

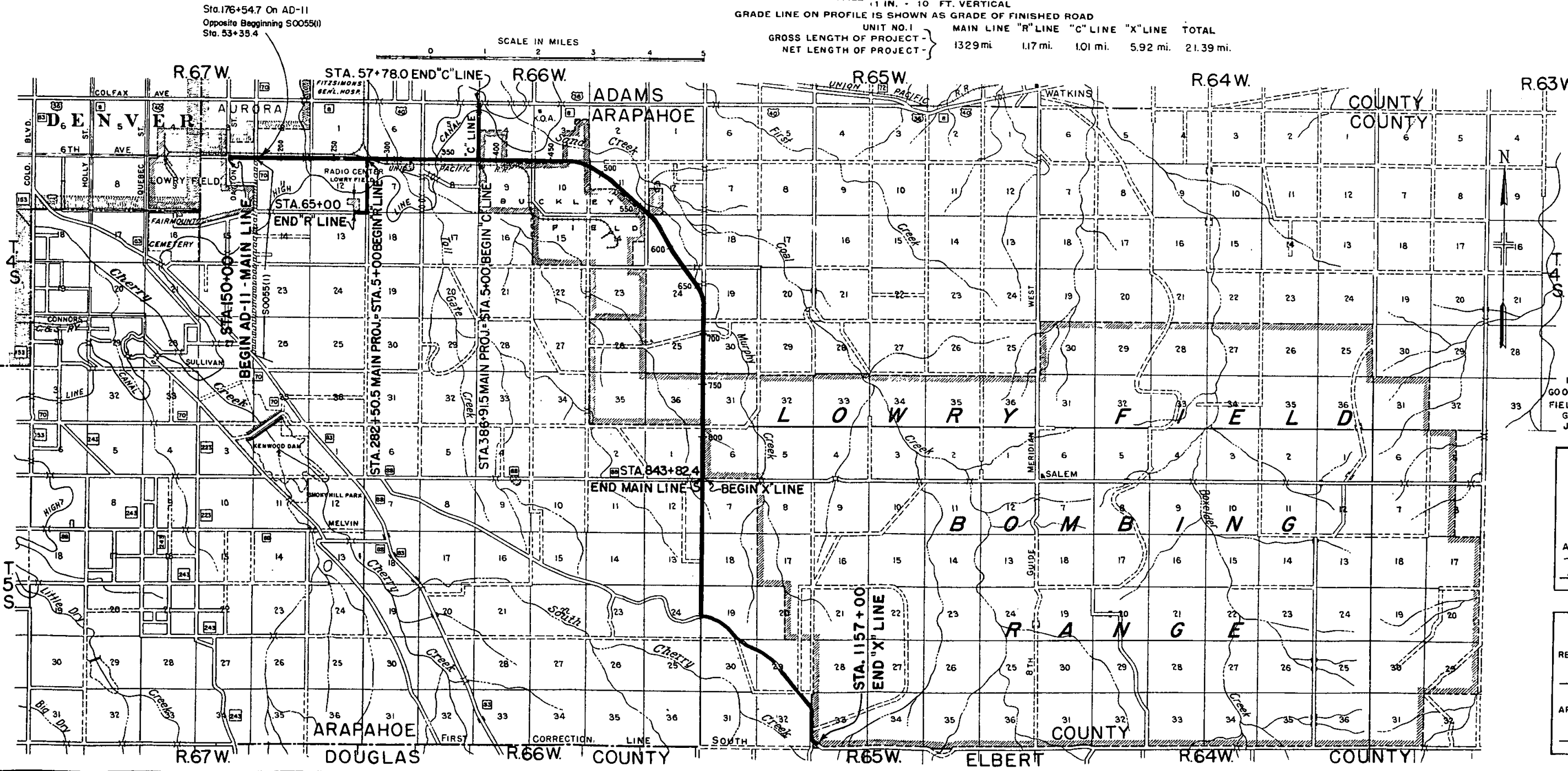
SHEET NO. 1 SKETCH MAP AND TITLE PAGE
2 TYPICAL SECTIONS
3 SURFACING, TABULATION OF LENGTH, SUMMARY OF APPROXIMATE QUANTITIES AND FENCING REQUIREMENTS.
4-7 TABULATION OF ESTIMATED CONSTRUCTION
8 STANDARD TIMBER GUARD POSTS M-19-C
9 STANDARD WIRE FENCE WITH WOODEN POSTS M-24-H
10 STANDARD METHODS FOR SUPERELEVATION AND WIDENING OF CURVES M-1-B
11 STANDARD SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT AND WIDENING AT BRIDGES AND AT CREST OF GRADES M-2-DM
12 STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS M-2-DS
13 STANDARD TYPES OF DITCHES AND CONSTRUCTION METHODS M-107-C
14-31 ALIGNMENT PLAN AND PROFILE

