

FED ROAD DIST NO	STATE	FED AID PROJ NO	SHEET NO	TOTAL SHEETS
3	WYO	36	2	28

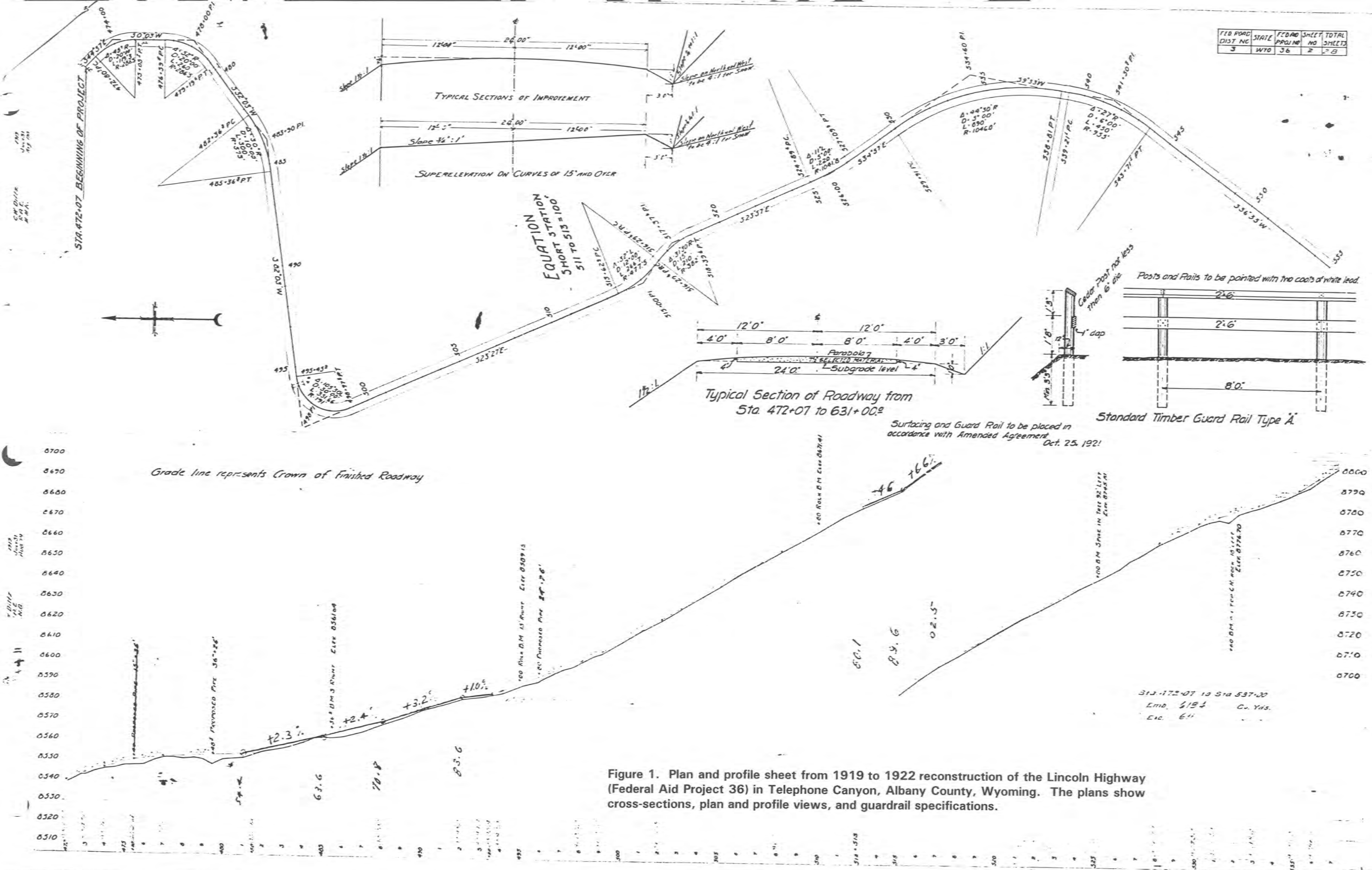
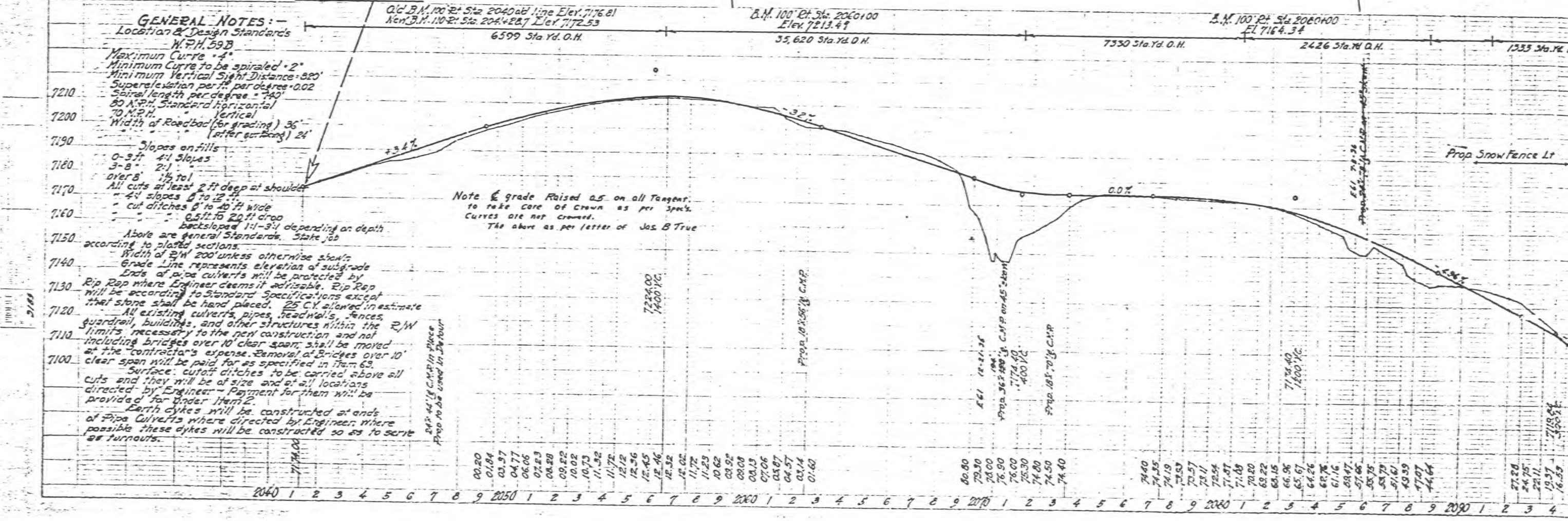


Figure 1. Plan and profile sheet from 1919 to 1922 reconstruction of the Lincoln Highway (Federal Aid Project 36) in Telephone Canyon, Albany County, Wyoming. The plans show cross-sections, plan and profile views, and guardrail specifications.

Figure 2. Plan and profile sheet and general notes for 1935 construction of U.S. 30 between Medicine Bow and Walcott Junction (Federal Aid Project 59B). Note design speeds and slopes of fills. The track labelled "present road" is the 1922 Lincoln Highway.

