

RED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 113 (1)	1	

CONVENTIONAL SIGNS

CENTER LINE OF SURVEY _____
RIGHT OF WAY LINES _____
COUNTY LINE _____
TOWNSHIP LINES _____
SECTION LINES _____
ONE QUARTER SECTION LINES _____
BARBED WIRE FENCE _____
COMBINATION WIRE 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:
W. A. Whitney, Division Engineer, Greeley, Colo.
William D. Howe, Resident Engineer, Brush, Colo.

RECOMMENDED FOR APPROVAL

Assistant Engineer	DATE
<i>John A. Buel</i>	12-9-47

APPROVED

State Highway Engineer	DATE
<i>Merle C. Whitman</i>	12-10-47

RECOMMENDED FOR APPROVAL

District Engineer	DATE
<i>Merle C. Whitman</i>	12-10-47

APPROVED

Division Engineer	DATE
<i>Merle C. Whitman</i>	12-10-47

COLORADO

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

FEDERAL AID SECONDARY PROJECT NO. S 113 (1)

STATE HIGHWAY NO. 59

PHILLIPS COUNTY

SCALES OF 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
NET LENGTH OF PROJECT 3,300.0 FEET = 0.625 MILES

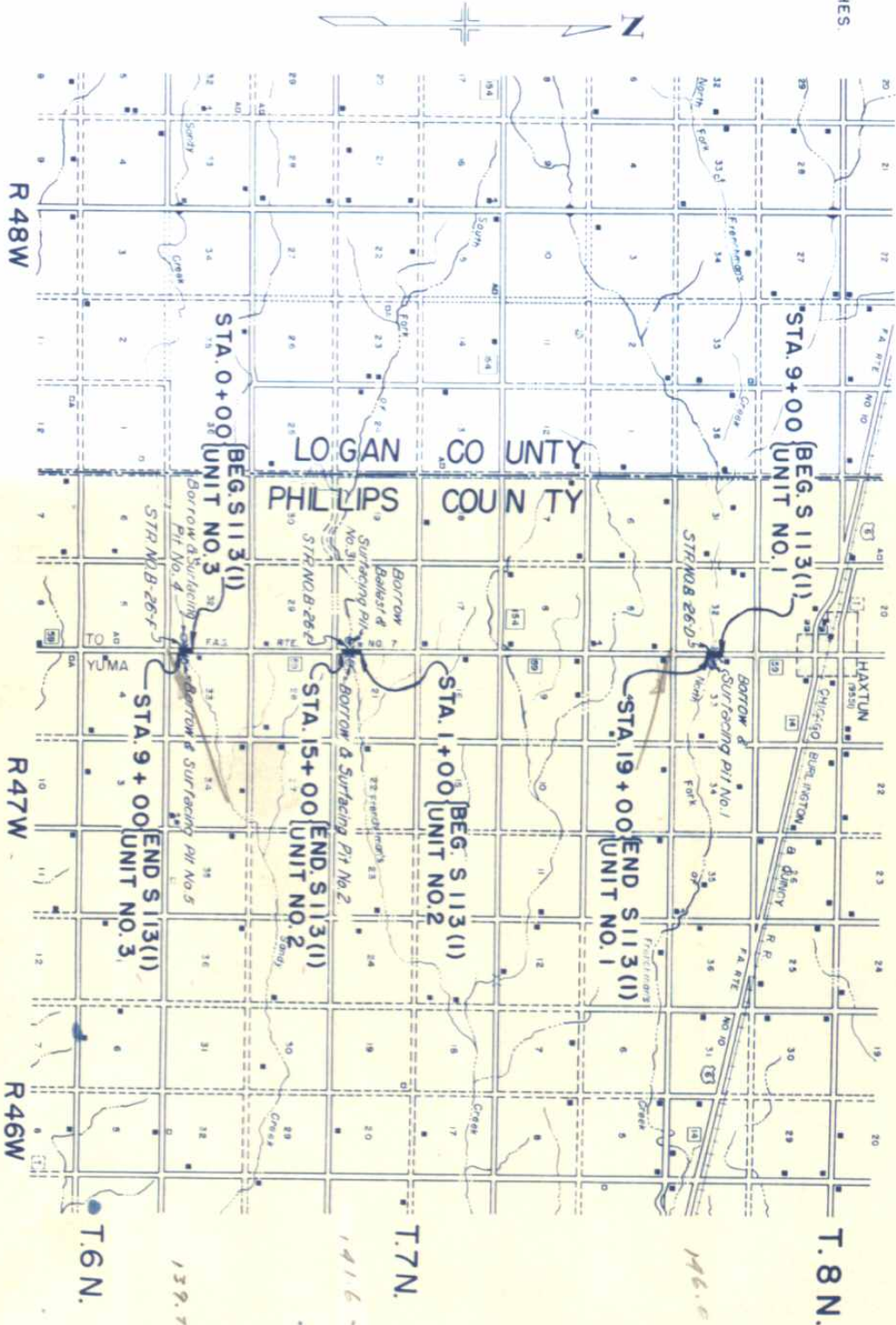
M-10-B
M-7-B
M-19-B
M-24-G
M-2-C
M-2-D
M-107-B