COLORADO
DEPARTMENT OF HIGHWAYS
PLAN AND PROFILE OF PROPOSED
LOWRY-BUCKLEY FIELD ACCESS ROAD NO. AD-11
ARAPAHOE COUNTY

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	AD-11	1	31

- CONVENTIONAL SIGNS
CENTER LINE OF SURVEY
RIGHT OF WAY LINES
TOWNSHIP OR RANGE LINES
SECTION LINES
ONE QUARTER SECTION LINES
COUNTY LINE
RAILROAD TRACKS
BARBED WIRE FENCE
POLE LINES

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
UNIT NO. 1
GROSS LENGTH OF PROJECT - 1329 mi.
NET LENGTH OF PROJECT - 1.17 mi.
MAIN LINE "R" LINE "C" LINE "X" LINE TOTAL 1.01 mi. 5.92 mi. 21.39 mi.

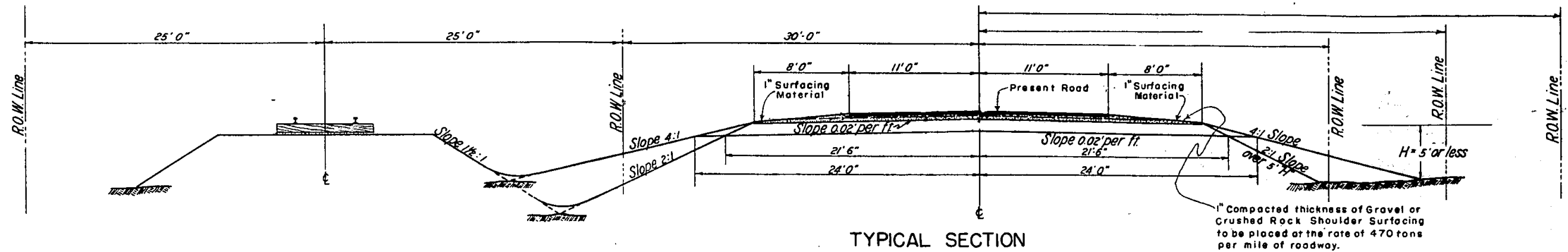


NOTICE TO BIDDERS
IT IS RECOMMENDED THAT BIDDERS ON THIS PROJECT GO OVER THE PLAN DETAILS WITH ONE OF THE FOLLOWING FIELD REPRESENTATIVES OF THIS DEPARTMENT:
G. McELDOWNY, CONSTRUCTION ENGR., DENVER
J.M. BAY, RESIDENT ENGINEER, DENVER

COLORADO
DEPARTMENT OF HIGHWAYS.
APPROVED: *Wendell C. Watkins* 9-17-52
CHIEF ENGINEER DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS.
RECOMMENDED FOR APPROVAL:
DISTRICT ENGINEER DATE
APPROVED:
DIVISION ENGINEER DATE

TYPICAL CROSS SECTION OF IMPROVEMENT



GENERAL NOTES

This project is to be constructed in accordance with the Standard Specifications of the Colorado Department of Highways, adopted June 1, 1952.

