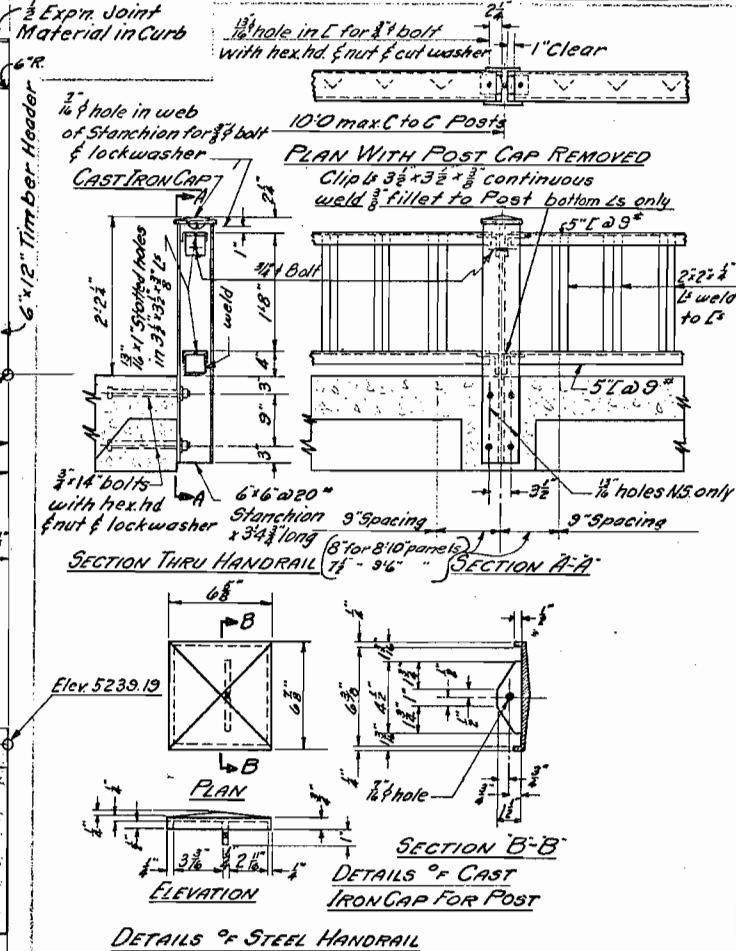
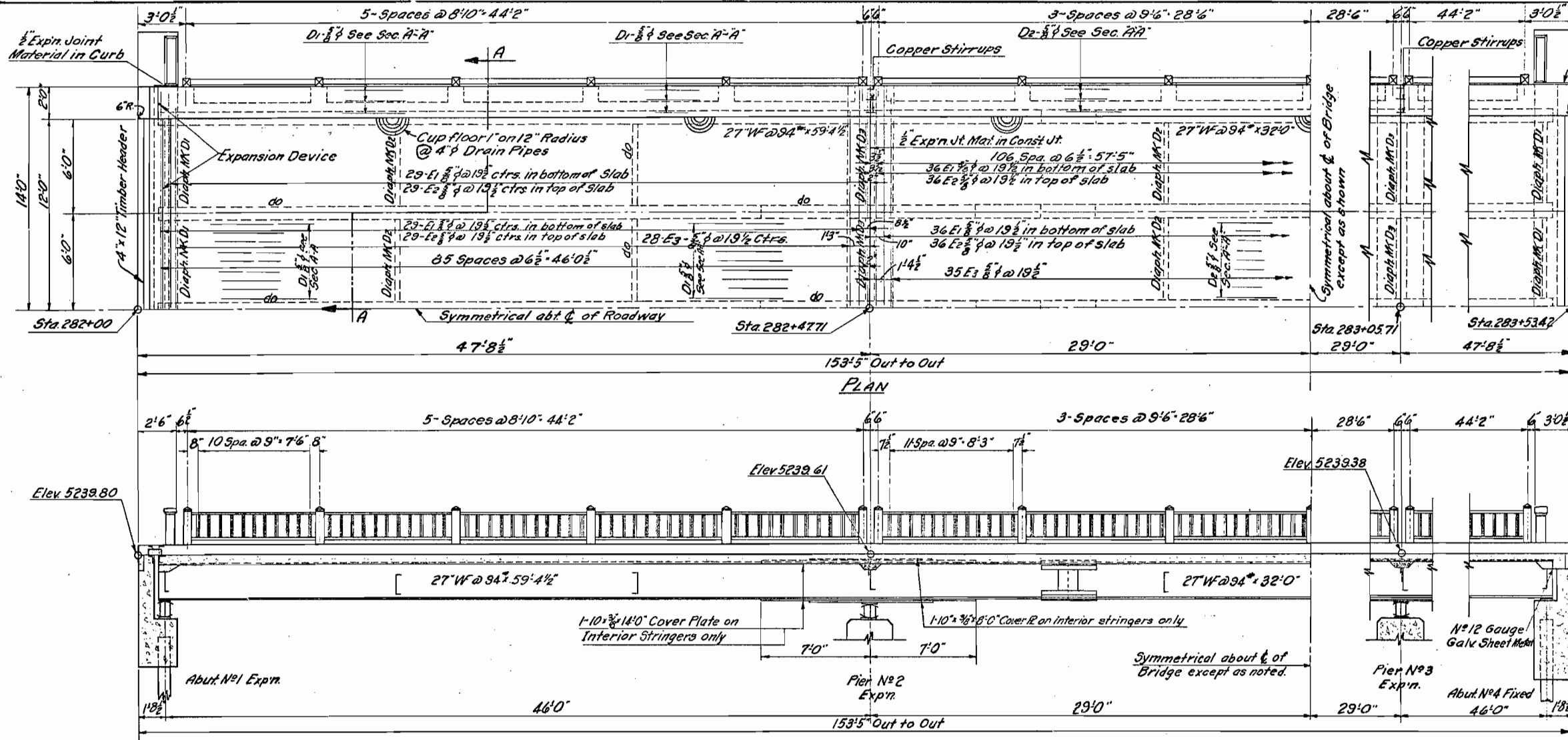
LOADING DATA.
LIVE LOAD = A. A. S. H. O. 1944 CLASS A. (H-20)
DEAD LOAD = ASSUMES 15 LBS. PER SQ. FT. ADDITION
AL WEARING SURFACE WHICH INCLUDES THE 1/2" INCH
CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

DESIGNING DATA.
f_s = 18,000 LBS. PER SQ. IN. (STRUCTURAL)
f_s = 20,000 " " " (REINFORCING)
f_c = 1,000 " " " "
n = 12

GENERAL NOTES
ALL EXPOSED CONCRETE SURFACE EXCEPT UNDERNEATH FLOOR SLAB TO RECEIVE CLASS 1 SURFACE FINISH.
END POST PANELS TO RECEIVE CLASS 1 SURFACE FINISH.
ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT.
ALL CONCRETE SHALL BE CLASS "A", AIR ENTRAINMENT AS SPECIFIED.
FORMS FOR CONCRETE SURFACES EXPOSED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIP LAP OR TONGUE AND GROOVE LUMBER 3/4" UNLESS FACED WITH PANEL BOARD.
CONCRETE GIRDERS, FLOOR SLABS AND CURBS SHALL BE POURED MONOLITHICALLY. FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.
ALL REINFORCING BARS SHALL BE INTERMEDIATE GRADE.
ALL REINFORCING BARS SHALL BE DEFORMED AND TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION. MAIN BARS SHALL NOT BE SPLICED.
SOUNDINGS AND DEPTH OF FOOTINGS SHOWN ARE ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED THE BRIDGE ENGINEER WILL INSPECT AND DETERMINE IF REDESIGN IS NECESSARY.
ALL RIVETS TO BE 1/2" DIA. ALL RIVETS TO BE POWER DRIVEN.
ALL REINFORCING STEEL TO BE OF INTERMEDIATE GRADE.
ALL STRUCTURAL STEEL SHALL BE GIVEN ONE (1) SHOP COAT OF ZINC CHROMATE AND TWO (2) FIELD COATS OF ALUMINUM PAINT.

COLORADO
STATE HIGHWAY DEPARTMENT
3-SPANS 46-58-46 CONTINUOUS
CONCRETE ON I-BEAM BRIDGE
24'-0" CLEAR ROADWAY
GENERAL LAYOUT, SUMMARY OF
QUANTITIES, GENERAL NOTES,
REFERENCE DRAWINGS.
ACROSS DOUGLAS CREEK
Sta. 282+00 TO 283+53.42
Near RANGELY, Sec. 6 T. 1 N. R. 101 W.
Designed by _____
Made by _____
Checked by _____
Approved by P. A. Bailey
Bridge Engineer
Date: July 20, 1948.

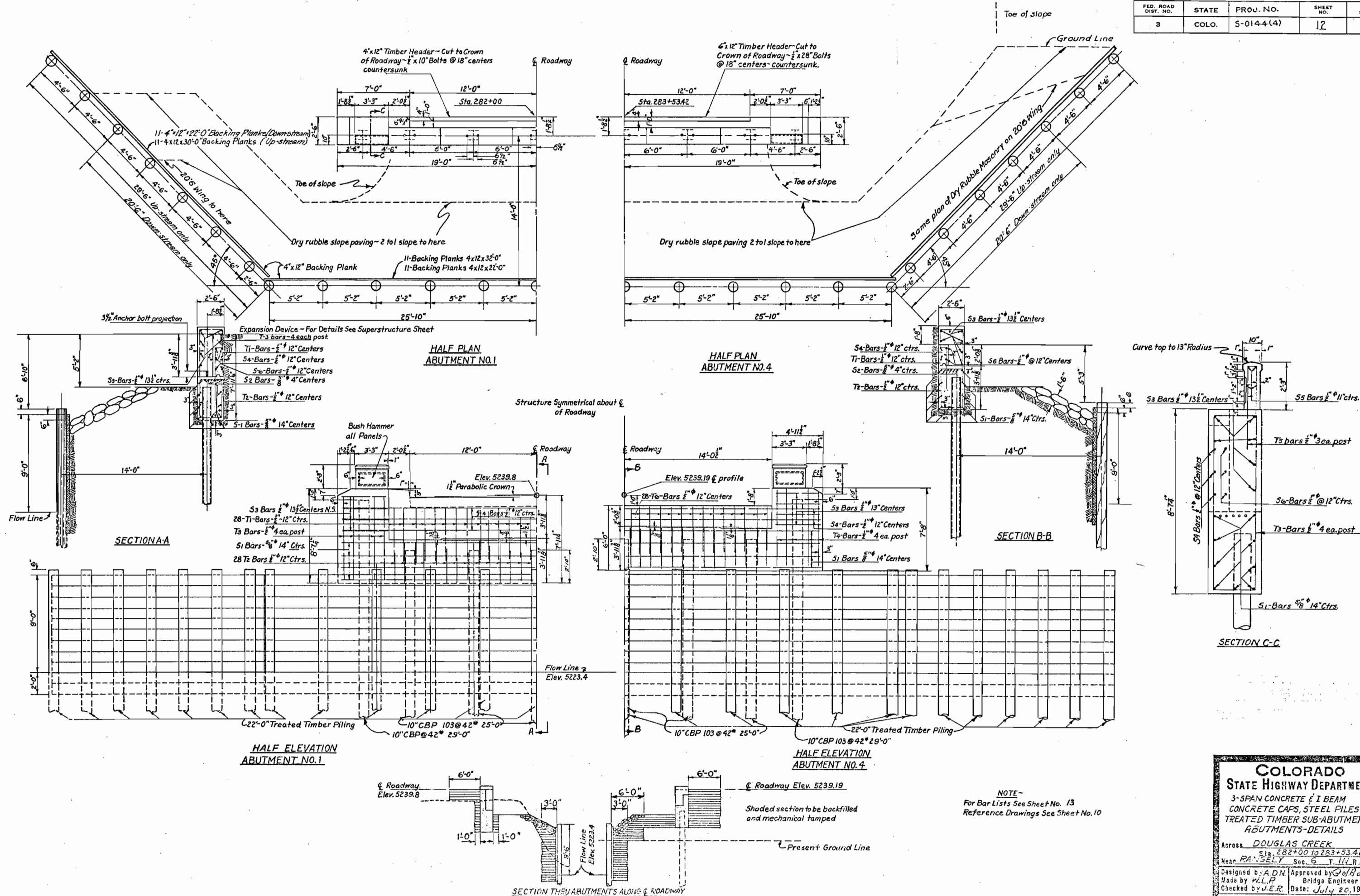
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	50144 (4)	11	