28. SUMMARY OF EARTHWORK QUANTITIES & TABULATION OF INTERCEPTING DITCHES.

TABULATION OF LENGTH & DESIGN

STATION	ROADWAY		BRIDGES	
	LIN. FT.	LIN. FT.	LOADING	
9+00.0 Beg Unit 1-S 113 (1)	485.0			
13+85.0 Beg Bridge N Frenchman Creek		231.5	H-20-44	
16+16.5 End Bridge	283.5			
19+00.0 End Unit 1-S 113 (1)				
1+00.0 Beg Unit 2-S 113 (1)	780.0			
8+80.0 Beg Bridge S Frenchman Creek		114.2	H-20-44	
9+94.2 End Bridge	505.8			
15+00.0 End Unit 2-S 113 (1)				
0+00.0 Beg Unit 3-S 113 (1)	435.0			
4+35.0 Beg Bridge Sandy Creek		231.5	H-20-44	
6+66.5 End Bridge	233.5			
9+00.0 End Unit 3-S 113 (1)				
TOTALS	2722.8	577.2		
SUMMARY				
S 113 (1) Roadway	LIN. FT.	MILES		
S 113 (1) Bridges	2722.8	0.515		
Total S 113 (1)	577.2	0.110		
	3300.0	0.625		
DESIGN DATA				
Maximum Degree of Curve	Tangent			
Minimum Grade	2.90%			
Minimum N.P.S.D.-horizontal	Tangent			
Minimum N.P.S.D.-vertical	> 1300 ft.			
Maximum Design Speed	60 M.P.H.			

* NOTE: Units are separated and no survey available for mileage between units.