FED. ROAD DIST. No.	STATE	K.P.H.	ZONE
38	WY.	55B	2



GENERAL NOTES:
Location & Design Standards
W.P.H. 59B

- Maximum Curve - 4°
- Minimum Curve to be spiraled - 2°
- Minimum Vertical Sight Distance - 320'
- Superelevation per ft. per degree - 0.02
- Spiral length per degree - 740'
- 80 M.P.H. Standard horizontal vertical
- 10 M.P.H. Standard horizontal vertical
- Width of Roadbed (for grading) 36' (after surfacing) 24'
- Slopes on fills:
 - 0-3 ft 4:1 Slopes
 - 3-8 " 2:1
 - over 8 " 1 1/2 to 1
- All cuts at least 2 ft deep at shoulder
- 4:1 slopes 8' to 12' ft
- cut ditches 8' to 10' ft wide
- 0.5 ft to 20 ft drop
- backslopes 1:1-3:1 depending on depth
- Above are general standards. Stake job according to plotted sections.
- Width of R/W 200' unless otherwise shown
- Grade Line represents elevation of subgrade
- Ends of pipe culverts will be protected by Rip Rap where Engineer deems it advisable. Rip Rap will be according to Standard Specifications except that stone shall be hand placed. 25 C.Y. allowed in estimate
- All existing culverts, pipes, headwalls, fences, guardrail, buildings, and other structures within the R/W limits necessary to the new construction and not including bridges over 10' clear span shall be moved at the contractor's expense. Removal of bridges over 10' clear span will be paid for as specified in Item 63.
- Surface: cutoff ditches to be carried above all cuts and they will be of size and at all locations directed by Engineer - Payment for them will be provided for under Item 2.
- Earth dykes will be constructed at ends of Pipe Culverts where directed by Engineer where possible these dykes will be constructed so as to serve as turnouts.

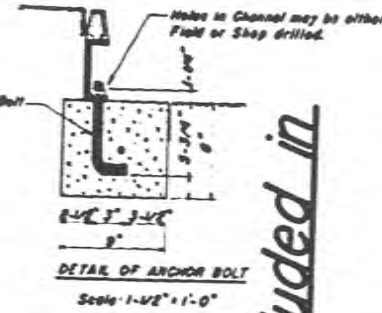
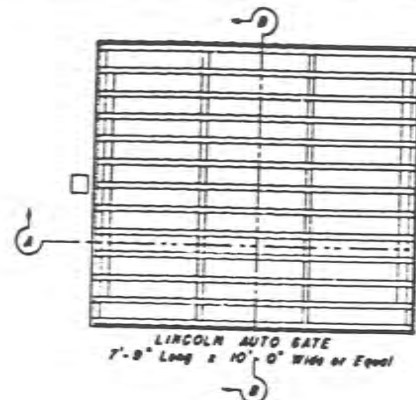
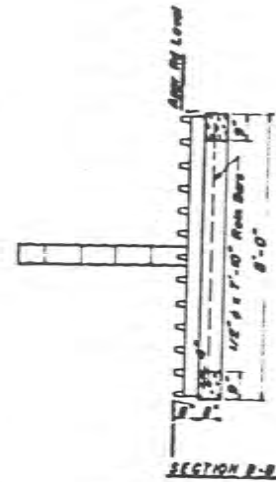
Note grade Raised 0.5 on all Tangent to take care of Crown as per Specs. Curves are not Crowned. The above as per letter of Jos B True

2040	1	2	3	4	5	6	7	8	9	2050	1	2	3	4	5	6	7	8	9	2060	1	2	3	4	5	6	7	8	9	2070	1	2	3	4	5	6	7	8	9	2080	1	2	3	4
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Proj. Road Dist. No. 9	State of Wyoming	Proj. No. PL 221(4)	Sheet No. 12	Total Sheets 172
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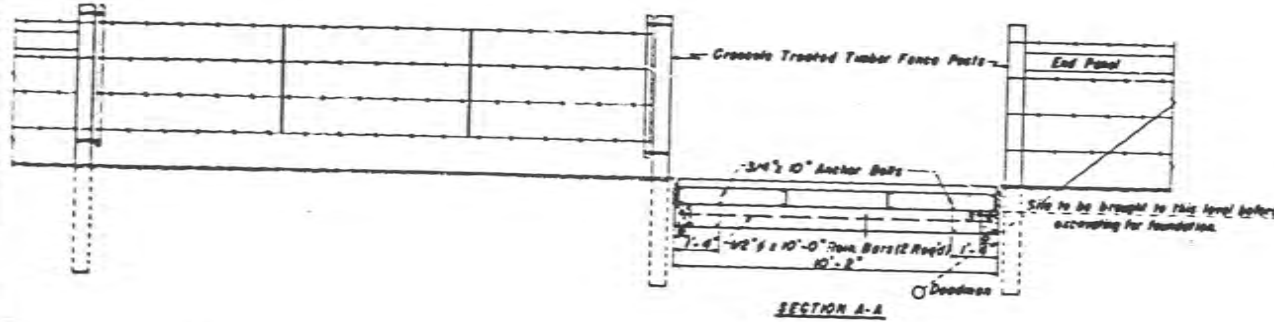
CATTLEGUARD (PREFABRICATED)

NOTE - Cattleguard shall be fabricated from approved Structural Grade or High Tensile Yield Steel as specified under Sec. 525 of the 1948 Standard Specifications.



ESTIMATED QUANTITIES FOR ONE CATTLEGUARD

Class C Concrete	67	.08
Reinforcing Steel	146	.30
Structure Excavation	67	.3



CATTLEGUARD SUMMARY

STATION	CATTLEGUARDS (PREFABRICATED) Each	REMARKS
1429 + 00	1	Right on Water Line Road
1484 + 00	1	Left on
1630 + 00	1	Right on Road to Percy
1707 + 00	1	Left on Road to EB Mountain
Total	4	

INDUSTRIAL TYPE FENCE SUMMARY

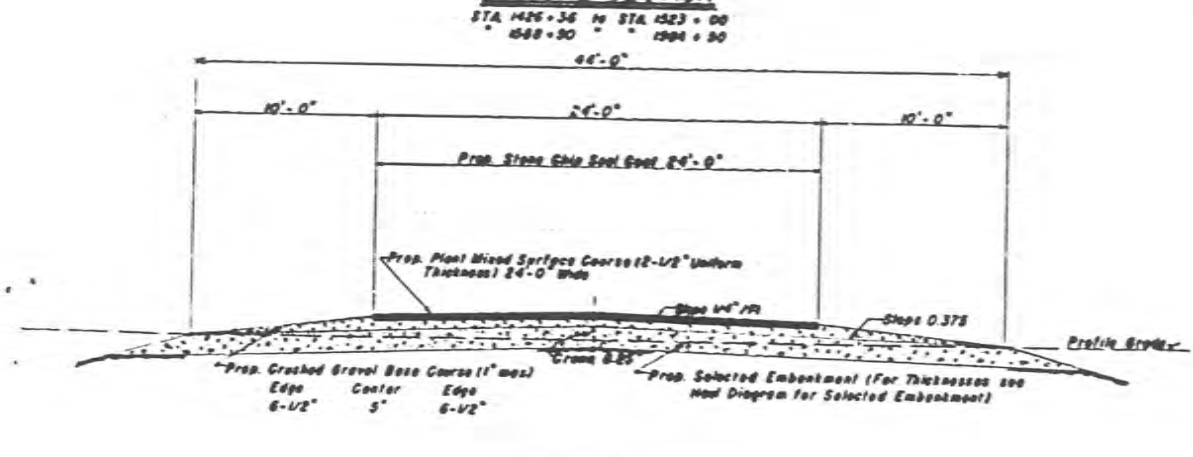
See Special Specification -

STATION	INDUSTRIAL TYPE FENCE L.F.	GALVANIZED STEEL GATES EA.	REMARKS
1429 + 00	1250	1	RT.