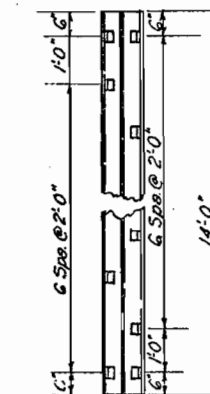


COLORADO STATE HIGHWAY DEPARTMENT
 3-(46,5846) CONTINUOUS CONC.-I BEAM SPANS
 24'-0" CLEAR ROADWAY
 DETAILS OF SUPERSTRUCTURE
 Across DOUGLAS CREEK
 Sta. 282+00 to 283+53.42
 Near RANGELY, Sec. 6, T. 1N, R. 10W
 Designed by A.D.N. Approved by C.E. Bailey
 Made by A.D.N. Bridge Engineer
 Checked by Date: July 20, 1948

REFERENCE DRAWINGS
 SHEET NO. 10 GENERAL LAYOUT, SUM OF QUANTS. & GENERAL NOTES
 SHEET NO. 12 DETAILS OF ABUT. NO. 1 & 4
 SHEET NO. 13 DETAILS OF PIERS NO. 2 & 3 & BAR LISTS

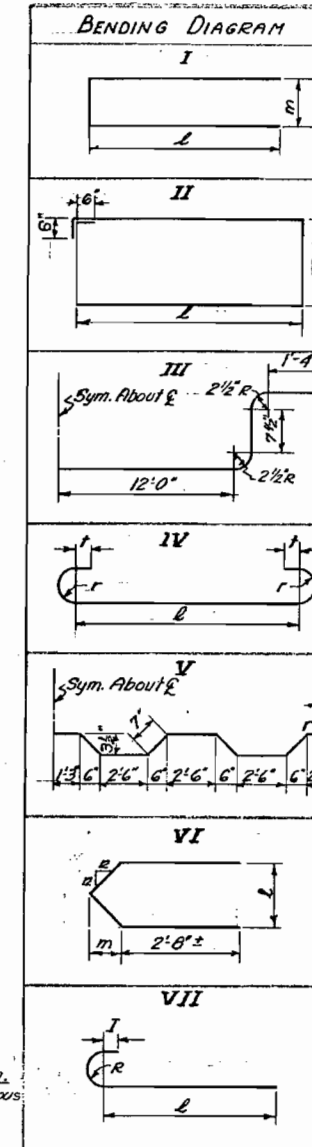
STRUCTURE NO. D-1-C





CONCRETE QUANTITIES

FOOTING	12 Cu. Yds.
WALL	50 " "
TOTAL	62 Cu. Yds.



FOR REFERENCE DRAWINGS SEE SHEET N° 10.

BAR LIST FOR ABUTMENTS No. 1 & No. 4									
Mark	Size	No. Req.		Length	Type	L	m	r	t
		No. 1	No. 4						
S1	3/4" x 1	9	9	37'-6"	Str.				
S2	3/4" x 1	5	5	32'-0"	Str.				
S3	1/2" x 1	12	12	4'-6"	Str.				
S4	1/2" x 1	3	2	37'-6"	Str.				
S5	1/2" x 1	8	8	2'-9"	Str.				
S6	1/2" x 1	3	2	27'-6"	Str.				
T1	1/2" x 1	28	-	10'-2"	I	4'-9"	0'-8"		
T2	1/2" x 1	28	28	12'-0"	II	3'-6"	2'-0"		
T3	1/2" x 1	8	-	20'-8"	II	7'-10"	2'-0"		
T4	1/2" x 1	-	8	18'-10"	II	6'-11"	2'-0"		
T5	1/2" x 1	6	6	8'-4"	I	4'-0"	0'-4"		
T6	1/2" x 1	-	28	8'-8"	I	4'-0"	0'-8"		

BAR SUMMARY FOR ABUTMENTS No. 1 & No. 4			
No. 1	No. 4	No. 1	No. 4
1107	985 Lin. Ft. %1 @ 0.558 lbs Per Lin. Ft.	740	658
498	498 " " %7 @ 1.033 " " " "	320	520
	1X - Overrun	10	12
	TOTALS	720	1190

BARLIS FOR PIER No. 2 (No. 3 SAME)

NON-JEE

Mark	Size	No. Reg.	Length	Type	L	m	r	t
P1	3/8" x 1	54	20' 6"	Str.				
P2	3/8" x 1	42	25' 0"	Str.				
P3			7' 6"		1' 6 1/4"	9 1/8"		
P10	3/8" x 2	260	by 3/4" to	VI	by 1/2" to	by 1/4" to		
P23			8' 9"		2' 4 1/4"	1' 2 1/8"		
P24	3/8" x 1	54	5' 2"	VII	4' 4"		2 1/2"	2"
P25	3/8" x 1	29	6' 4"	IV	4' 8"		2 1/2"	2"
P26	1/2" x 1	4	28' 6"	Str.				

BAR SUMMARY FOR PIER No.2 (No.3 SAME)
 2954 Lin. Ft. $\frac{3}{8}$ " @ 1.043 Lbs. Per Lin. Ft. = 3081
 114 " " $\frac{1}{2}$ " = 0.668 " " " = 76
 1%± Overrun = 33
 TOTAL = 3190

BAR LIST FOR SUPERSTRUCTURE								ADW-JER
Mark	Size	Nº Reg.	Length	Type	ℓ	m	r	t
D1	5/8"φ	176	24'5"	Str.				
D2	5/8"φ	86	30'2"	Str.				
E1	5/8"φ	183	29'3"	III				
E2	5/8"φ	188	27'8"	IV	26'0"		2 1/2"	2"
E3	5/8"φ	91	28'4"	V			2 1/2"	2"

BAR SUMMARY FOR SUPERSTRUCTURE

20231 Lin.Ft. $\frac{3}{8}$ " Bar @ 1049 Lbs. Per Lin.Ft.	= 21101
1%± Overrun	= 209
TOTAL	= 21310

APR 1988

ADN - JER

COLORADO
STATE HIGHWAY DEPARTMENT
3:46:58-46) CONTINUOUS CONCRETE
11 BEAM SPANS 90° SKEW
24'0" ROADWAY
DETAILS OF PIERS BAR LISTS
F.B.R. SUMMARIES
Across CIGUAS CREEK
Sta. 282+00 to 283+58.12
Near RAINSELY Sec. 6 T. 1 N. R. 10 W.
Designed by ADN Approved by L. D. Bailey
Made by JRE Bridge Engineer
Checked by Date: July 4, 20, 1948

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. Tabulation of curb & gutter shown on sheet 8. Guard posts are tabulated on sheet 9. Fencing & R.O.W. Markers are tabulated on sheet 9.

175+65 = Reg'd. Project Marker Lt. & Approach to Project. (Project Marker by State forces).

NOTE: This curve is to be super-elevated for a 3° curve.

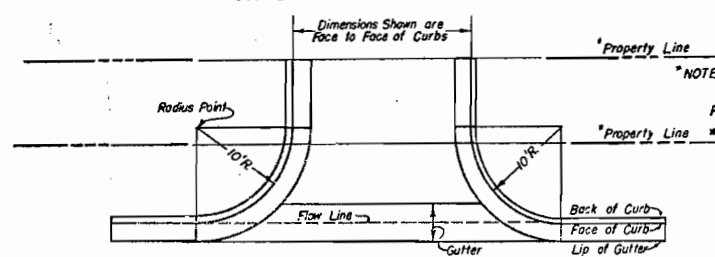
T.I.N., R.102 W.

Marking for project Marker Lt. sta. 175+65

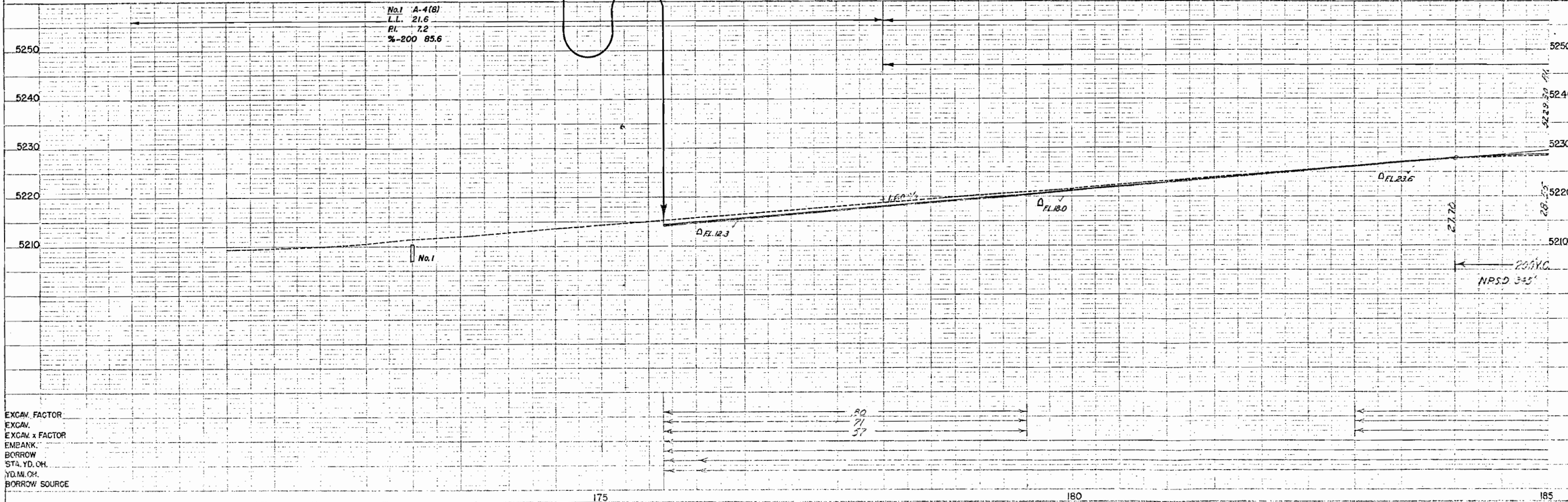
RANGELY

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	SO144(4)	29	

LAYOUT OF CURB & GUTTER AT STREET INTERSECTIONS



No.1 A-4(B)
L.L. 21.6
R.L. 7.2
%-200 85.6



EXCAV. FACTOR
EXCAV.
EXCAV. x FACTOR
EMBANK.
BORROW
STA. YD. CH.
YD. M. CH.
BORROW SOURCE

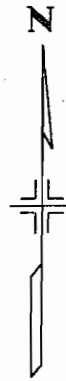
PLAN
DESIGNED BY
CHECKED BY
DATE
SCALE
1" = 40'

PROFILE
NO. 1
DATE
SCALE
1" = 10'