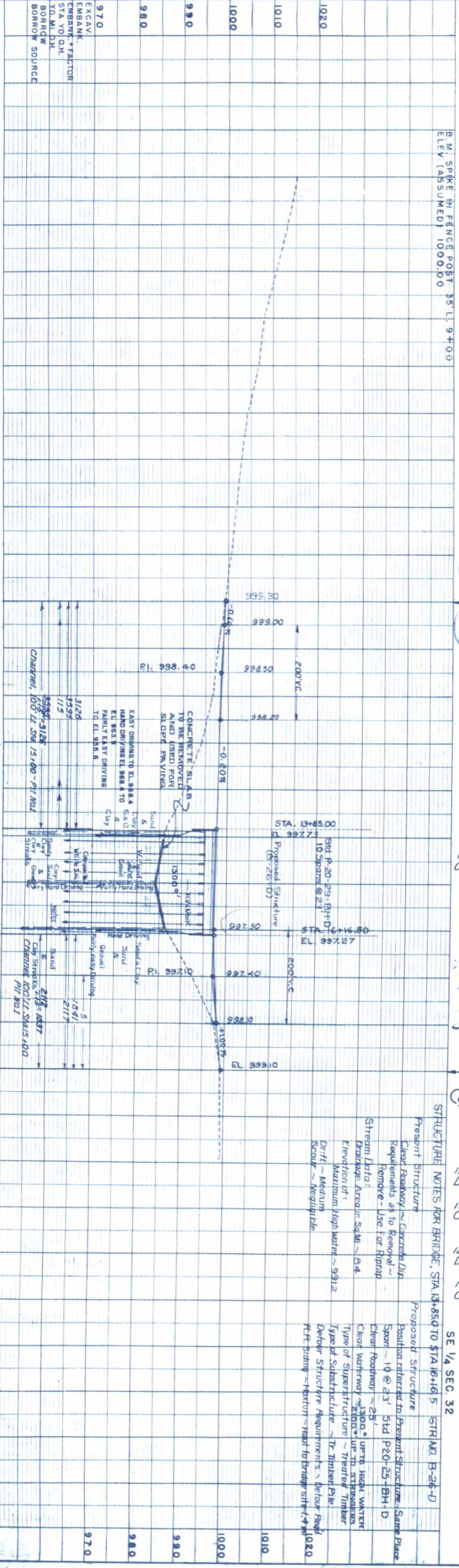
SCALE OF MILES

FILED
S. H. H.
JAN 19 1934
DIST. DIV.
DIVISION OF HIGHWAYS
DENVER, CO.

BY	DATE
GLEN SOPER	1-18-34
NOTED	1-24-34
PLOTTED	1-24-34
ALIGNED	1-24-34
RT. OF WAY	1-24-34

BY	DATE
GLEN SOPER	1-18-34
NOTED	1-24-34
PLOTTED	1-24-34
ALIGNED	1-24-34
RT. OF WAY	1-24-34

NOTE: Alignment and grades as shown are subject to modification during construction after approval by the Denver Office.
Typical section for Channel and Ditch Changes is shown on Sheet No. 2.
The soil data shown on the plans is obtained from best available testing laboratory information. This information is shown for the convenience of the Contractor and the Department does not guarantee the accuracy of these tests. If materials not conforming to the data on the plans are encountered during construction, necessary modifications of the grading plan shown on the plans will be made to secure dense, stable embankments.
Right of Way Markers are tabulated on Sheet No. 5.
Fencing requirements and Guard Posts are tabulated on Sheet No. 5.



B.M. SPIKE IN FENCE POST 35' L. 9+00
ELEV. (ASSUMED) 1000.00

STA. 9+00 (BEG. S 113 (1) UNIT NO. 1)

Sta. 9+00 on Reg'd Project Marker (State Forces)

1:1 MIN. (1) 113 S

Concrete Sub 26' wide
To be removed, except the curtain walls, and broken up and used for slope paving on sub-embankments.

12+12-Req'd Road Appr. Rt. Extend 18"x26" C.M.P. Side Drain 8' Lt. & 8' Rt. Inlet and Outlet Ditches (W=1'-0")

11+87-Req'd Road Approach Lt. Extend 18"x26" C.M.P. Side Drain 8' Lt. & 8' Rt. Inlet and Outlet Ditches (W=1'-0")

13+85.0 to 16+16.5-Req'd 10 Spans @ 23' Treated Timber Bridge. Details on sheet 6.
Req'd 7030 cu yds. Borrow and Surfacing to come from Channel Improvement.
5710 cu yds. Borrow } Roadway
550 cu yds. Surfacing }
620 cu yds. Borrow } Detour
150 cu yds. Surfacing }
7030 cu yds. Remove Concrete Ford

14+63-Req'd Remove Concrete Tile Well Rt.

Frenchman Crk.
Approximate Location of Detour to avoid removal of trees.

P.O.T. 17+86.0

STA. 19+00 (END S 113 (1) UNIT NO. 1)

DETOUR REQUIREMENTS:
12+50 to 18+00-Req'd Build Detour Rt.

15+00-Req'd 24"x42" C.M.P. Cross Culv.