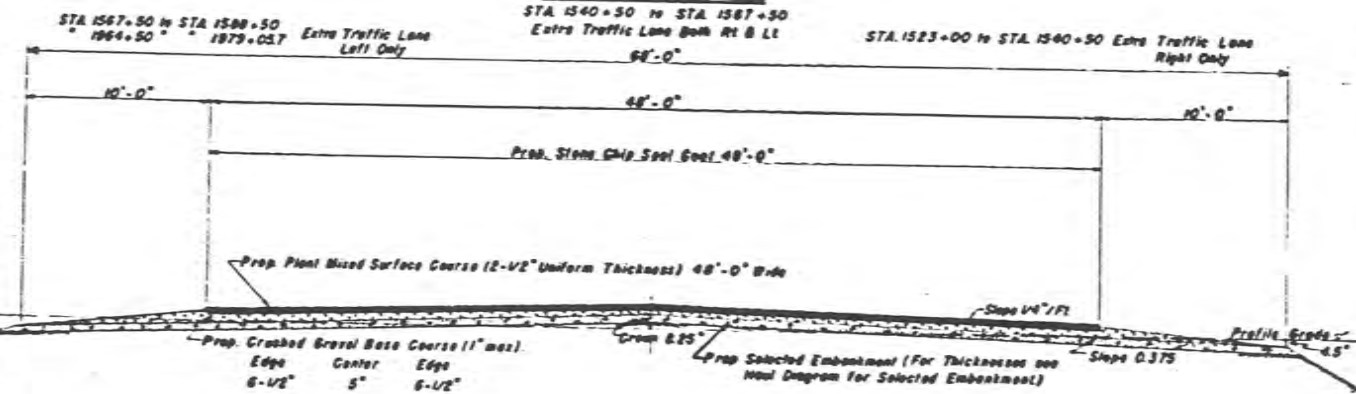
Figure 4. Typical sections and general notes for the 1949 reconstruction of U.S. 30 between Medicine Bow and Walcott Junction. Note the cattle guard and fencing specifications.

Note: Base Course Surfacing & Oiling not included in Present Contract & Agreement.

TYPICAL SECTION



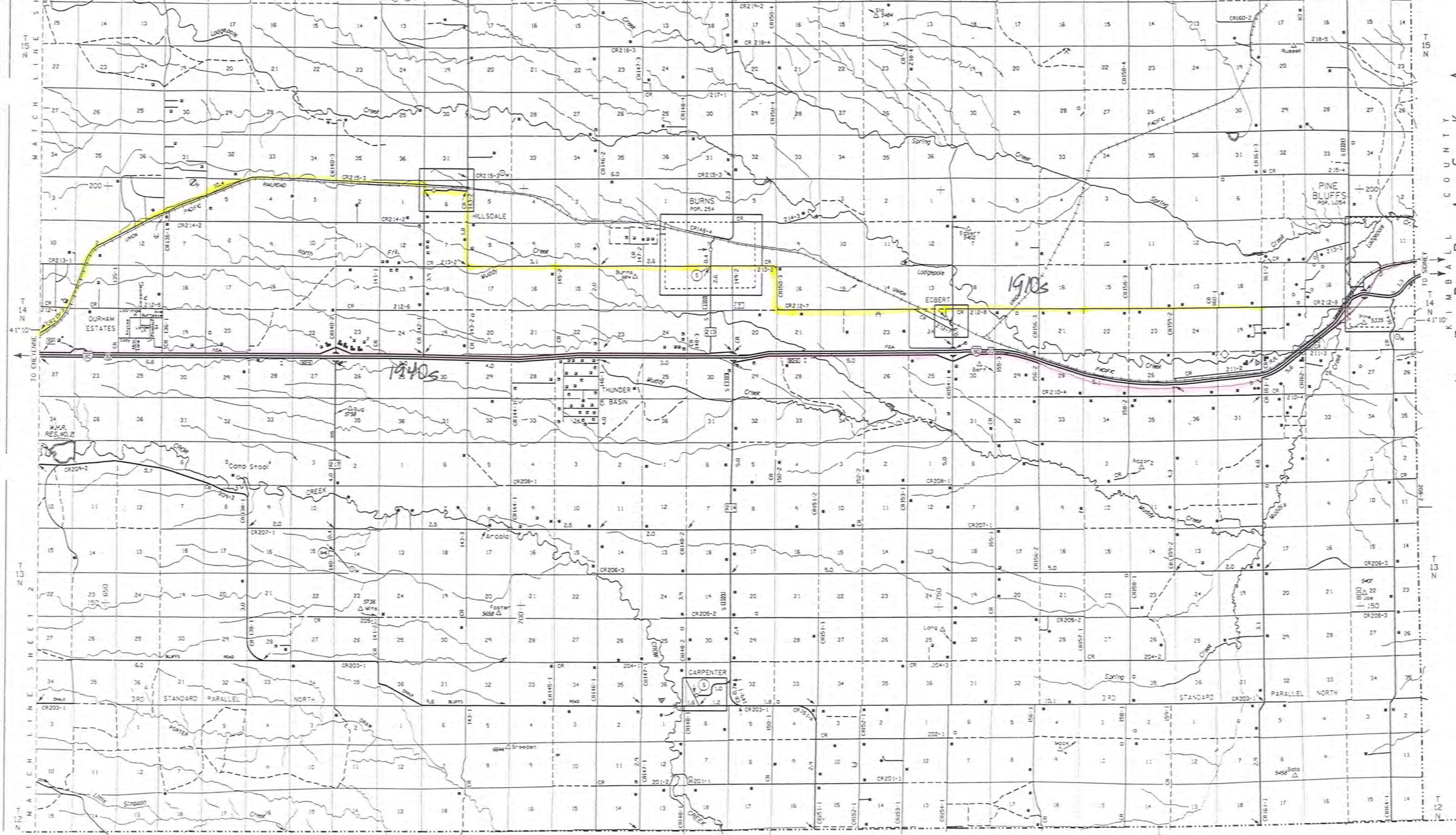
TYPICAL SECTION



66'-0" Roadbed
 STA 1429+00 to STA 1587+50 (includes 150' Taper each end)
 STA 1523+00 to STA 1540+50 (includes 150' Taper of Beg.)
 STA 1567+80 to STA 1588+50 (includes 150' Taper of End.)
 STA 1664+80 to STA 1979+05.7 (includes 150' Taper of Beg.)