All quantities on Preliminary Plans are to be considered approximate only. Stationing of and measurements along the center line of the project between station 150+00 & 844+50 will be based upon accurate speedometer measurements and the beginning and end of each mile of each section will be plainly marked with flags.

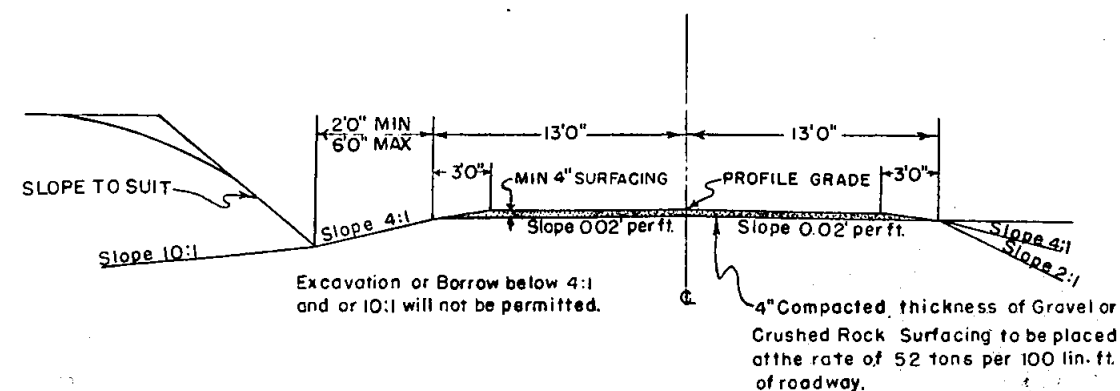
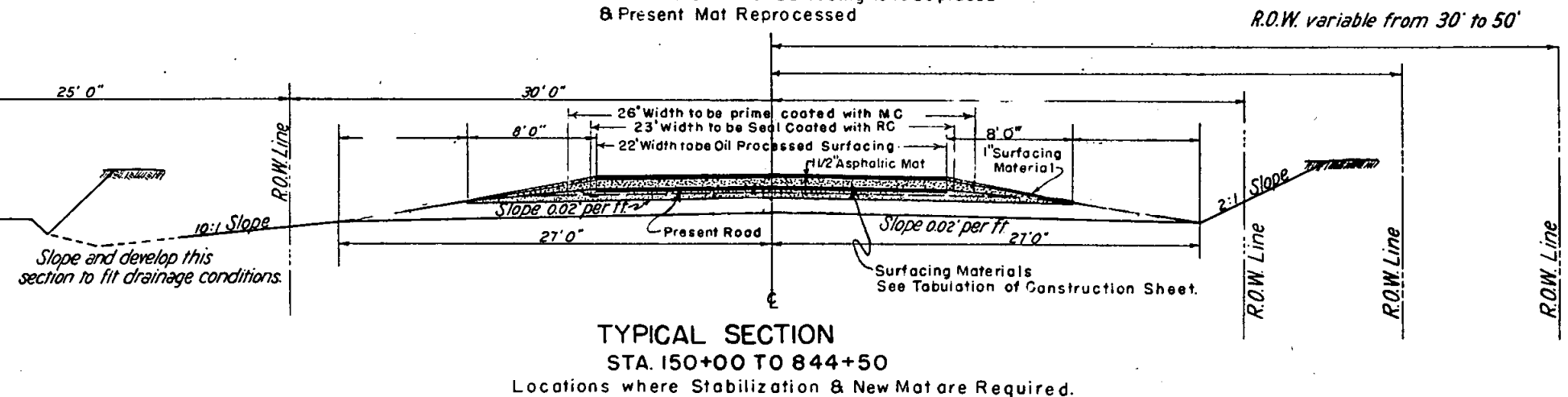
All curves are to be superelevated and widened as provided by the Standard Superelevation sheet included with the plans.