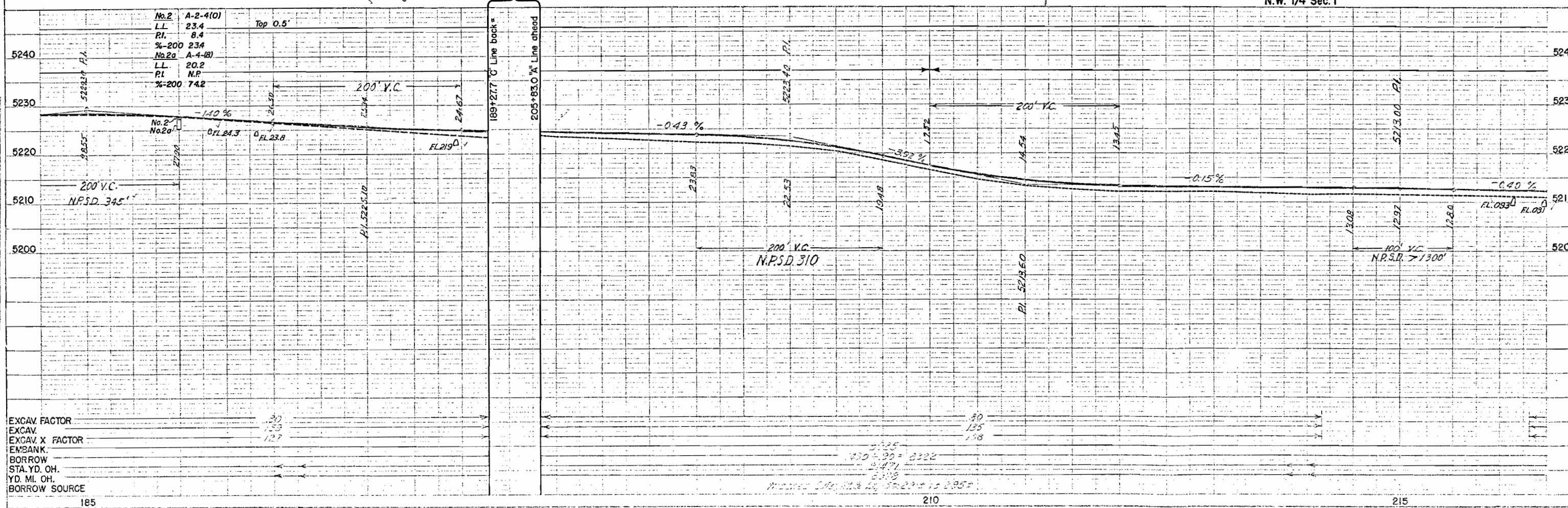
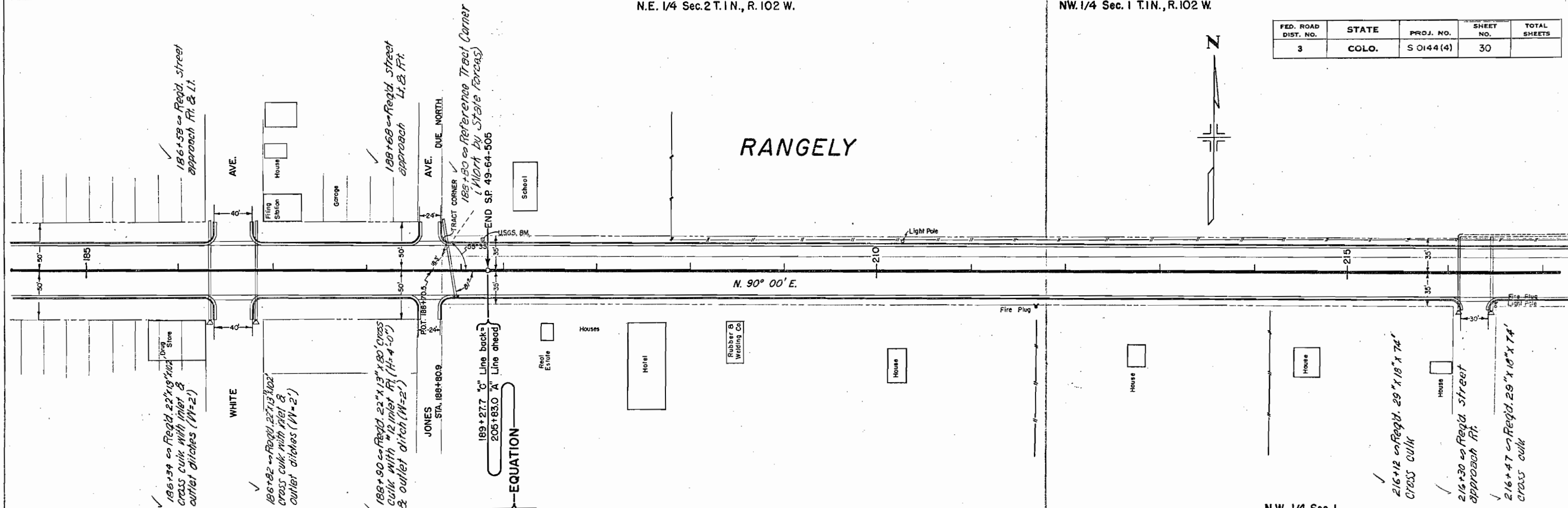
N.E. 1/4 Sec. 2 T.1 N., R. 102 W.

N.W. 1/4 Sec. 1 T.1 N., R. 102 W.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144(4)	30	

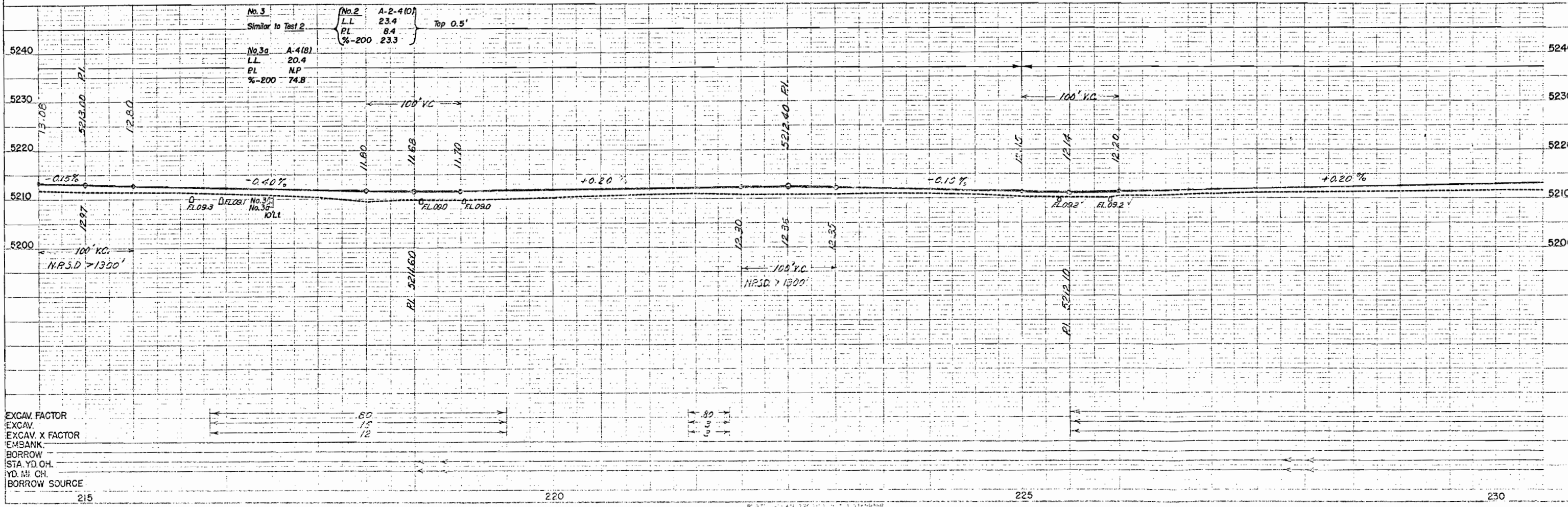
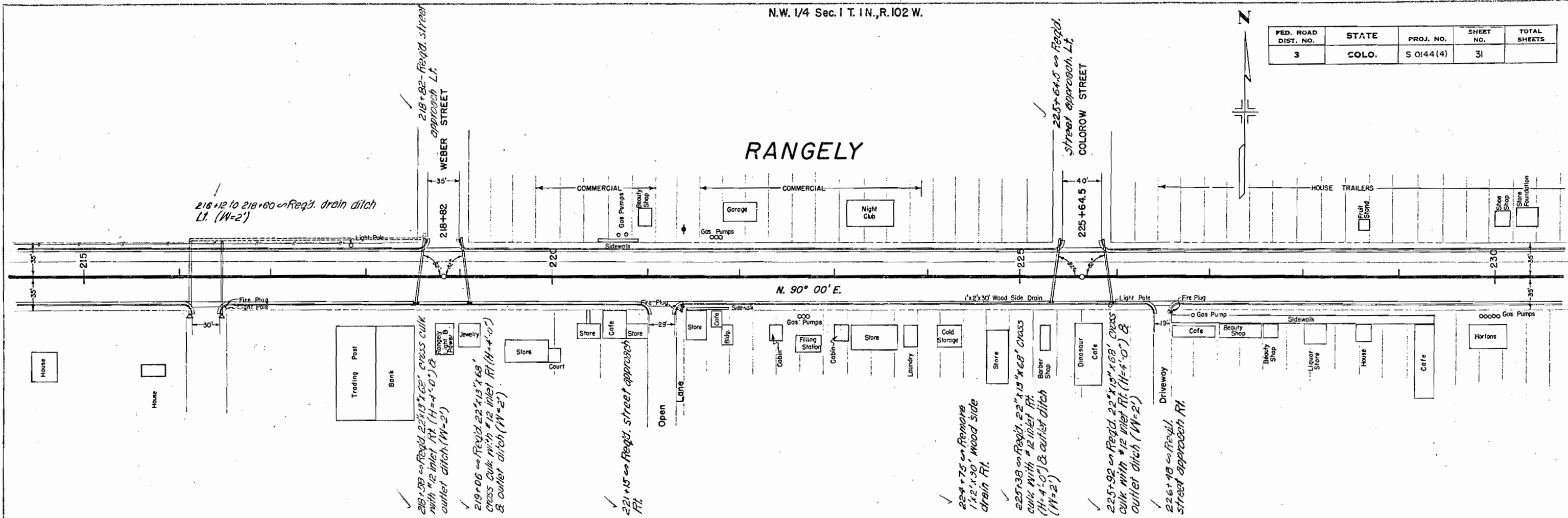


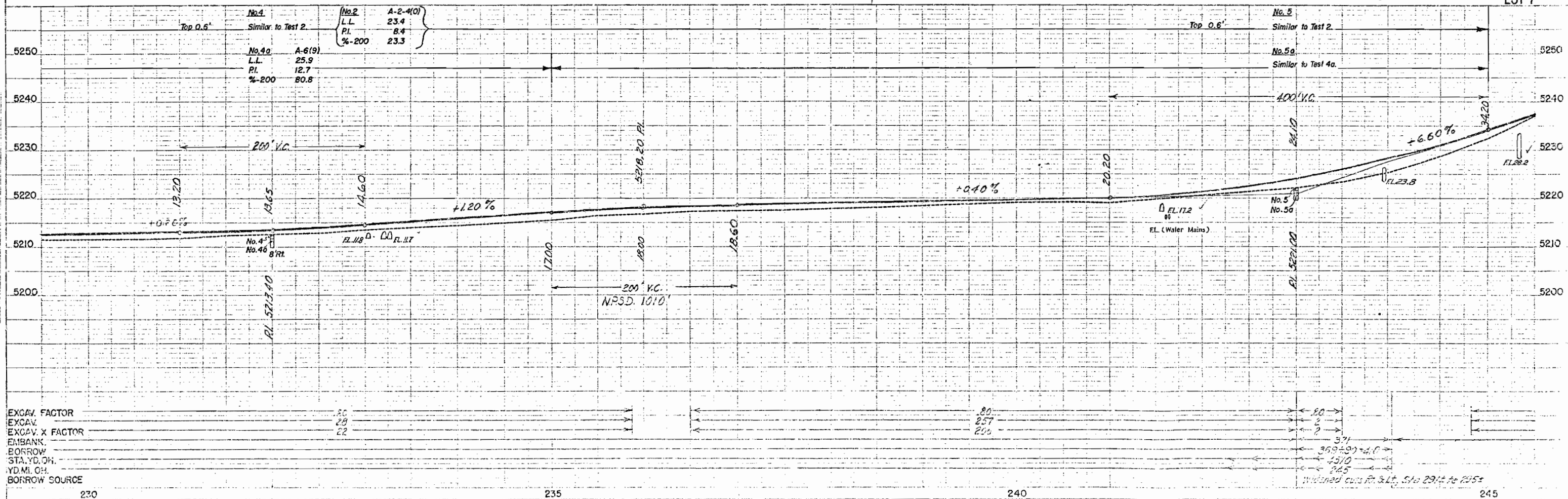
RANGELY



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144(4)	31	

RANGELY



[illegible]

LOT 2

Sec. 1 T. 1 N., R. 102 W.