GENERAL NOTES

- Width of Right of Way 300 Ft. except where otherwise noted on plans.
- Maximum Curvature 1 degree.
- Minimum Vertical Passing Sight Distance 1270 feet (2 lane) & 570 feet (4 lane).
- Superelevation .033 ft. per ft. per degree.
- Slopes on Fills:
 - 0 to 3 feet - 6:1
 - 3 to 10 feet - 4:1
 - Over 10 feet - 2:1
- The above are general standards. Stake job according to plotted sections.
- Bottom of cut ditches to be not over 2.0 feet below shoulder elevation.
- Surface of cut off ditches to be carried above all cuts and they will be built to the size and at all locations where directed by the Engineer. These ditches will be located so as to catch the water before it reaches the front of the cut and they shall be carried away from the cut on center grades so as to eliminate the possibility of erosion.
- Earth dikes will be constructed at ends of pipe culverts where directed by the Engineer. Where possible these dikes will be constructed so as to serve as turnouts.
- Ends of pipe culverts shall be protected by riprap where Engineer deems this advisable. Outlet ditches will be constructed to take water away from culverts where necessary.
- Road approaches will be constructed at all locations shown on plans or where directed by the Engineer. Road approaches will be built to provide access to the Highway for adjacent land owners and also where necessary to make proper connections to existing side roads. All road approaches and dikes shall be constructed with same rate of side slope on fills as is used on the adjacent roadway cross-section.
- Payment for surface or cut off ditches, outlet ditches, earth dikes and road approaches will be made as provided for under Section 202 "Roadway and Drainage Excavation", 1948 Standard Specifications.
- Rock checks or drains shall be placed in cut ditches to prevent erosion at locations where directed by the Engineer. Cut ditches shall be trenched and excavated on that after placing, the top of the checks or drains will be flush with the borrow pit grade. Excavation shall be taken out and the rock checks or drains shall be built to the lines, grades and size as stated by the Engineer. 20 C.Y. of crushed riprap have been set up on plans to cover this work. Payment will be made in accordance with Section 504 "Crushed Riprap" 1948 Standard Specifications. (See details on Sheet 3 of Page 5-282).
- The State Highway Department assumes no responsibility for accuracy of rock classification shown on plans.
- NOTE: Change slopes on fills to agree with project design standard if different from that shown above.