12+50 to 18+00-Req'd Remove Detour.

15+00-Req'd Remove 24"x42" C.M.P.

SE 1/4 SEC. 32

STR. NO. B-26-D

Present Structure	Proposed Structure
Clear Roadway ~ Concrete Dip	Position referred to Present Structure ~ Same Place
Requirements as to Removal ~	Span ~ 10 @ 23' Std P20-25-BH-D
Remove ~ Use for Flutrap	Clear Roadway ~ 25'
Drainage Area in Sq. Mi. ~ 64	Clear Waterway ~ 1300'
Elevation of ~	Clear Waterway ~ 2100' up to stringers
Maximum High Water ~ 9912	Type of Superstructure ~ Tr. Timber Pile
Drift ~ Medium	Detour Structure Requirements ~ Detour Road
Scour ~ Negligible	R.R. Station ~ Hoxton ~ 1/4 mi. to Bridge site 1/4 mi. 1020

BORROW & SURFACING PIT NO. 1

Left of Sta 15 ±
LL=181
PL=NP
±200=11.5

1.4 mi. So. of Hoxton on S.H. 59
No. Fork of Frenchman Creek

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 113 (1)	16	

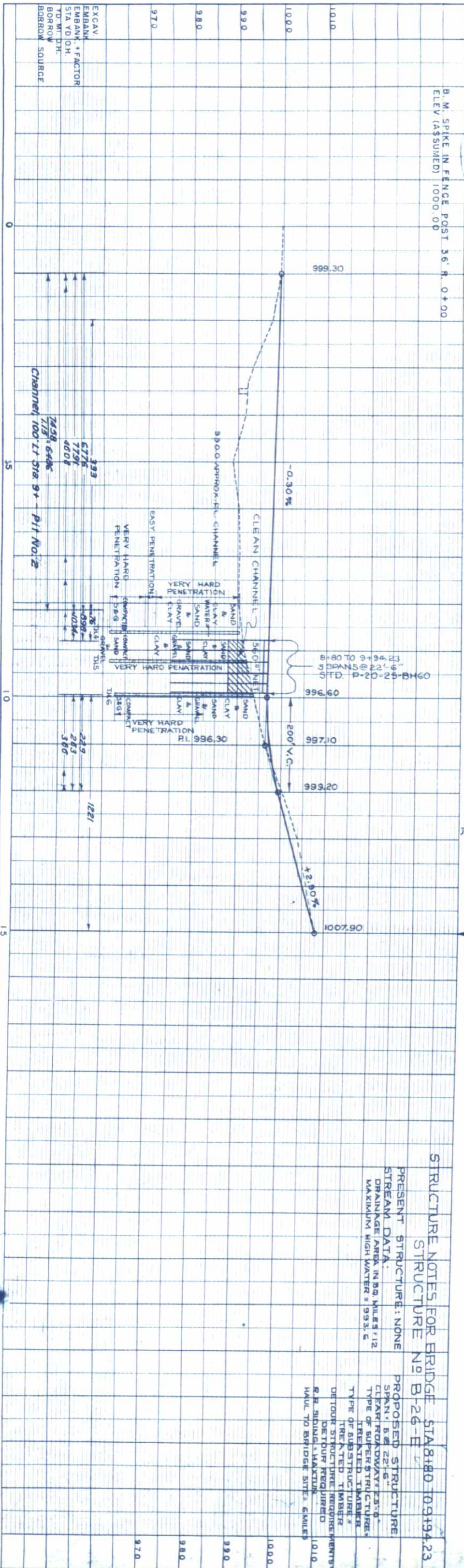
Rev 12-30-47 (J.P.H.)

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

32 33 T. 8 N., R. 47 W.
5 4 To Yuma

PROFILE	SURVEYED	BY	DATE
		GLEN SUPER	4-4-59
NOTE BOOK	PLOTTED		4-4-59
	GRADES CHECKED		4-4-59
NO. 17969	STRUCTURE NOTED	NO. CH. NO.	