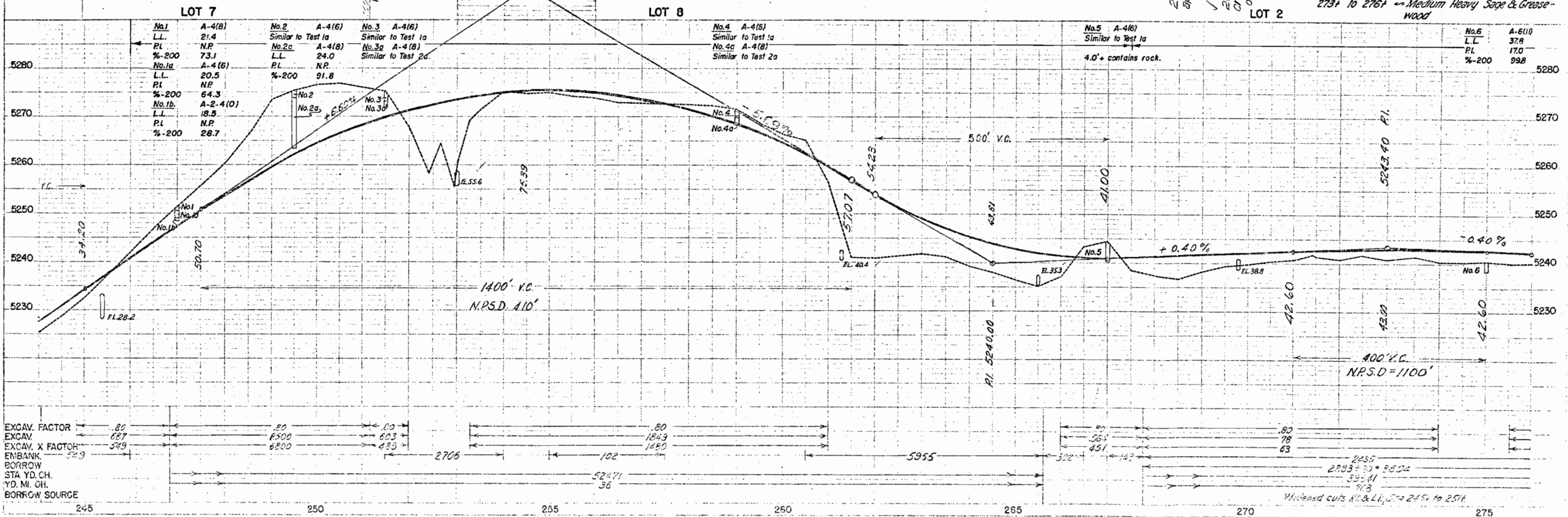
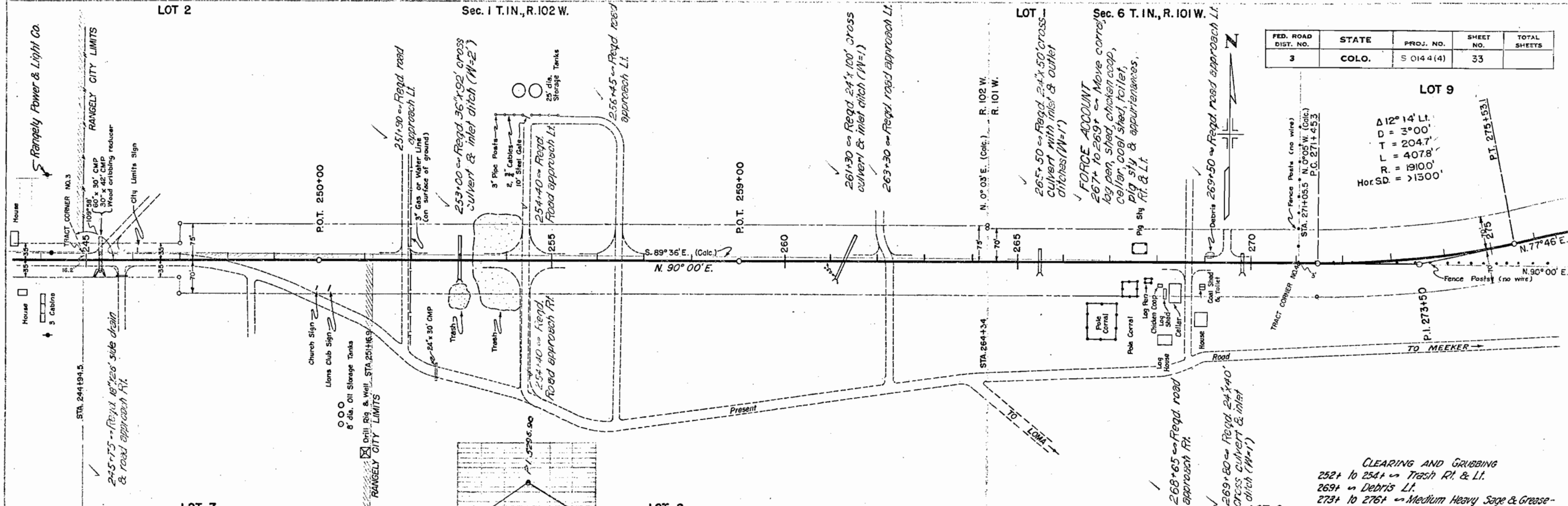
LOT 1

Sec. 6 T. 1 N., R. 101 W.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144 (4)	33	

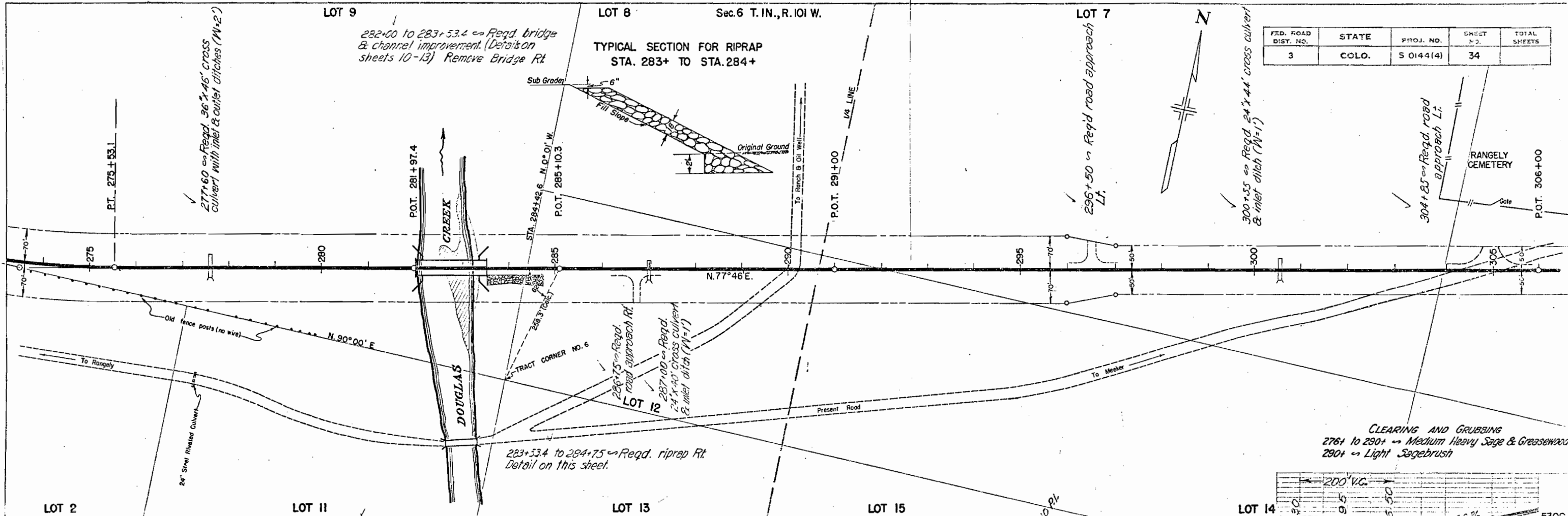
LOT 9

$\Delta 12^{\circ} 14' \text{ L.I.}$
 $D = 3^{\circ} 00'$
 $T = 204.7'$
 $L = 407.8'$
 $R = 19100'$
 $\text{Hor. SD.} = > 1500'$