R65W R64W 104°30' R63W 104°20' R62W R61W 104°10' R60W

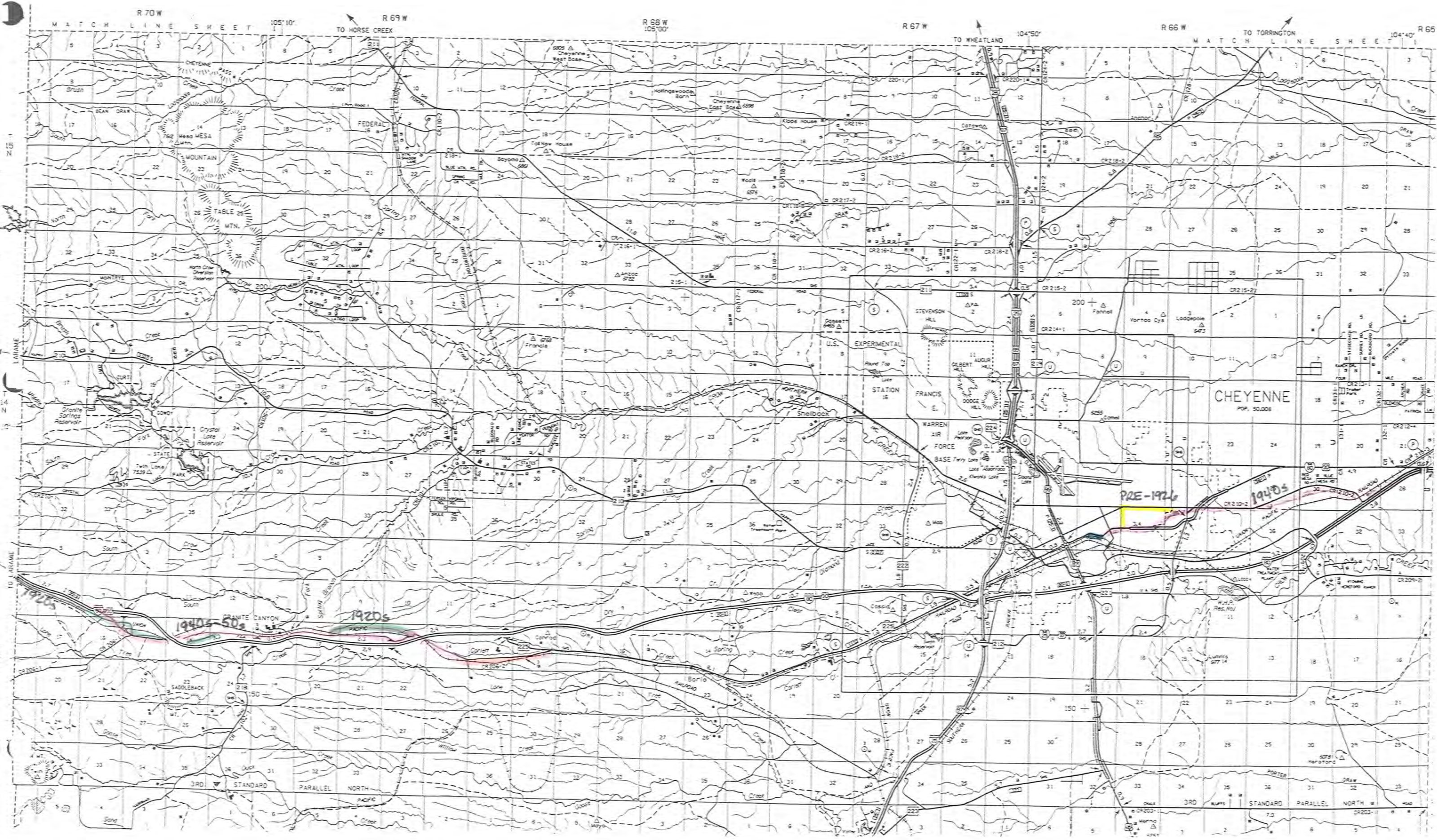
WELD COUNTY
C O L O R A D O

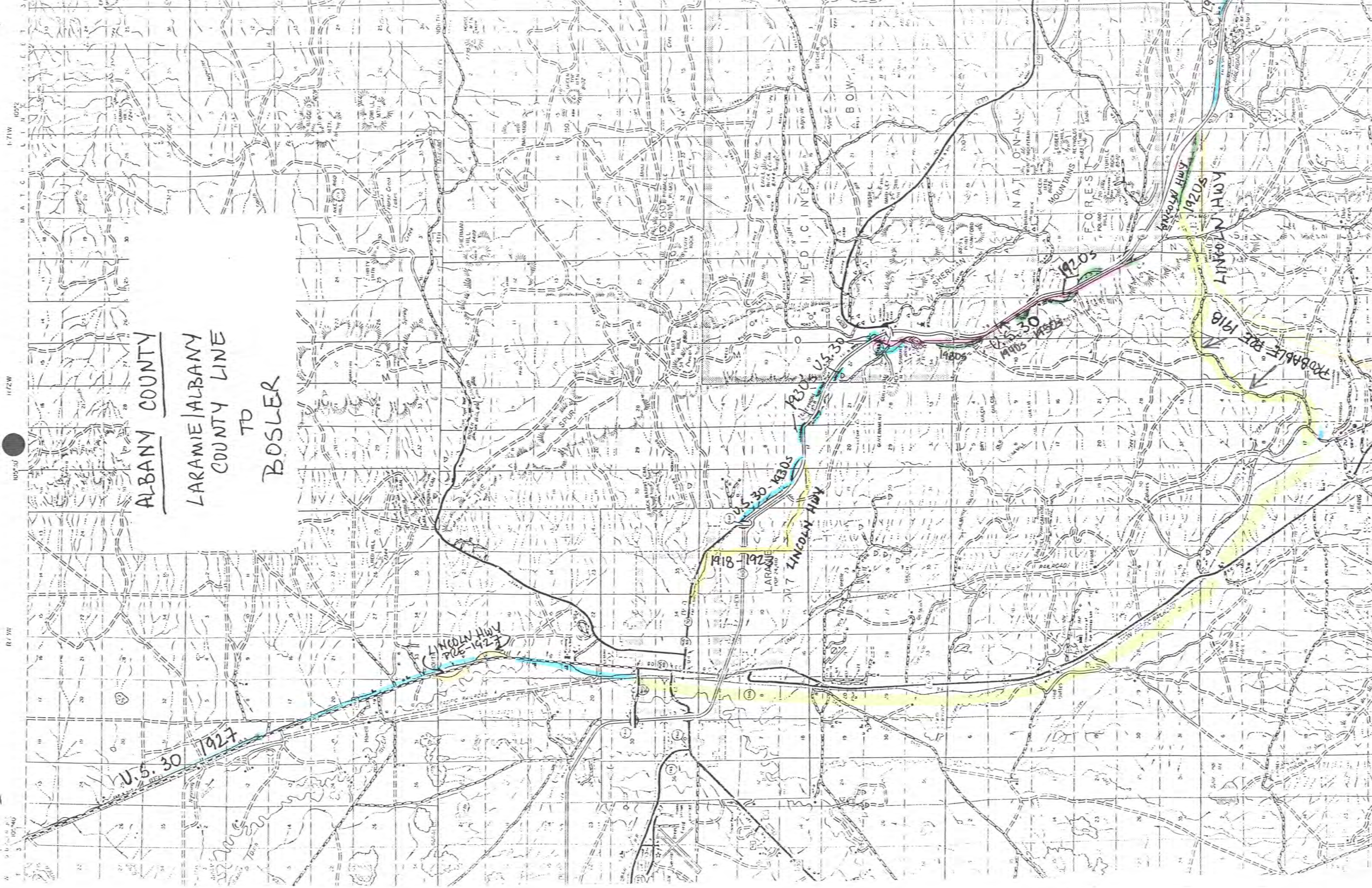
LARAMIE COUNTY - CHEYENNE - NEBRASKA

T 15 N
T 14 N
T 13 N
T 12 N
M A T C H L I N E S H
M A T C H L I N E S H
M A T C H L I N E S H
M A T C H L I N E S H

T 15 N
T 14 N
T 13 N
T 12 N
M A T C H L I N E S H
M A T C H L I N E S H
M A T C H L I N E S H
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LARAMIE COUNTY CHEYENNE TO ALBANY COUNTY LINE