PROFILE	SURVEYED	BY	DATE
		GLEN SUPER	4-4-59
NOTE BOOK	PLOTTED		4-4-59
	GRADES CHECKED		4-4-59
NO. 17969	STRUCTURE NOTED	NO. CH. NO.	



Sta. 1+00⁰⁰ Regd⁰⁰
Project Marker
(By State Forces)

STA. 1+00 (BEG. S 113 (1)
UNIT NO. 2

2+00 REQ'D ROAD APPR. RT.
(18"x36" C.M.P. SIDE DRAIN 29' RT.
IN PLACE.)

2+80-REQ'D ROAD APPROACH LEFT. AND
18"x40" C.M.P. SIDE DRAIN.

3+50-REQ'D REMOVE 2'x10'x22'
C.B.C.

3+37 GROUP OF
TREES LAID OUT IN
ROWS 20' CENTERS

7+62-REQ'D REMOVE 36"x28" C.M.P.
CROSS CULV.

8+80 TO 9+94.23-REQ'D
5 SPANS @ 22'-6" TIMBER BRIDGE
STD. P-20-25-BH 60 B CHANNEL
CHANGE. DETAILS ON SHEET 7.

REQ'D 14,000 CU YDS. OF
UNCLASSIFIED EXCAVATION FROM
CHANNEL CHANGE, MATERIAL IS TO BE
INCLUDED FOR PAYMENT AS FOLLOWS:
7460 CU. YDS. BORROW } ROADWAY
1310 CU. YDS. BALLAST }
870 CU. YDS. SURFACING } DETOUR
320 CU. YDS. BORROW }
280 CU. YDS. SURFACING }
10,240 CU. YDS.
3760 CU. YDS. TO BE CHARGED TO
BRIDGE AS UNCLASSIFIED EXCAVATION.

STA. 15+00 (END S 113 (1)
UNIT NO. 2

DETOUR REQUIREMENTS:
4+00 TO 15+00-REQ'D BUILD
DETOUR RT.

5+00-REQ'D 30"x46" C.M.P. CROSS CULV.
& OUTLET DITCH (W=1.0')

4+00 TO 15+00-REQ'D REMOVE DETOUR 29 28 T. 7N. R. 47W.

5+00-REQ'D REMOVE 30"x46" C.M.P.

STRUCTURE NOTES FOR BRIDGE STA. 8+80 TO 9+94.23
STRUCTURE NO. B-26-E

PRESENT STRUCTURE: NONE
STREAM DATA:
DRAINAGE AREA IN SQ. MILES: 12
MAXIMUM HIGH WATER: 993.6

PROPOSED STRUCTURE
SPAN: 5 @ 22'-6"
CLEAR ROADWAY: 23'-0"
TYPE OF SUPERSTRUCTURE:
TREATED TIMBER
TYPE OF SUBSTRUCTURE:
DETACHED TIMBER
DETOUR STRUCTURE REQUIRED:
R.R. SIDING, HAXTUN
HAUL TO BRIDGE SITE: 6 MILES

BORROW, BALLAST & SURFACING PITS NO. 2 & 3
RIGHT & LEFT STA. 9 ±

A-6(6)
L.L. 28.3
P.L. 12.6
% 200+59.6 } 0 to 3'
A-2-4(4)
L.L. 24.8
P.L. 9.0
% 200+16.4 } 3 to 5'



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 113 (1)	17	

SO. FORK FRENCHMAN CREEK UNIT NO. 2
6 MI. SO. HAXTUN ON S.H. 59

Rev. 12-30-47 w/ JPK

SW 1/4 SEC. 33 T. 7 N., R. 47 W.

Rev 12-30-47 M.J.P.K.