PLAN
DATE
BY
CHECKED
APPROVED
NO. 13007

PROFILE
DATE
BY
CHECKED
APPROVED
NO. 13007

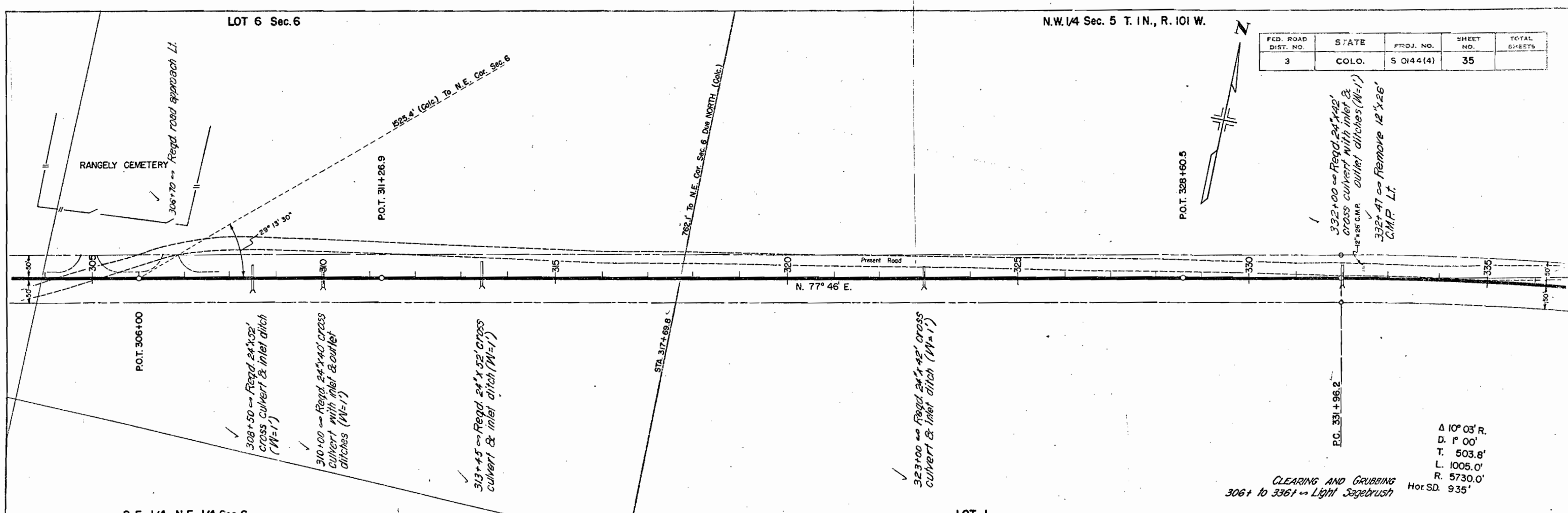


LOT 6 Sec. 6

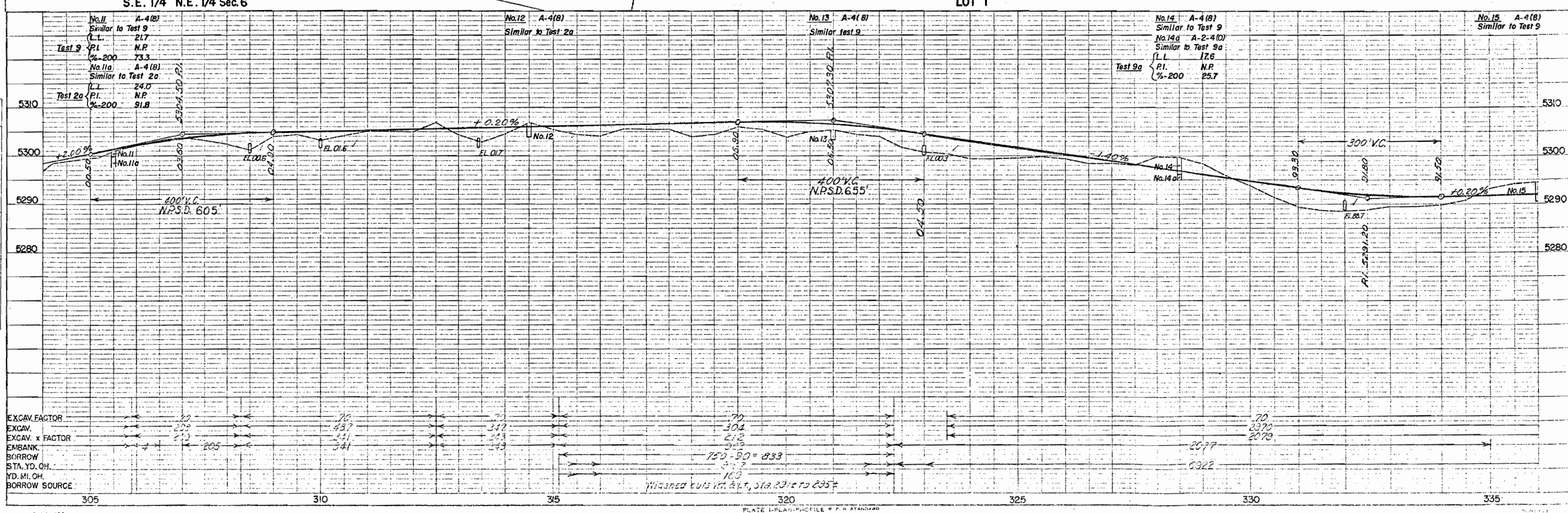
N.W. 1/4 Sec. 5 T. 1 N., R. 101 W.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144(4)	35	

PLAN
DATE 2-9-48
BY J.C.K.
CHECKED
NO. 12805



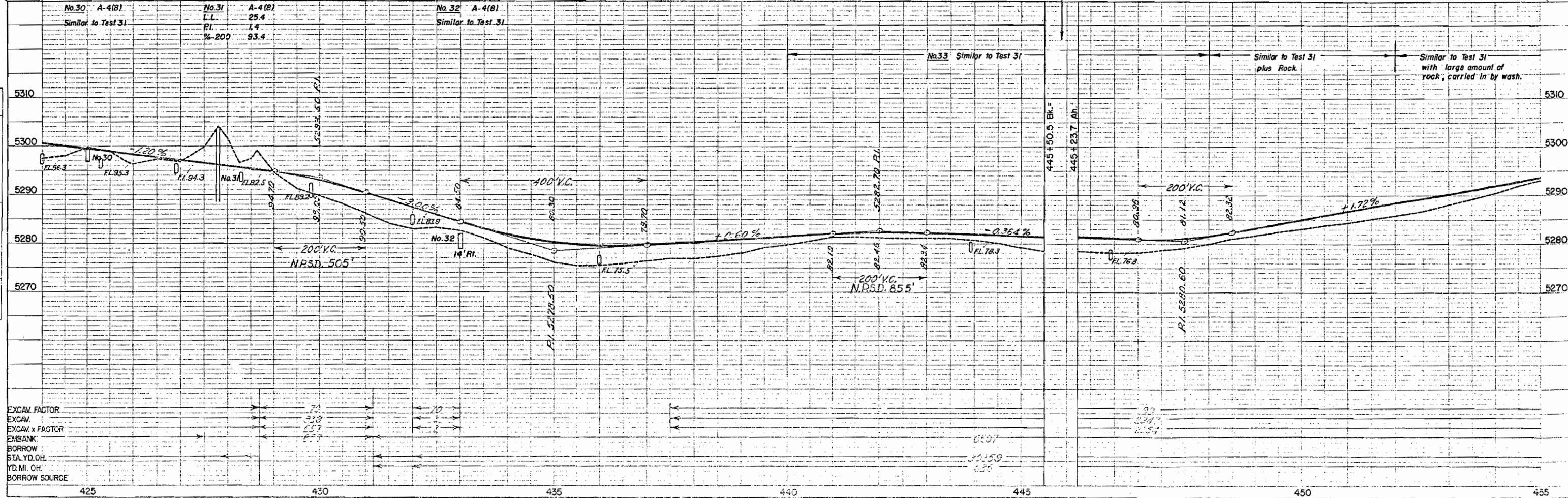
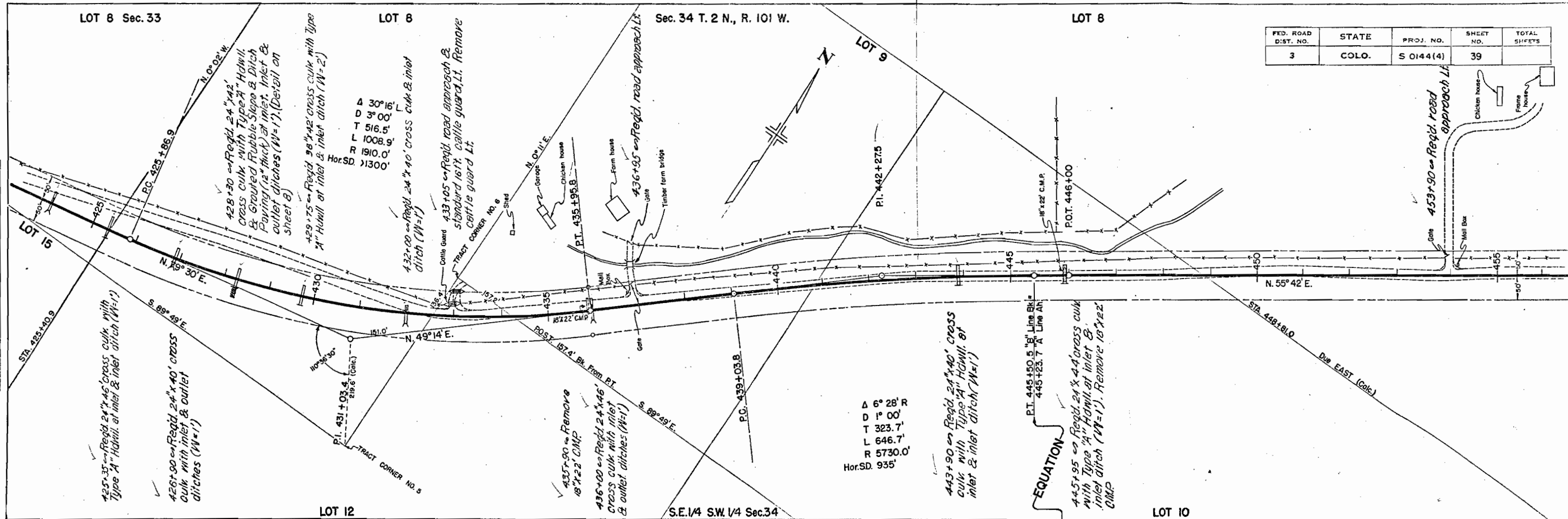
PROFILE
DATE
BY
CHECKED
NO. 12802



DATE	2-15-48
BY	T.C.V.
PROJECT	PLAN
NO. 13306	

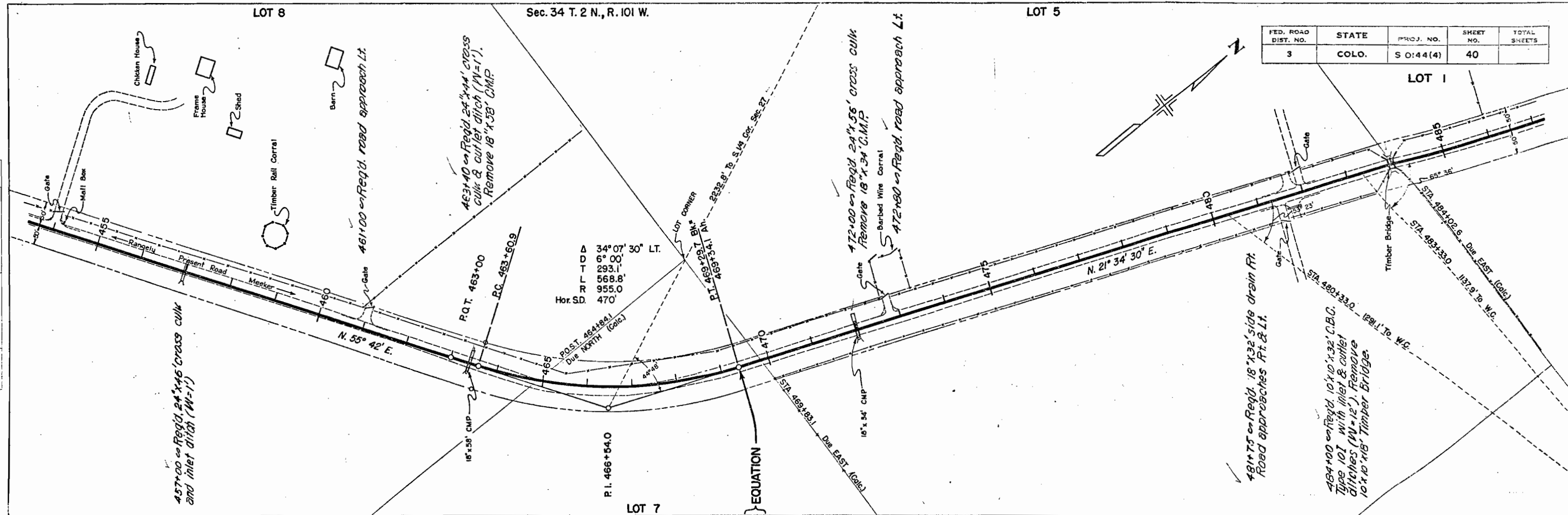
DATE	2-16-40
BY	T.C.V.
PROJECT	PROFILE
NO. 13307	