ALBANY COUNTY

LARAMIE | ALBANY
COUNTY LINE

TO
BOSLER

U.S. 30 1927

LINCOLN HWY
PCE-1927

1918

U.S. 30-1920s
LINCOLN HWY

1930s

U.S. 30

1920s

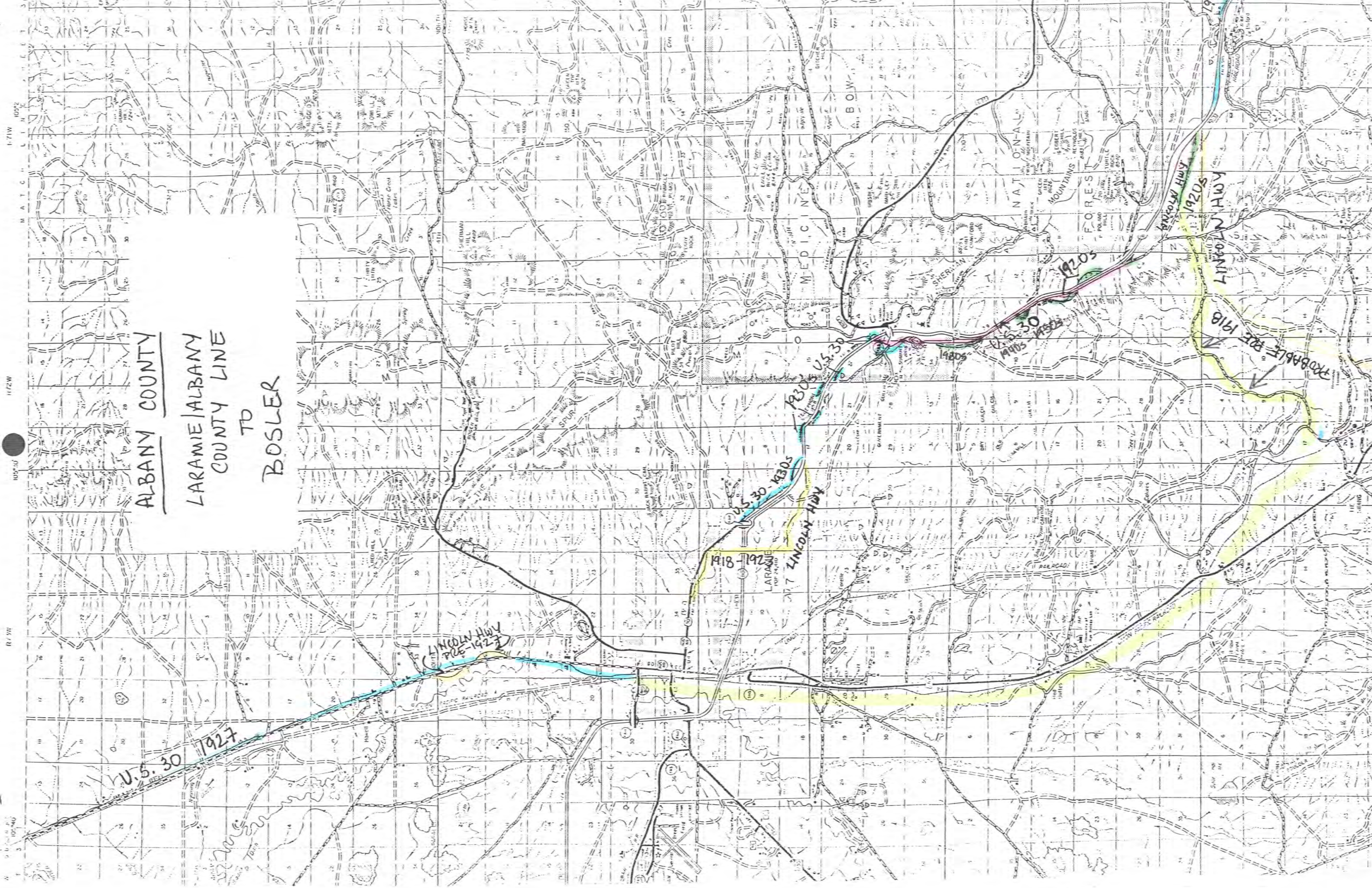
LINCOLN HWY

1920s

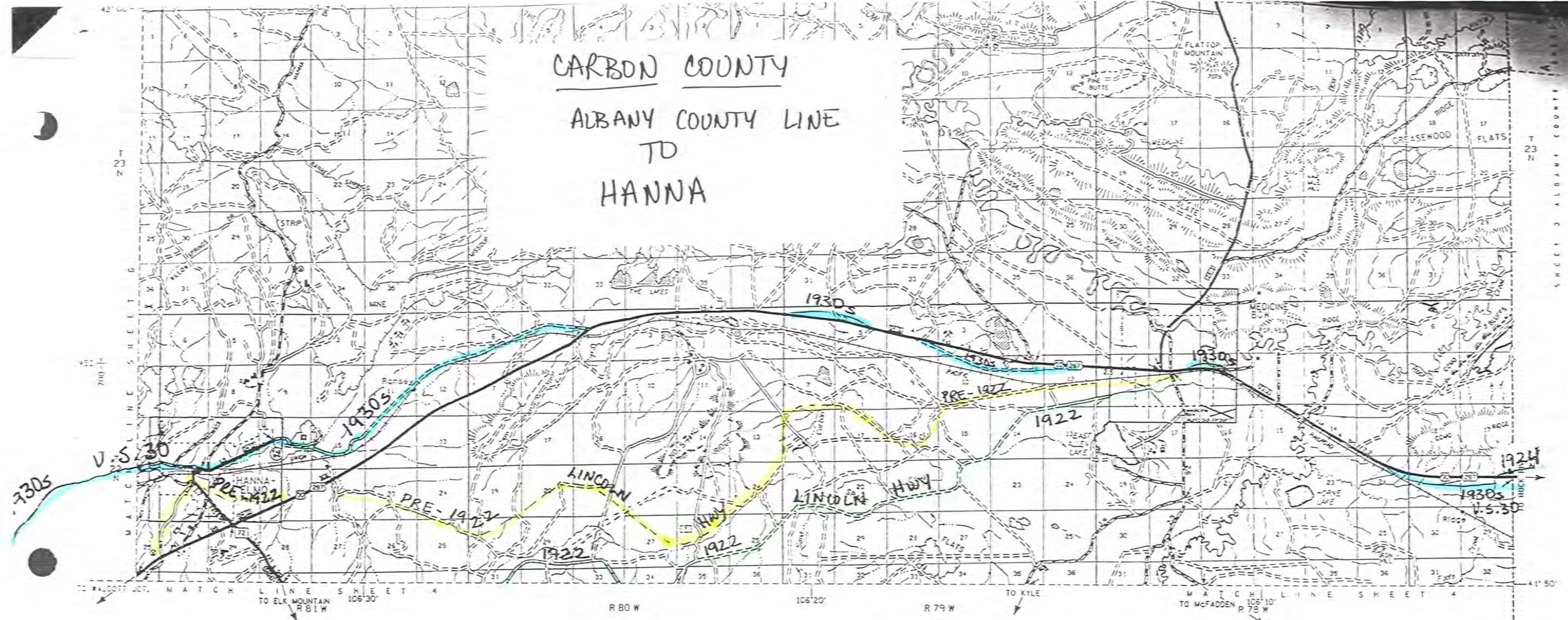
PROBABLE PCE 1918

LINCOLN HWY

1917

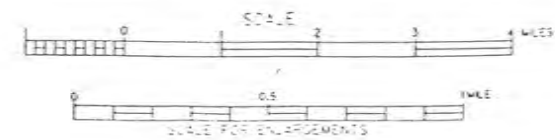


CARBON COUNTY
ALBANY COUNTY LINE
TO
HANNA



GENERAL HIGHWAY MAP
CARBON
COUNTY
WYOMING

PREPARED BY THE
WYOMING HIGHWAY DEPARTMENT
PLANNING BRANCH
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

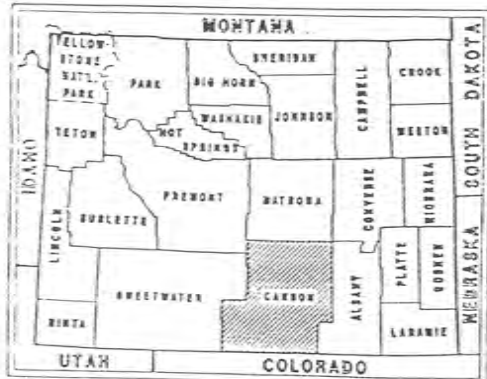


1989

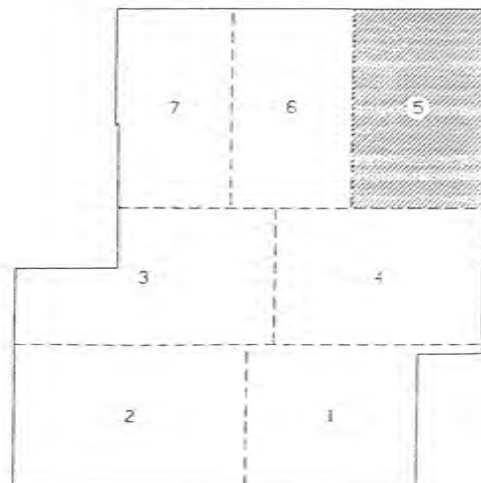
Tracked to NAD 83 Projection

Population Carbon County, 1980 Census
21,876

KEY MAP

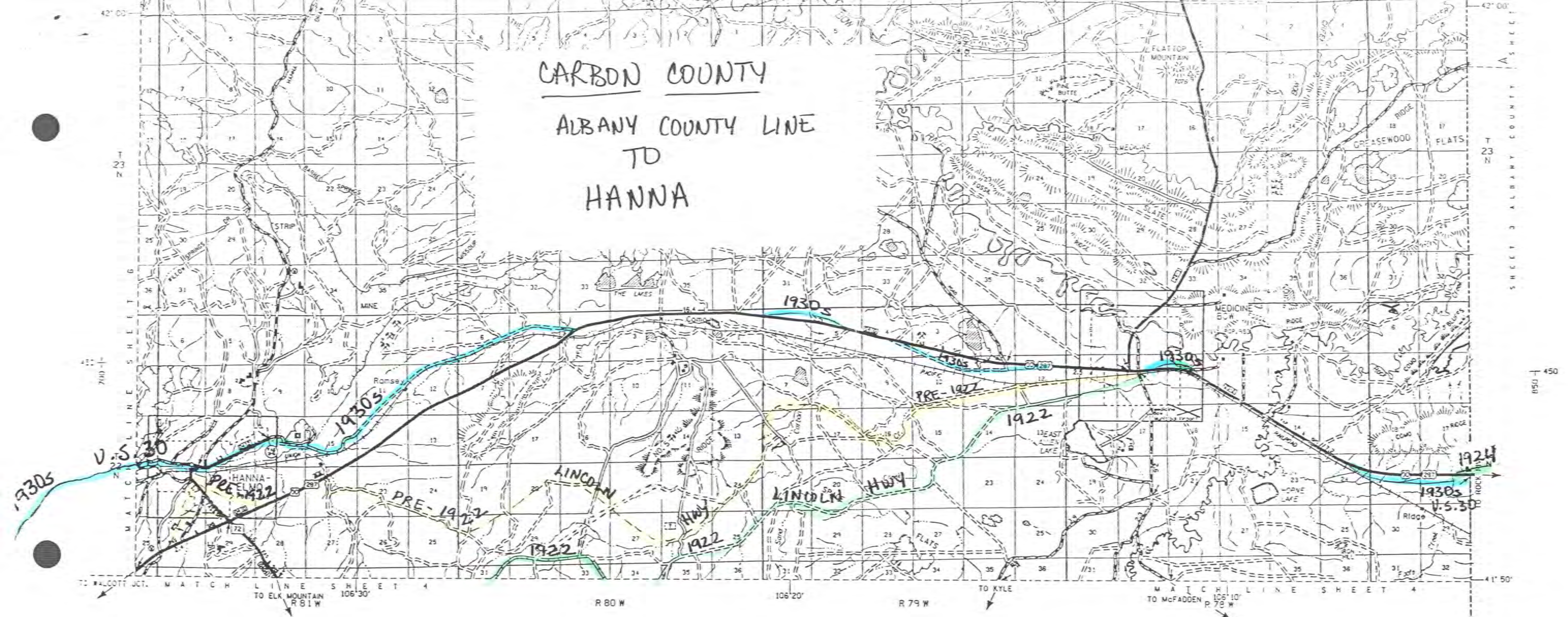


KEY TO SHEETS



CARBON COUNTY

ALBANY COUNTY LINE
TO
HANNA



GENERAL HIGHWAY MAP CARBON COUNTY WYOMING

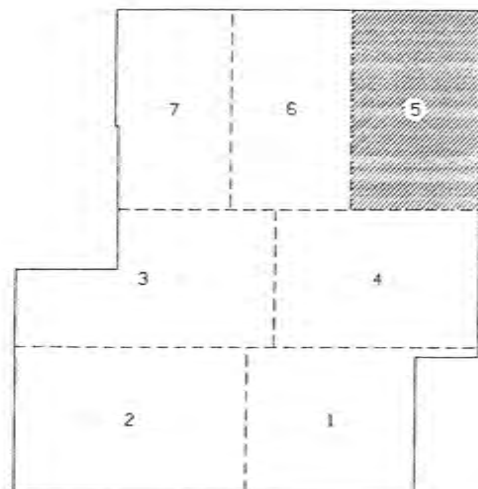
PREPARED BY THE
WYOMING HIGHWAY DEPARTMENT
PLANNING BRANCH
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