For preliminary plan quantities of Asphaltic Road Materials and Stone Screenings, the following rates of application were used.

Prime Coat MC	0.40 Gals. per Sq. Yd.	Seal Coat RC	0.12 Gals. per Sq. Yd.
Paving Asphalt 100-120 Penetration	5 Lbs. per Sq. Yd./Inch	Stone Screenings Type 4	12 Lbs. per Sq. Yd.
Approximate compacted thickness of Gravel or Crushed Rock Surfacing shall be placed in separate courses at the following approximate rates per 100 lin. ft. of roadway.			
Plant Mixed Oil Processed Surfacing.	19 Tons (Includes Asphaltic Material.)		
Bottom Course	See Tabulation of Construction Sheets.		
Surfacing for Shoulder Areas	9 Tons		

Shaping Roadbed shall take place over entire length of project, except in areas of roadway grading quantities as indicated on earthwork profile, and shown in Tabulation of Estimated Construction. Grade Lines shown through areas of Shaping Roadbed are for information only.

Δ Apply to Typical Sections Sta. 150+00 to Sta. 844+50.



Fill Slopes:
Slope 4:1 where "H" is 3' or less
Slope 2:1 where "H" is over 3'

SURFACING PLAN								
It is estimated that material for Gravel or Crushed Rock Surfacing for this 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	THICK- NESS	QUANTITY TONS USED			* OVERHAUL TON MILE		
			BOTTOM COURSE	TOP COURSE	SHOULDER AREA	BOTTOM COURSE	TOP COURSE	SHOULDER AREA
			GRADE 'D'	GRADE 'B'	GRADE 'D'			
Mile 0 to Mile 3		1"			1410			
Mile 3 to Mile 4		8"		345				
Mile 3 to Mile 4		1"			470			
Mile 4 to Mile 5		1"			470			
Mile 5 to Mile 8		6"	9000					
Mile 5 to Mile 8		6"		9746				
Mile 5 to Mile 8		1"			1410			
Mile 8 to Mile 13.29		1"			2487			
"R" LINE		1"			550			
"C" LINE		1"			474			
Mile 13.29 to Mile 19.21		4"	16 958					
SUB-TOTALS								
TOTALS			25958	10091	7271			
* Overhaul Deleted on this project								

TABULATION OF LENGTH AND DESIGN

STATION	ROADWAY LIN. FT.
150+00 to 439+61.4 Bk.= } Main Line 430+00.2 Aft. to 844+46.3 }	70,407.5
5 + 00 to 65 + 00 - "C" Line	6,000.0
5 + 00 to 57 + 78.0 - "R" Line	5,278.0
844 + 46.3 to 1157 + 00 - "X" Line	31,253.7
TOTAL	112,939.2
SUMMARY	
Roadway	LIN. FT. MILES 112,939.2 21.390
DESIGN DATA	
Maximum Degree of Curve	60°
Maximum Grade	7%
Minimum N.P.S.D.-Horizontal	> 1300'
Minimum N.P.S.D.-Vertical	221'
Maximum Design Speed	35 mi.