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144(4)	39	



EXCAV. FACTOR
EXCAV.
EXCAV. x FACTOR
EMBANK.
BORROW
STA. YD. OH.
YD. MI. OH.
BORROW SOURCE

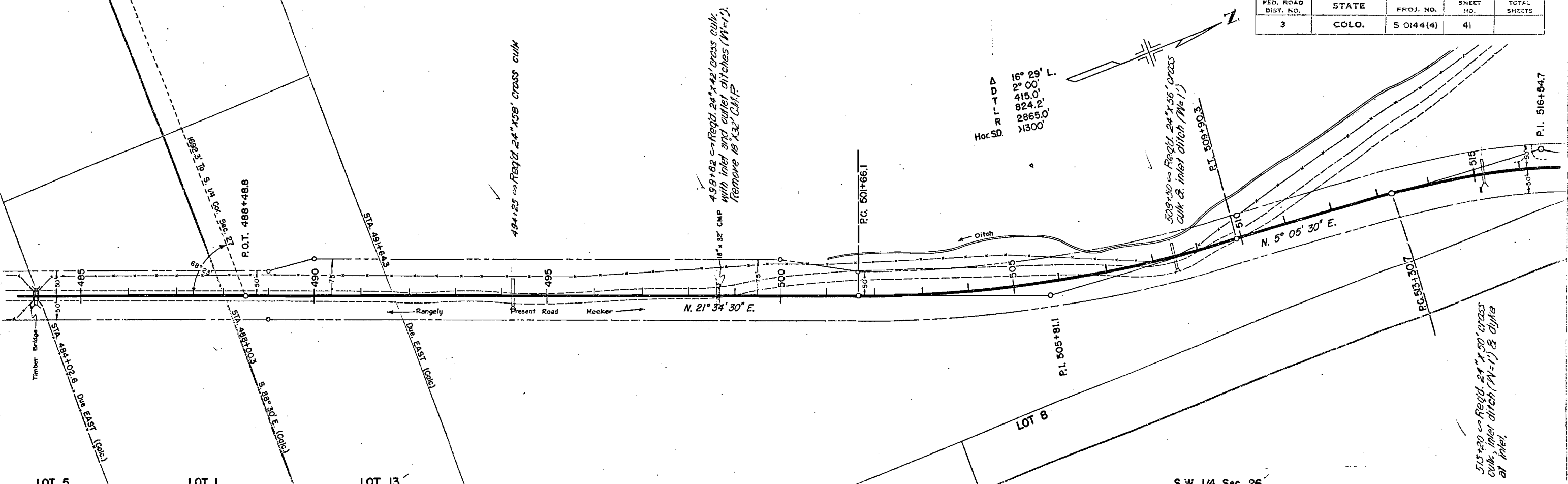
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144 (4)	40	



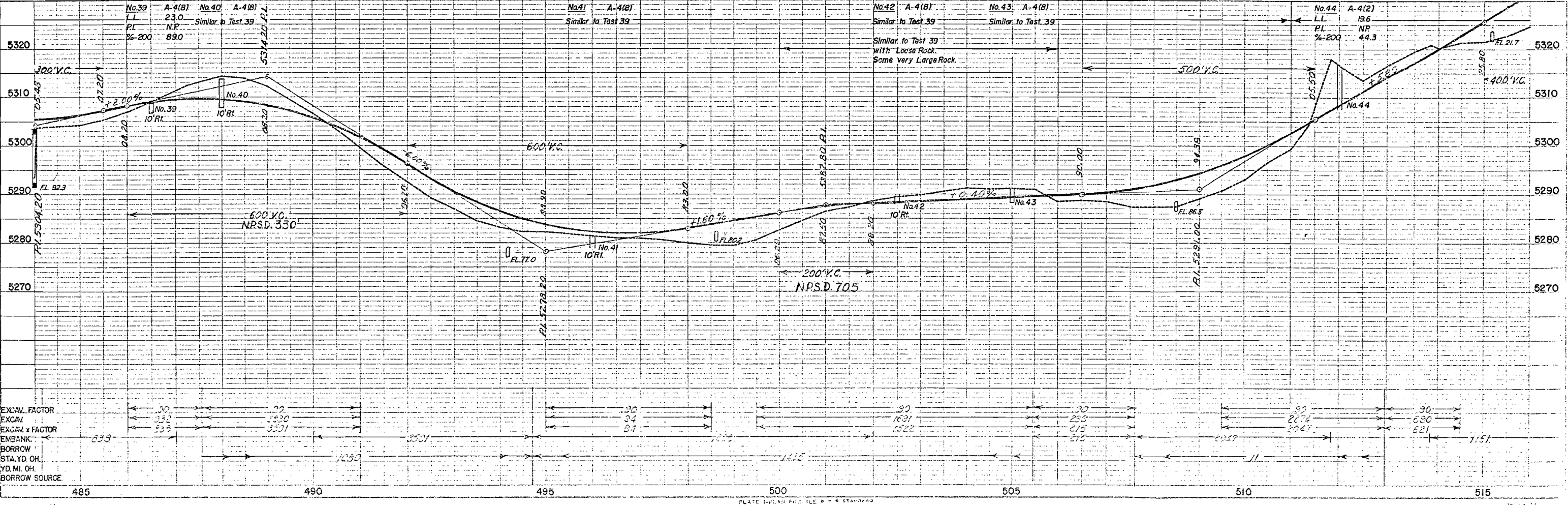
LOT 2 Sec. 34 LOT 12 LOT 9 Sec. 27 T. 2 N., R. 101 W.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0144(4)	41	

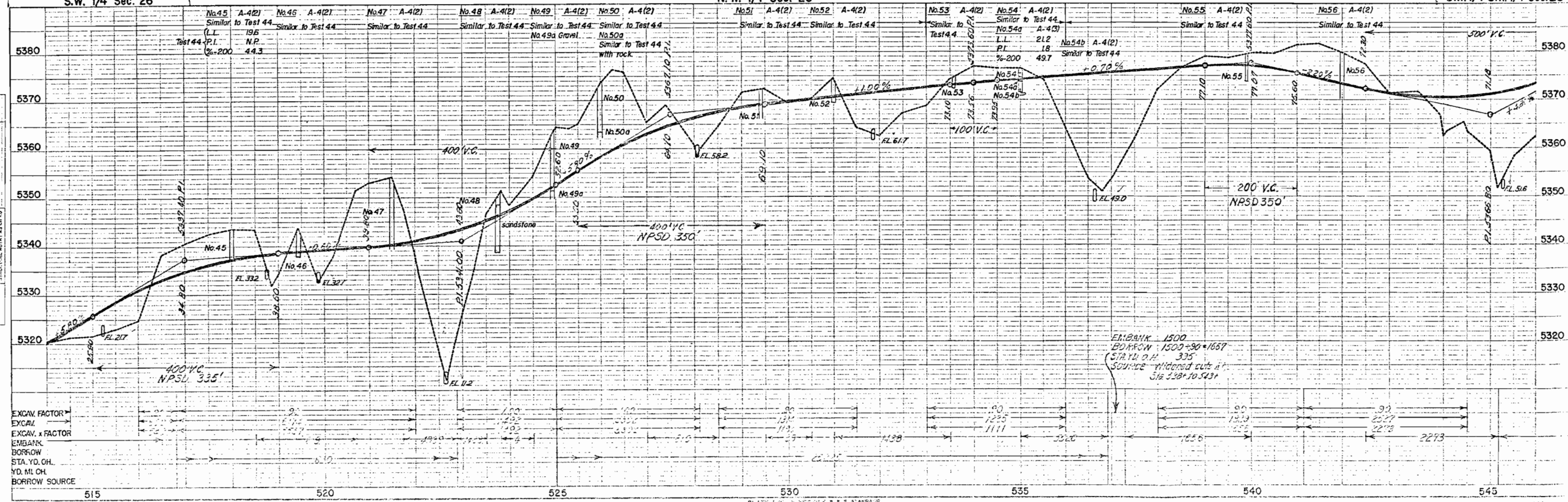
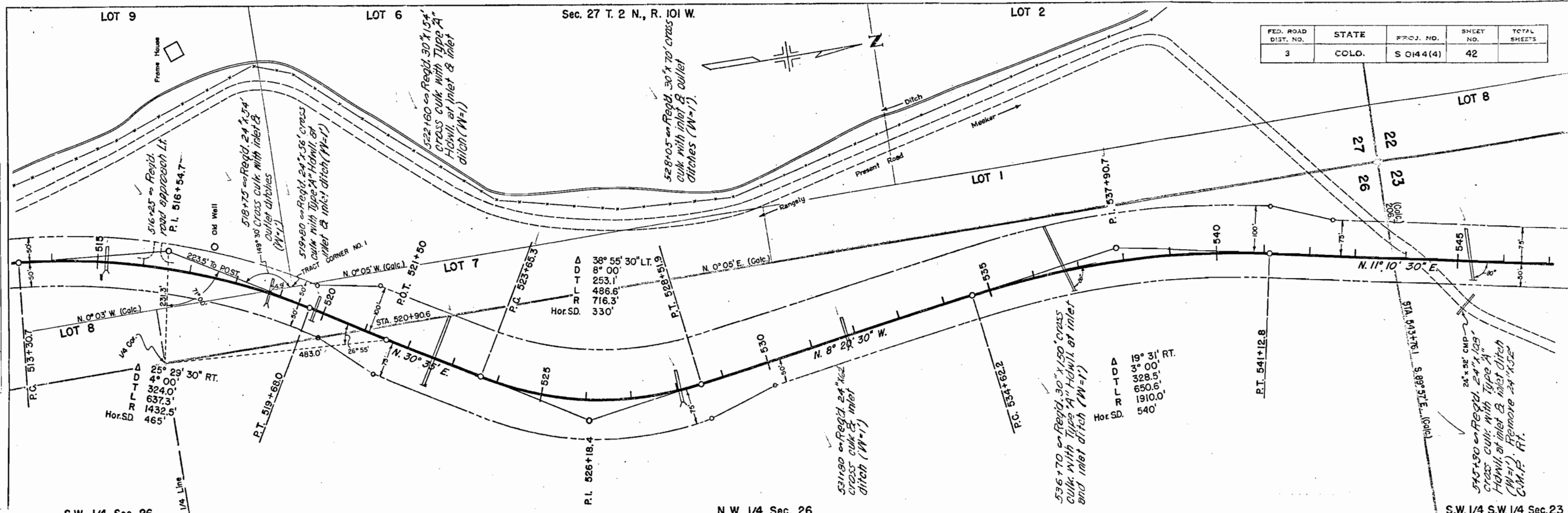
DATE	BY
PLAN	SURVEYED
NO. 13725	ALIGNED
	NO. OF WAY CHANGED