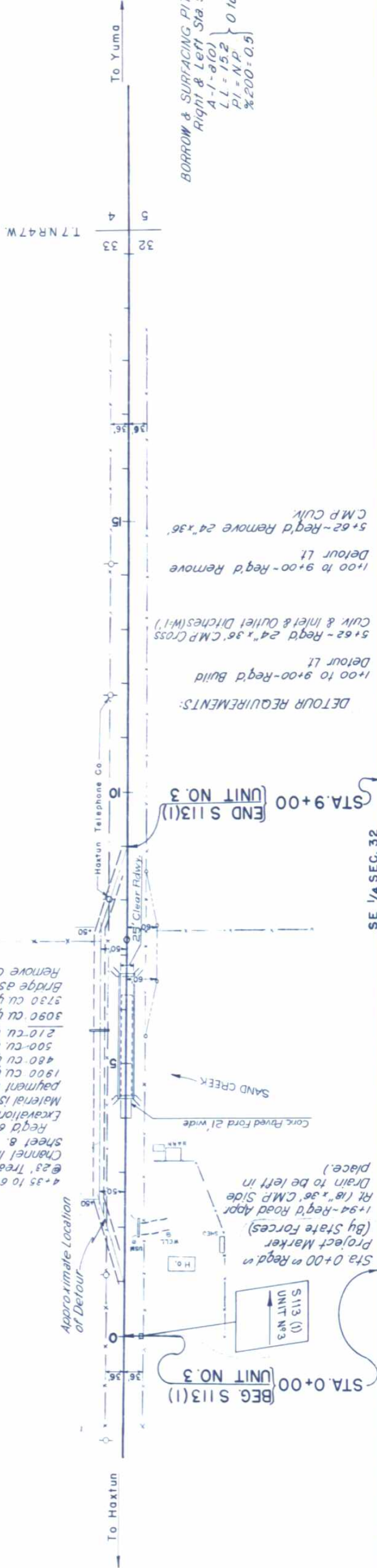
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 113 (1)	18	