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM	UNIT	MAIN LINE	"C" LINE	"R" LINE	"X" LINE	PROJECT TOTAL
10X	Clearing & Grubbing	Mile	13.2	1.1	1.2		15.5
11a	Removing & Resetting Mail Boxes	Lump Sum	•	•	•	•	•
11b	Removing & Resetting Traffic Signals	Lump Sum	•	•	•	•	•
11c	Removal of 4 Structures	Lump Sum	•	•	•	•	•
11d	Remove & Reset Guard Posts	Each	150				150
12a	Removing Fence	Lin. Ft.				7,900	7,900
13c	Unclassified Excavation	Cu. Yd.				35,000	35,000
13d	Unclassified Ditch Excavation	Cu. Yd.				400	400
14X	Unclassified Structural Excavation	Cu. Yd.				150	150
16a	Structure Backfill (Class 1)	Cu. Yd.				270	270
16c	Mechanical Tamping	Hour				70	70
17c	Rolling with Flat Wheeled Roller (Tandem)	Hour	72	1	2	35	110
17e	Rolling with Rubber Tired Roller	Hour	47		1	12	60
17h	Furnishing Flat Wheeled Roller (Tandem)	Each	0.5	0.1	0.1	0.3	1
17j	Furnishing Rubber Tired Roller	Each	0.5	0.1	0.1	0.3	1
17k	Wetting	M Gal.	391	7	8	254	660
26b	Gravel or Crushed Rock Surfacing (Grading C)	Ton	10,200				10,200
26d	Gravel or Crushed Rock Surfacing (Grading D)	Ton	15,318	474	550	16,958	33,300
29X	Asphalt (100-120 Penetration)	Ton	88	1	1		90
30x	Asphaltic Road Material MC	Gal.	10,850	300	250		11,400
30y	Asphaltic Road Material RC	Gal.	820	90	90		1,000
31f	Stone Screenings (Type 4)	Ton	33	4	3		40
32a	Plant Mixed Asphaltic Surfacing	Ton	1,500				1,500
32x	Plant Mixed Asphaltic Patching Material	Ton	223	6	11		240
53b	18" Corrugated Metal Culvert Pipe	Lin. Ft.				554	554
53c	24" Corrugated Metal Culvert Pipe	Lin. Ft.				156	156
53k	72" Corrugated Metal Culvert Pipe	Lin. Ft.				74	74
76a	Barbed Wire Fence with Treated Wooden Posts	Lin. Ft.				7,900	7,900
76g	Barbed Wire Gates	Each				1	1
102	Scarify & Reprocess Oil Mat	Sq. Yd.	4,449	612	489		5,550
119	Shaping Roadbed	Mile	18.3	1.0	1.2	2.9	18.4