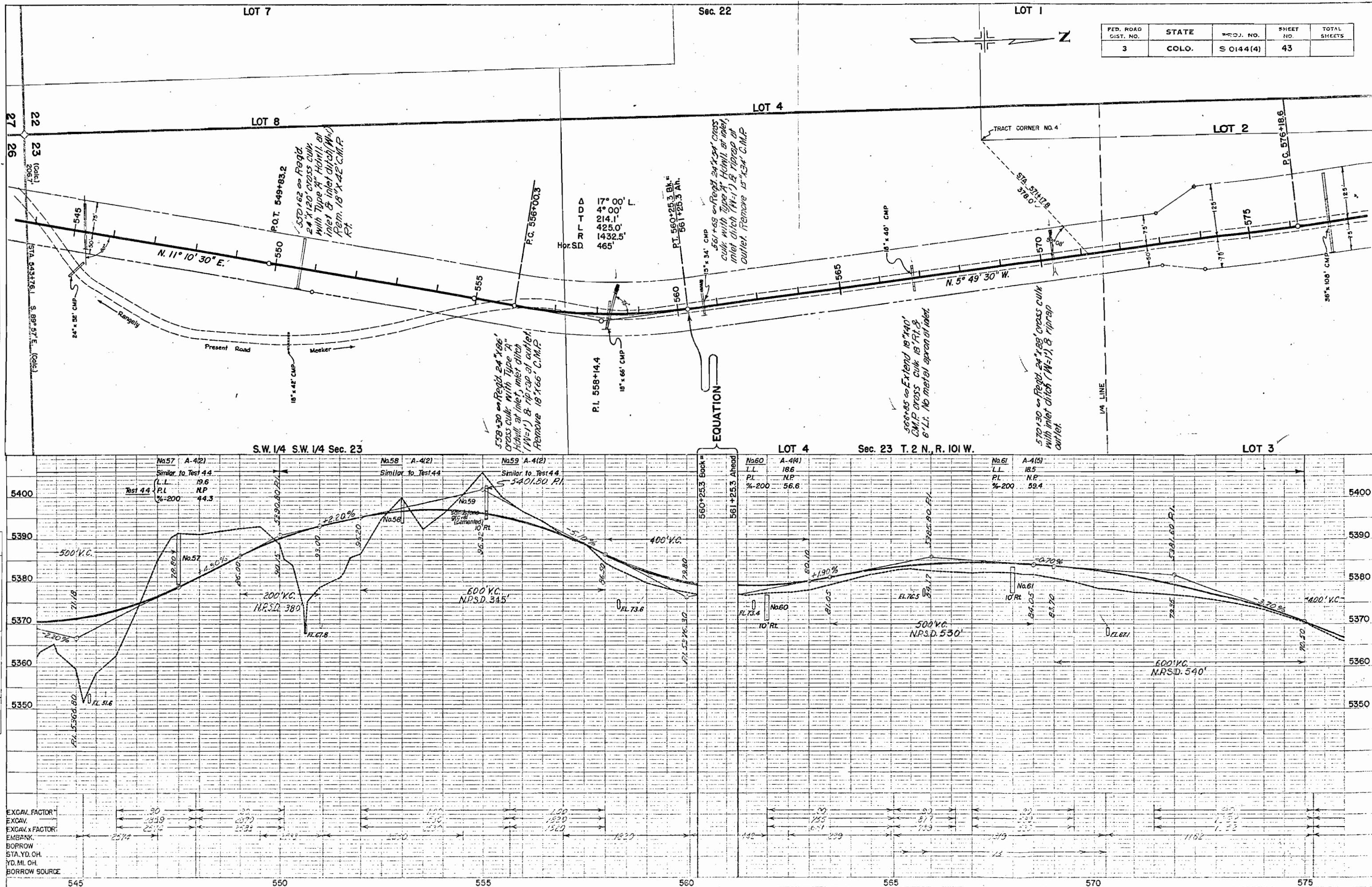
DATE	BY
PROFILE	SURVEYED
NO. 13725	ALIGNED
	NO. OF WAY CHANGED



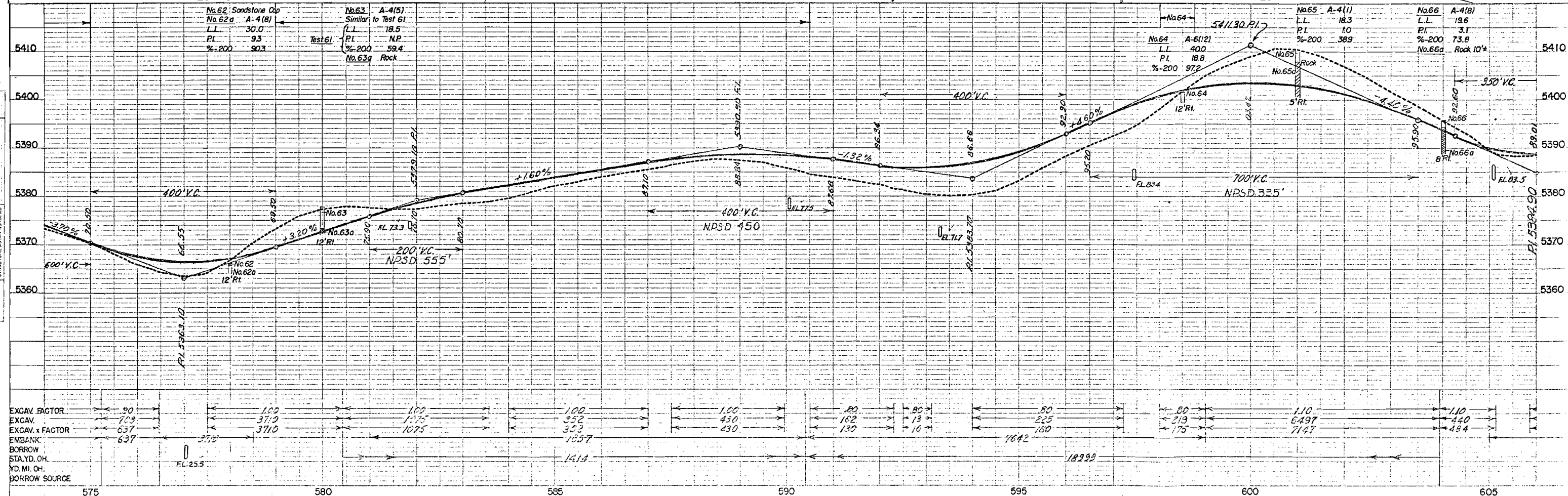
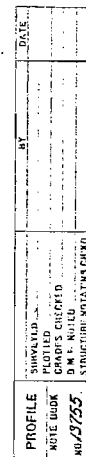
EXCAV. FACTOR	1.30	1.32	1.33	1.34	1.35	1.36	1.37	1.38	1.39	1.40	1.41	1.42	1.43	1.44	1.45	1.46	1.47	1.48	1.49	1.50	1.51	1.52	1.53	1.54	1.55	1.56	1.57	1.58	1.59	1.60	1.61	1.62	1.63	1.64	1.65	1.66	1.67	1.68	1.69	1.70	1.71	1.72	1.73	1.74	1.75	1.76	1.77	1.78	1.79	1.80	1.81	1.82	1.83	1.84	1.85	1.86	1.87	1.88	1.89	1.90	1.91	1.92	1.93	1.94	1.95	1.96	1.97	1.98	1.99	2.00	2.01	2.02	2.03	2.04	2.05	2.06	2.07	2.08	2.09	2.10	2.11	2.12	2.13	2.14	2.15	2.16	2.17	2.18	2.19	2.20	2.21	2.22	2.23	2.24	2.25	2.26	2.27	2.28	2.29	2.30	2.31	2.32	2.33	2.34	2.35	2.36	2.37	2.38	2.39	2.40	2.41	2.42	2.43	2.44	2.45	2.46	2.47	2.48	2.49	2.50	2.51	2.52	2.53	2.54	2.55	2.56	2.57	2.58	2.59	2.60	2.61	2.62	2.63	2.64	2.65	2.66	2.67	2.68	2.69	2.70	2.71	2.72	2.73	2.74	2.75	2.76	2.77	2.78	2.79	2.80	2.81	2.82	2.83	2.84	2.85	2.86	2.87	2.88	2.89	2.90	2.91	2.92	2.93	2.94	2.95	2.96	2.97	2.98	2.99	3.00	3.01	3.02	3.03	3.04	3.05	3.06	3.07	3.08	3.09	3.10	3.11	3.12	3.13	3.14	3.15	3.16	3.17	3.18	3.19	3.20	3.21	3.22	3.23	3.24	3.25	3.26	3.27	3.28	3.29	3.30	3.31	3.32	3.33	3.34	3.35	3.36	3.37	3.38	3.39	3.40	3.41	3.42	3.43	3.44	3.45	3.46	3.47	3.48	3.49	3.50	3.51	3.52	3.53	3.54	3.55	3.56	3.57	3.58	3.59	3.60	3.61	3.62	3.63	3.64	3.65	3.66	3.67	3.68	3.69	3.70	3.71	3.72	3.73	3.74	3.75	3.76	3.77	3.78	3.79	3.80	3.81	3.82	3.83	3.84	3.85	3.86	3.87	3.88	3.89	3.90	3.91	3.92	3.93	3.94	3.95	3.96	3.97	3.98	3.99	4.00	4.01	4.02	4.03	4.04	4.05	4.06	4.07	4.08	4.09	4.10	4.11	4.12	4.13	4.14	4.15	4.16	4.17	4.18	4.19	4.20	4.21	4.22	4.23	4.24	4.25	4.26	4.27	4.28	4.29	4.30	4.31	4.32	4.33	4.34	4.35	4.36	4.37	4.38	4.39	4.40	4.41	4.42	4.43	4.44	4.45	4.46	4.47	4.48	4.49	4.50	4.51	4.52	4.53	4.54	4.55	4.56	4.57	4.58	4.59	4.60	4.61	4.62	4.63	4.64	4.65	4.66	4.67	4.68	4.69	4.70	4.71	4.72	4.73	4.74	4.75	4.76	4.77	4.78	4.79	4.80	4.81	4.82	4.83	4.84	4.85	4.86	4.87	4.88	4.89	4.90	4.91	4.92	4.93	4.94	4.95	4.96	4.97	4.98	4.99	5.00	5.01	5.02	5.03	5.04	5.05	5.06	5.07	5.08	5.09	5.10	5.11	5.12	5.13	5.14	5.15	5.16	5.17	5.18	5.19	5.20	5.21	5.22	5.23	5.24	5.25	5.26	5.27	5.28	5.29	5.30	5.31	5.32	5.33	5.34	5.35	5.36	5.37	5.38	5.39	5.40	5.41	5.42	5.43	5.44	5.45	5.46	5.47	5.48	5.49	5.50	5.51	5.52	5.53	5.54	5.55	5.56	5.57	5.58	5.59	5.60	5.61	5.62	5.63	5.64	5.65	5.66	5.67	5.68	5.69	5.70	5.71	5.72	5.73	5.74	5.75	5.76	5.77	5.78	5.79	5.80	5.81	5.82	5.83	5.84	5.85	5.86	5.87	5.88	5.89	5.90	5.91	5.92	5.93	5.94	5.95	5.96	5.97	5.98	5.99	6.00	6.01	6.02	6.03	6.04	6.05	6.06	6.07	6.08	6.09	6.10	6.11	6.12	6.13	6.14	6.15	6.16	6.17	6.18	6.19	6.20	6.21	6.22	6.23	6.24	6.25	6.26	6.27	6.28	6.29	6.30	6.31	6.32	6.33	6.34	6.35	6.36	6.37	6.38	6.39	6.40	6.41	6.42	6.43	6.44	6.45	6.46	6.47	6.48	6.49	6.50	6.51	6.52	6.53	6.54	6.55	6.56	6.57	6.58	6.59	6.60	6.61	6.62	6.63	6.64	6.65	6.66	6.67	6.68	6.69	6.70	6.71	6.72	6.73	6.74	6.75	6.76	6.77	6.78	6.79	6.80	6.81	6.82	6.83	6.84	6.85	6.86	6.87	6.88	6.89	6.90	6.91	6.92	6.93	6.94	6.95	6.96	6.97	6.98	6.99	7.00	7.01	7.02	7.03	7.04	7.05	7.06	7.07	7.08	7.09	7.10	7.11	7.12	7.13	7.14	7.15	7.16	7.17	7.18	7.19	7.20	7.21	7.22	7.23	7.24	7.25	7.26	7.27	7.28	7.29	7.30	7.31	7.32	7.33	7.34	7.35	7.36	7.37	7.38	7.39	7.40	7.41	7.42	7.43	7.44	7.45	7.46	7.47	7.48	7.49	7.50	7.51	7.52	7.53	7.54	7.55	7.56	7.57	7.58	7.59	7.60	7.61	7.62	7.63	7.64	7.65	7.66	7.67	7.68	7.69	7.70	7.71	7.72	7.73	7.74	7.75	7.76	7.77	7.78	7.79	7.80	7.81	7.82	7.83	7.84	7.85	7.86	7.87	7.88	7.89	7.90	7.91	7.92	7.93	7.94	7.95	7.96	7.97	7.98	7.99	8.00	8.01	8.02	8.03	8.04	8.05	8.06	8.07	8.08	8.09	8.10	8.11	8.12	8.13	8.14	8.15	8.16	8.17	8.18	8.19	8.20	8.21	8.22	8.23	8.24	8.25	8.26	8.27	8.28	8.29	8.30	8.31	8.32	8.33	8.34	8.35	8.36	8.37	8.38	8.39	8.40	8.41	8.42	8.43	8.44	8.45	8.46	8.47	8.48	8.49	8.50	8.51	8.52	8.53	8.54	8.55	8.56	8.57	8.58	8.59	8.60	8.61	8.62	8.63	8.64	8.65	8.66	8.67	8.68	8.69	8.70	8.71	8.72	8.73	8.74	8.75	8.76	8.77	8.78	8.79	8.80	8.81	8.82	8.83	8.84	8.85	8.86	8.87	8.88	8.89	8.90	8.91	8.92	8.93	8.94	8.95	8.96	8.97	8.98	8.99	9.00	9.01	9.02	9.03	9.04	9.05	9.06	9.07	9.08	9.09	9.10	9.11	9.12	9.13	9.14	9.15	9.16	9.17	9.18	9.19	9.20	9.21	9.22	9.23	9.24	9.25	9.26	9.27	9.28	9.29	9.30	9.31	9.32	9.33	9.34	9.35	9.36	9.37	9.38	9.39	9.40	9.41	9.42	9.43	9.44	9.45	9.46	9.47	9.48	9.49	9.50	9.51	9.52	9.53	9.54	9.55	9.56	9.57	9.58	9.59	9.60	9.61	9.62	9.63	9.64	9.65	9.66	9.67	9.68	9.69	9.70	9.71	9.72	9.73	9.74	9.75	9.76	9.77	9.78	9.79	9.80	9.81	9.82	9.83	9.84	9.85	9.86	9.87	9.88	9.89	9.90	9.91	9.92	9.93	9.94	9.95	9.96	9.97	9.98	9.99	10.00	10.01	10.02	10.03	10.04	10.05	10.06	10.07	10.08	10.09	10.10	10.11	10.12	10.13	10.14	10.15	10.16	10.17	10.18	10.19	10.20	10.21	10.22	10.23	10.24	10.25	10.26	10.27	10.28	10.29	10.30	10.31	10.32	10.33	10.34	10.35	10.36	10.37	10.38	10.39	10.40	10.41	10.42	10.43	10.44	10.45	10.46	10.47	10.48	10.49	10.50	10.51	10.52	10.53	10.54	10.55	10.56	10.57	10.58	10.59	10.60	10.61	10.62	10.63	10.64	10.65	10.66	10.67	10.68	10.69	10.70	10.71	10.72	10.73	10.74	10.75	10.76	10.77	10.78	10.79	10.80	10.81	10.82	10.83	10.84	10.85	10.86	10.87	10.88	10.89	10.90	10.91	10.92	10.93	10.94	10.95	10.96	10.97	10.98	10.99	11.00	11.01	11.02	11.03	11.04	11.05	11.06	11.07	11.08	11.09	11.10	11.11	11.12	11.13	11.14	11.15	11.16	11.17	11.18	11.19	11.20	11.21	11.22	11.23	11.24	11.25	11.26	11.27	11.28	11.29	11.30	11.31	11.32	11.33	11.34	11.35	11.36	11.37	11.38	11.39	11.40	11.41	11.42	11.43	11.44	11.45	11.46	11.47	11.48	11.49	11.50	11.51	11.52	11.53	11.54	11.55	11.56	11.57	11.58	11.59	11.60	11.61	11.62	11.63	11.64	11.65	11.66	11.67	11.68	11.69	11.70	11.71	11.72	11.73	11.74	11.75	11.76	11.77	11.78	11.79	11.80	11.81	11.82	11.83	11.84	11.85	11.86	11.87	11.88	11.89	11.90	11.91	11.92	11.93	11.94	11.95	11.96	11.97	11.98	11.99	12.00	12.01	12.02	12.03	12.04	12.05	12.06	12.07	12.08	12.09	12.10	12.11	12.12	12.13	12.14	12.15	12.16	12.17	12.18	12.19	12.20	12.21	12.22	12.23	12.24	12.25	12.26	12.27	12.28	12.29	12.30	12.31	12.32	12.33	12.34	12.35	12.36	12.37	12.38	12.39	12.40	12.41	12.42	12.43	12.44	12.45	12.46	12.47	12.48	12.49	12.50	12.51	12.52	12.53	12.54	12.55	12.56	12.57	12.58	12.59	12.60	12.61	12.62	12.63	12.64	12.65	12.66	12.67	12.68	12.69	12.70	12.71	12.72	12.73	12.74	12.75	12.76	12.77	12.78	12.79	12.80	12.81	12.82	12.83	12.84	12.85	12.86	12.87	12.88	12.89	12.90	12.91	12.92	12.93	12.94	12.95	12.96	12.97	12.98	12.99	13.00	13.01	13.02	13.03	13.04	13.05	13.06	13.07	13.08	13.09	13.10	13.11	13.12	13.13	13.14	13.15	13.16	13.17	13.18	13.19	13.20	13.21	13.22	13.23	13.24	13.25	13.26	13.27	13.28	13.29	13.30	13.31	13.32	13.33	13.34	13.35	13.36	13.37	13.38	13.39	13.40	13.41	13.42	13.43	13.44	13.45	13.46	13.47	13.48	13.49	13.50	13.51	13.52	13.53	13.54	13.55	13.56	13.57	13.58	13.59	13.60	13.61	13.62	13.63	13.64	13.65	13.66	13.67	13.68	13.69	13.70	13.71	13.72	13.73	13.74	13.75	13.76	13.77	13.78	13.79	13.80	13.81	13.82	13.83	13.84	13.85	13.86	13.87	13.88	13.89	13.90	13.91	13.92	13.93	13.94	13.95	13.96	13.97	13.98	13.99	14.00	14.01	14.02	14.03	14.04	14.05	14.06	14.07	14.08	14.09	14.10	14.11	14.12	14.13	14.14	14.15	14.16	14.17	14.18	14.19	14.20	14.21	14.22	14.23	14.24	14.25	14.26	14.27	14.28	14.29	14.30	14.31	14.32	14.33	14.34	14.35	14.36	14.37	14.38	14.39	14.40	14.41	14.42	14.43	14.44	14.45	14.46	14.47	14.48	14.49	14.50	14.51	14.52	14.53	14.54</
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PLAN	SURVEY	DATE
NOTE-CUR	ALIGNED	8/1
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NO. 13752		