1989

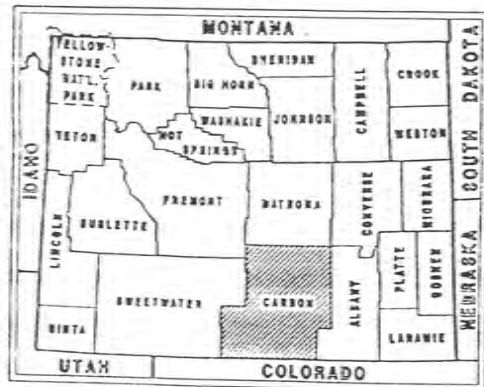
Transverse Mercator Projection

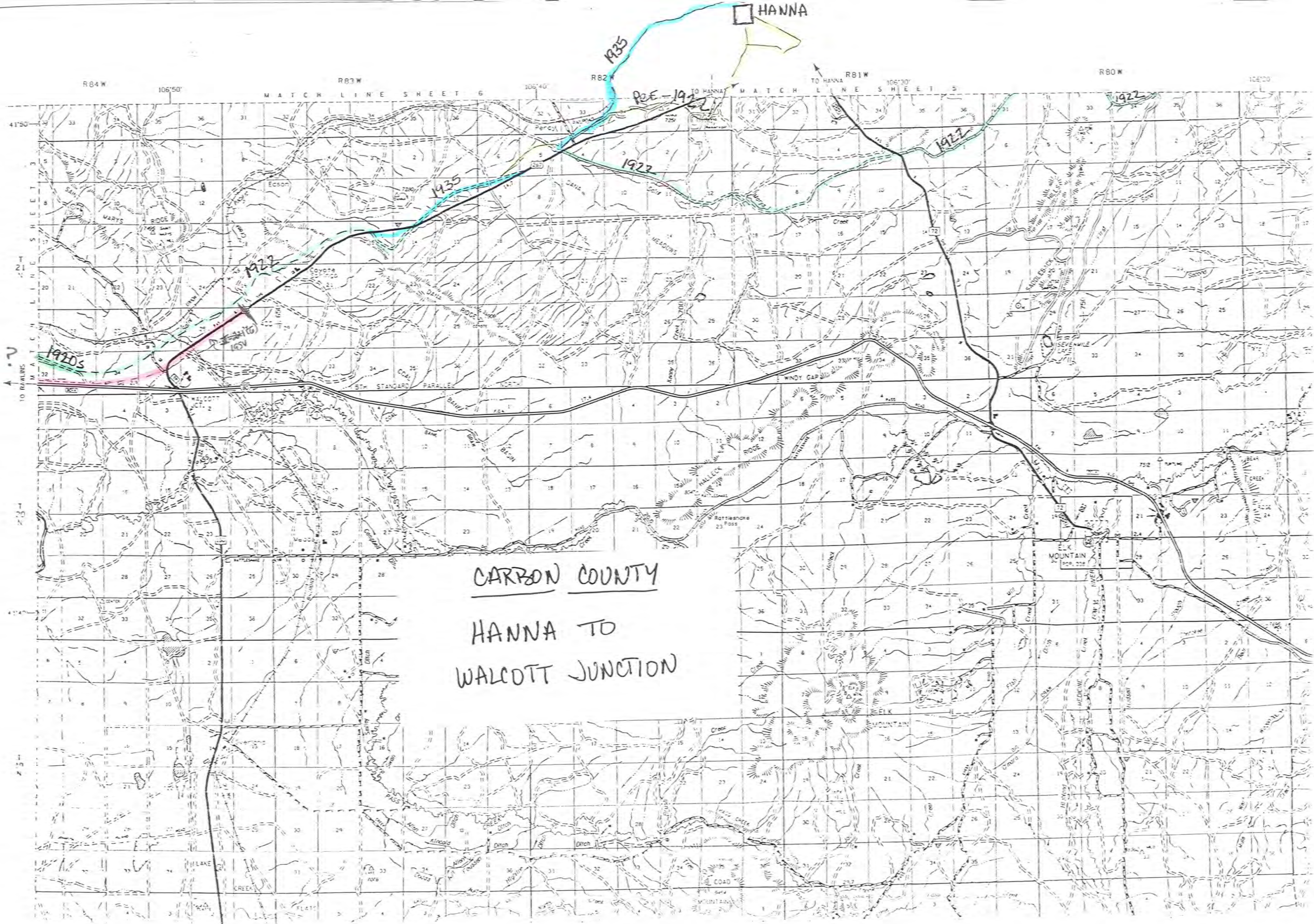
KEY TO SHEETS



Population Carbon County, 1980 Census
21,896

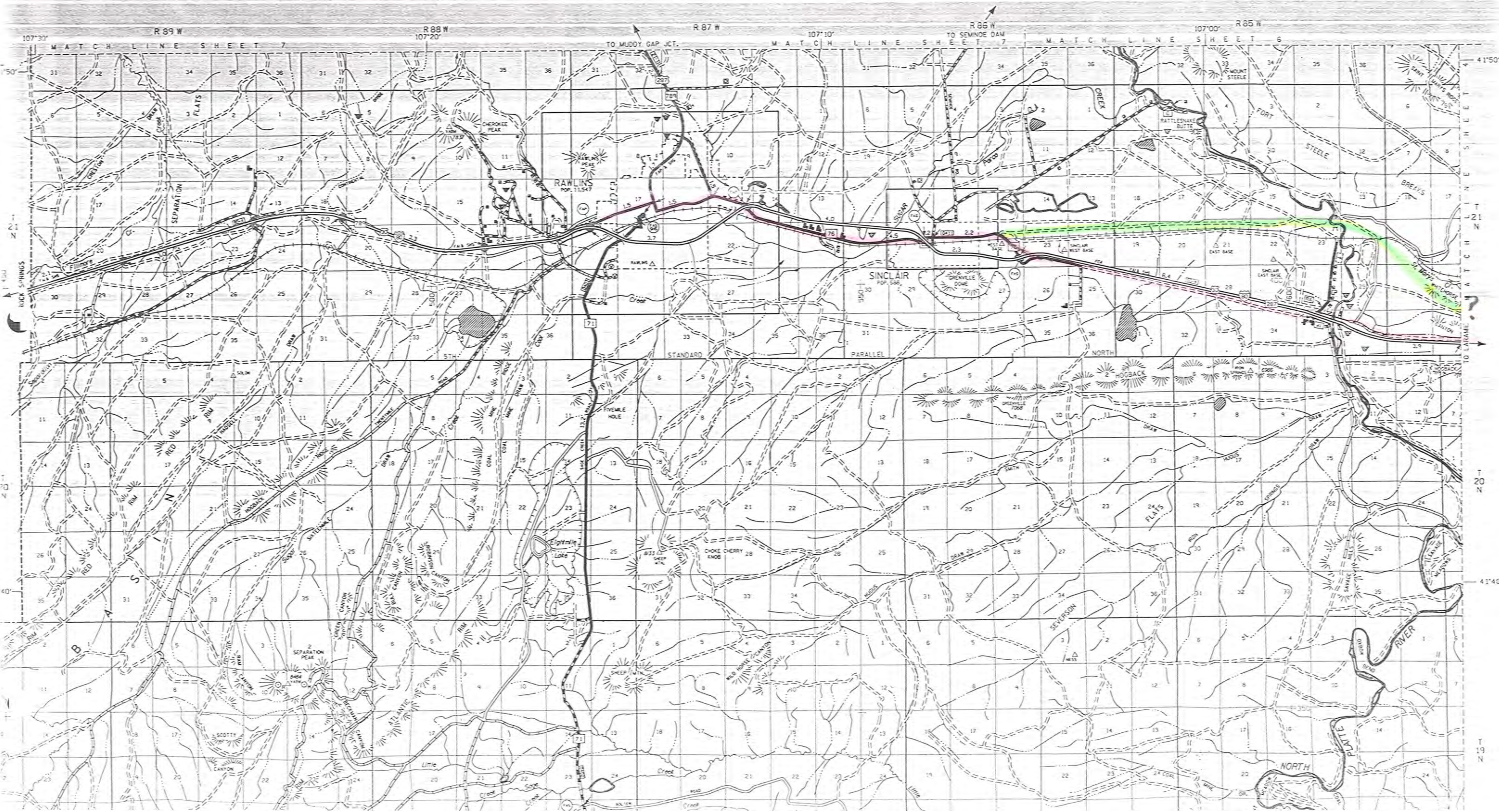
KEY MAP



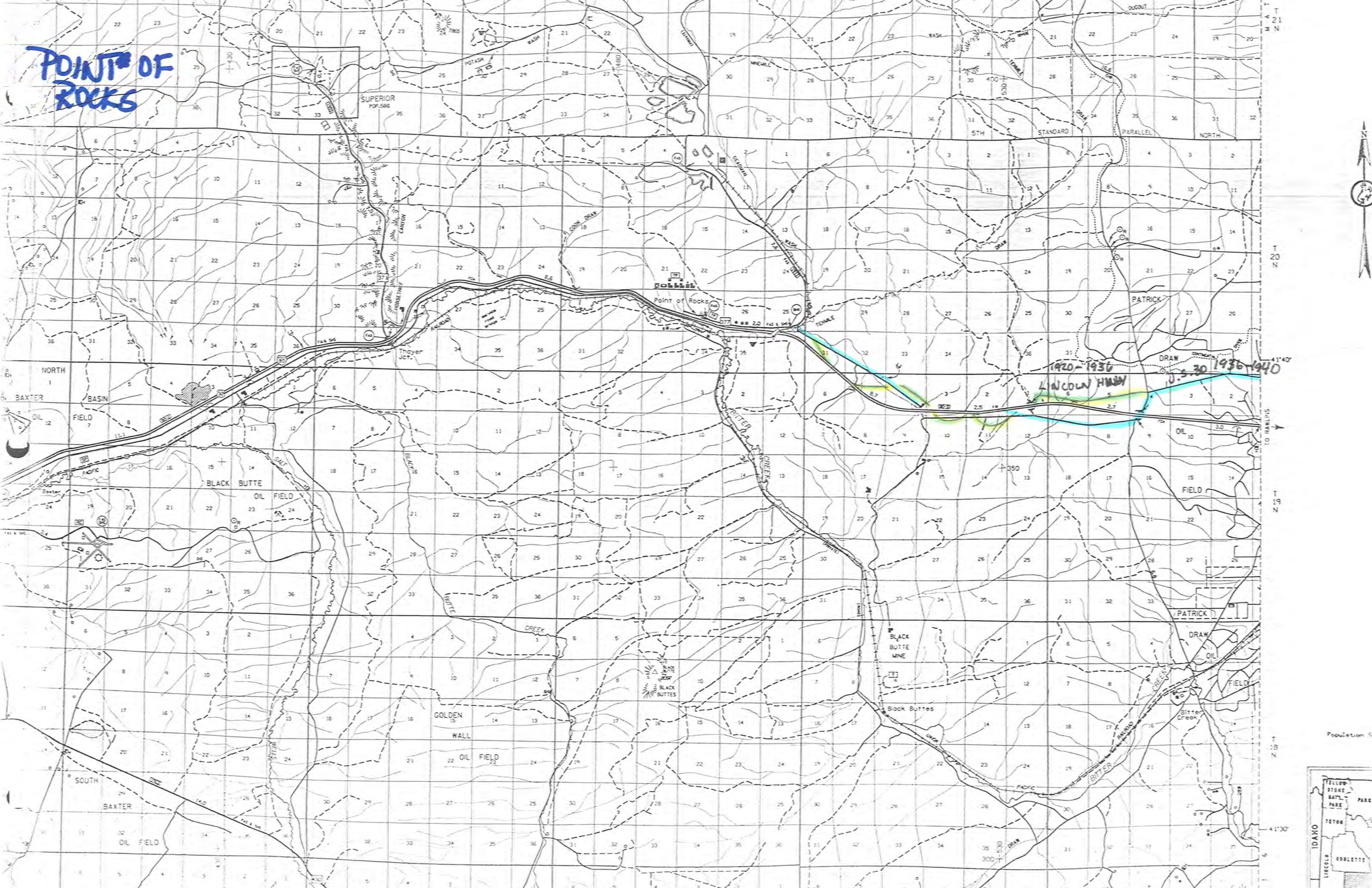


CARBON COUNTY
HANNA TO
WALCOTT JUNCTION

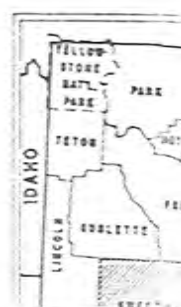
CARBON COUNTY - WALCOTT TO RAWLINS



POINT OF ROCKS



T 21 N
T 20 N
T 19 N
T 18 N



Population Scale

1920-1936
LINCOLN HWY

0.5-30 1936-1940

TO RAHLINS

41°40'

41°30'

41°20'

41°10'

41°00'

40°50'

40°40'

40°30'

40°20'

40°10'

40°00'

39°50'

39°40'

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-8°00'

-8°10'

-8°20'

-8°30'

-8°40'

-8°50'

-9°00'

-9°10'

-9°20'



-9°30'

-9°40'

-9°50'

-10°00'



The route of THE LINCOLN HIGHWAY indicated 
Routes and Highways, Natural Tributaries indicated 

SCALE OF MILES


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L.A. 1913

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THE LINCOLN HIGHWAY

A connected, improved, transcontinental Highway, open to lawful traffic of all descriptions, without toll charges.

The Lincoln Highway needs your help. To establish this great memorial to Abraham Lincoln, \$10,000,000 is required.

Of this amount nearly \$5,000,000 is pledged. Send \$5.00 for an engraved certificate, a car emblem and a membership card. Do it now—join this great patriotic movement.

3701
P25
1913