7 1/2 Miles South of Haxtun
Sandy Creek

UNIT NO. 3



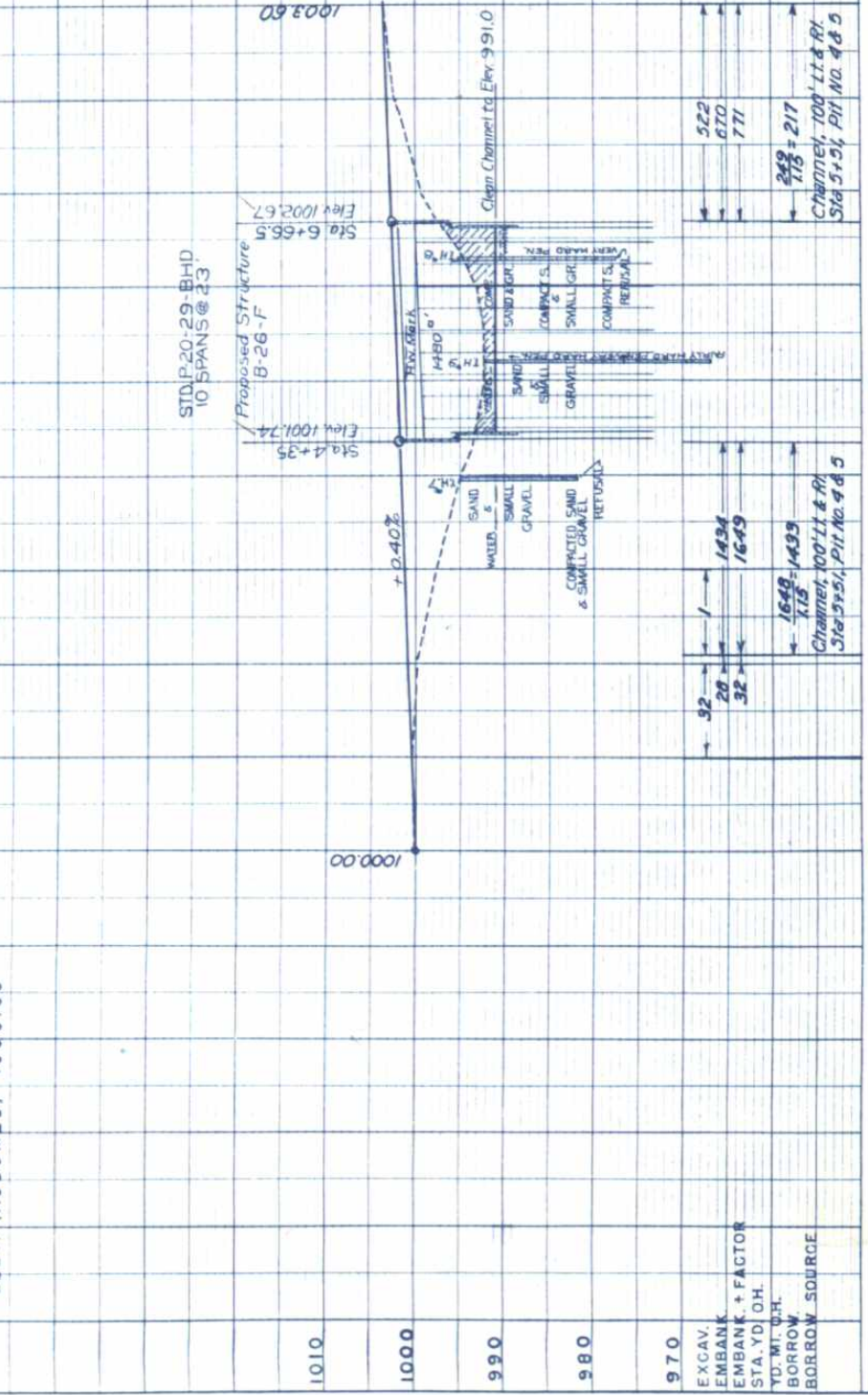
4+35 to 6+65 - Reg'd 10 Spaces @ 23' Treated Timber Bridge and Channel Improvement. Details on Sheet 8.
Reg'd 6820 cu yds. Unclassified Excavation from Channel Change. Material is to be included for payment as follows:
1900 cu yds. Borrow
480 cu yds. Surfacing
500 cu yds. Borrow
210 cu yds. Surfacing
3090 cu yds. Detour
2730 cu yds. to be charged to Bridge as Unclassified Excavation. Remove Concrete Ford



BORROW & SURFACING PITS NO. 4 & 5
Right & Left Sta 5+
A-1-a(10)
LL = 15.2
PI = N.P.
%200 = 0.5

SE 1/4 SEC. 32

B.M. SPIKE IN FENCE POST 36' R. 0+00
ELEV. (ASSUMED) 1000.00



STRUCTURE NOTES FOR BRIDGE ~ STA. 4+35 to 6+65 ~ STR. NO. B-26-F	PROPOSED STRUCTURE	POSITION REFERRED TO PRESENT STRUCTURE - SAME PLACE
PRES. STRUCTURE	CLEAR ROADWAY ~ CONCRETE DIP REQUIREMENTS AS TO REMOVAL ~ REMOVE - USE FOR KIP-PAV	SPAN ~ 10 @ 23'
STREAM DATA:	MAXIMUM HIGH WATER ~ 100.0 LOW WATER ~ 992.0 NORMAL STAGE ~ 992.5	DRIFT ~ LIGHT SCOUR ~ SILTING WITH SAND & SMALL GRAVEL
DRAINAGE AREA IN SQ. MILES ~ 51	ELEVATION OF	
TYPE OF SUPERSTRUCTURE ~ TREATED TIMBER	TYPE OF SUBSTRUCTURE ~ TR. TIMBER PILING	DETOUR STRUCTURE REQUIREMENTS ~ DETOUR REG'D
DETOUR STRUCTURE REQUIREMENTS ~ DETOUR REG'D	DETOUR STRUCTURE REQUIREMENTS ~ DETOUR REG'D	DETOUR STRUCTURE REQUIREMENTS ~ DETOUR REG'D

PROFILE	DATE	BY
12969		

AN	DATE	BY
12969		