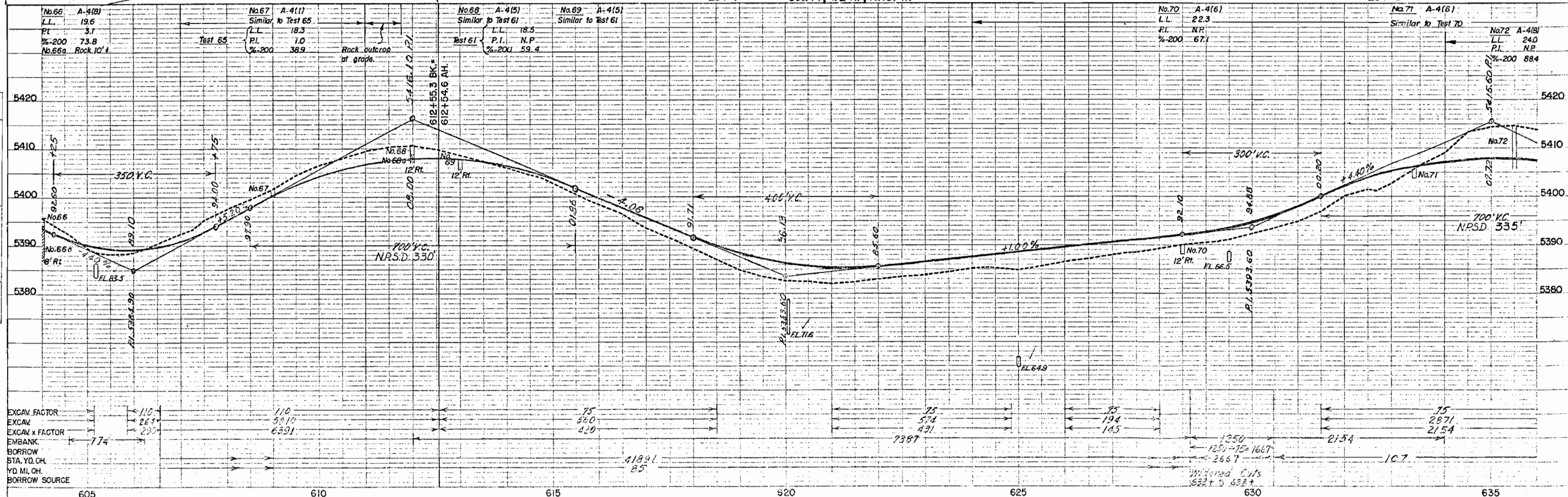
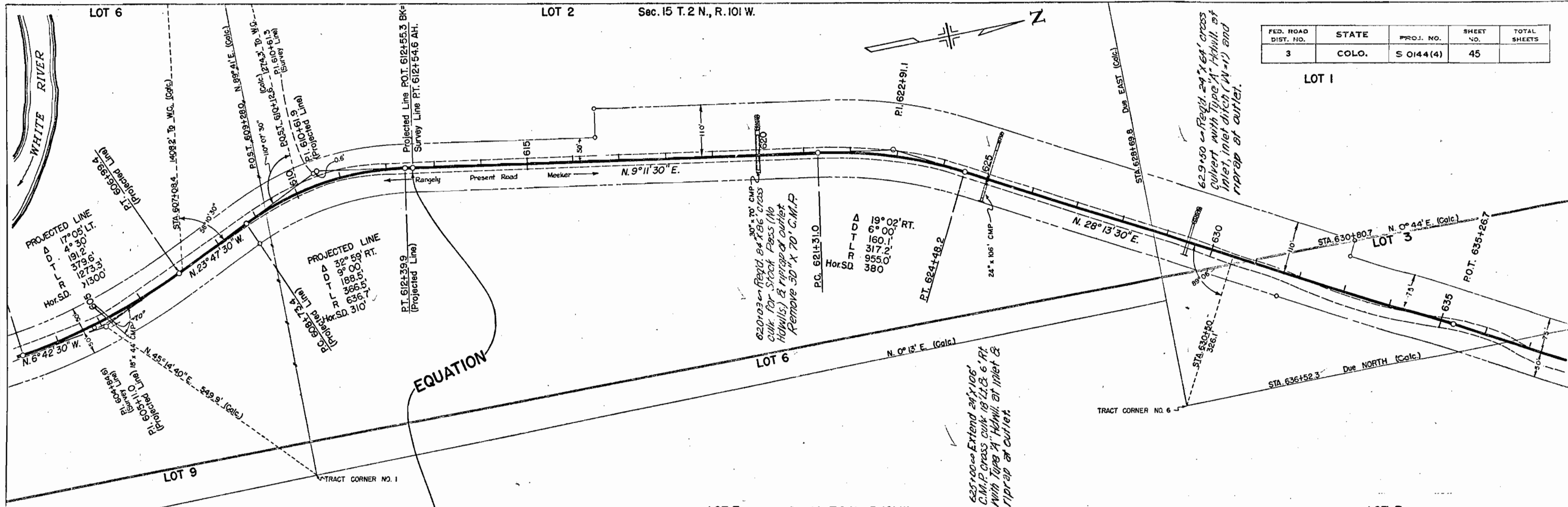


NO. 13752	NOTE BOOK	PLUGGED	BY	DATE
		ALIGNMENT CHECKED		
		RI. OF WAY CHECKED		



DATE:
BY:
PLM:
SHEET NO. 45
PROJECT NO. S 0144(4)
SHEET NO. 45
TOTAL SHEETS 45

DATE:
BY:
PROFILE:
WHITE:
BLACK:
NO. 13755



PLAN	APPROVED	BY	DATE
NOTE BOOK	NOTED		
1952	ALIGNMENT CHECKED		
NO. 13753	BT OF WAY CHANGED		