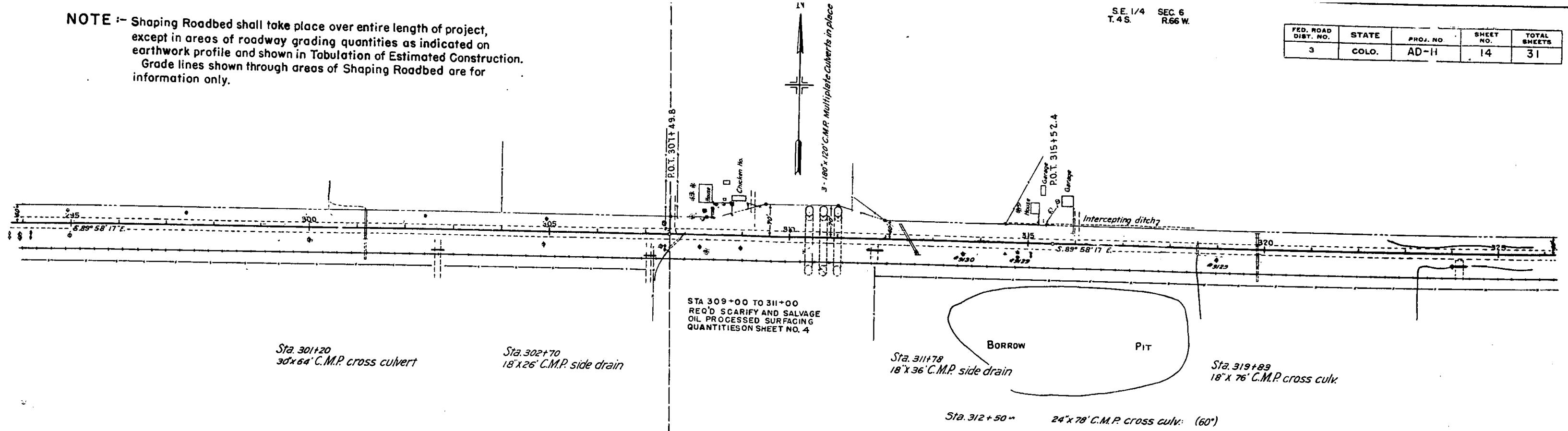
FENCING REQUIREMENTS

STATION	SIDE	REMOVE FENCE	BUILD B.W. FENCE	GATES NO. BARB. WIRE
845 + 00				1
844 + 87 to 897 + 45	Lt.	5258	5258	
950 + 26 to 975 + 80	Lt.	2564	2564	
TOTALS		7822	7822	1

NOTE :- Shaping Roadbed shall take place over entire length of project, except in areas of roadway grading quantities as indicated on earthwork profile and shown in Tabulation of Estimated Construction. Grade lines shown through areas of Shaping Roadbed are for information only.

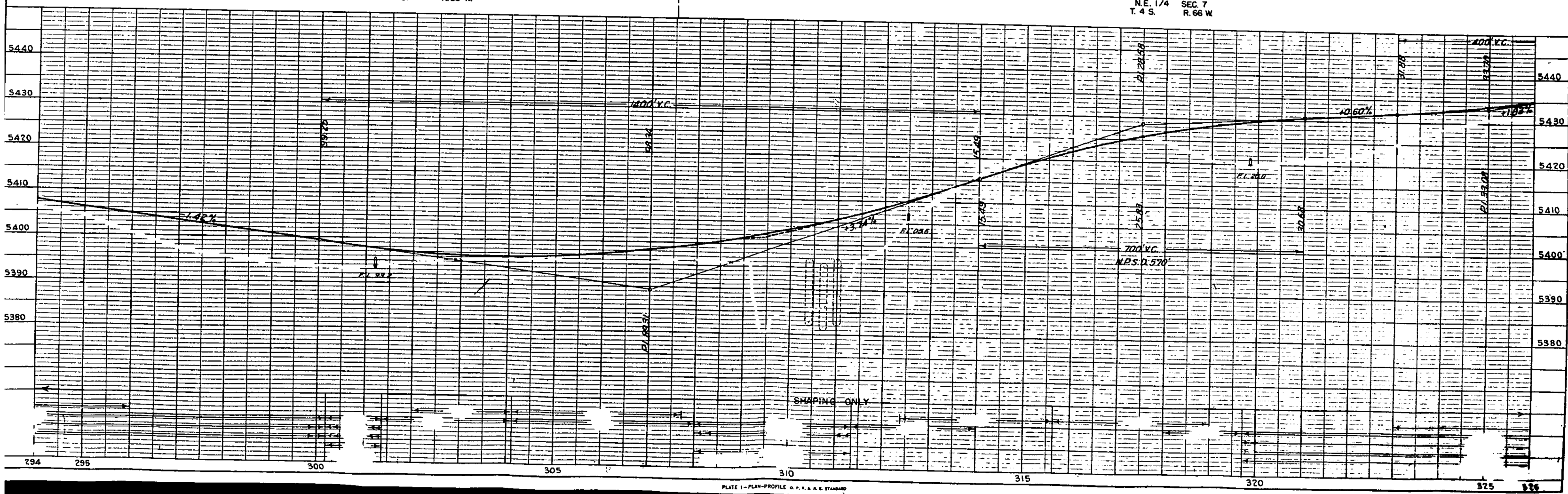
SE. 1/4 SEC. 6
T. 4 S. R. 66 W.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	AD-H	14	31



N.W. 1/4 SEC. 7
T. 4 S. R. 66 W.

N.E. 1/4 SEC. 7
T. 4 S. R. 66 W.

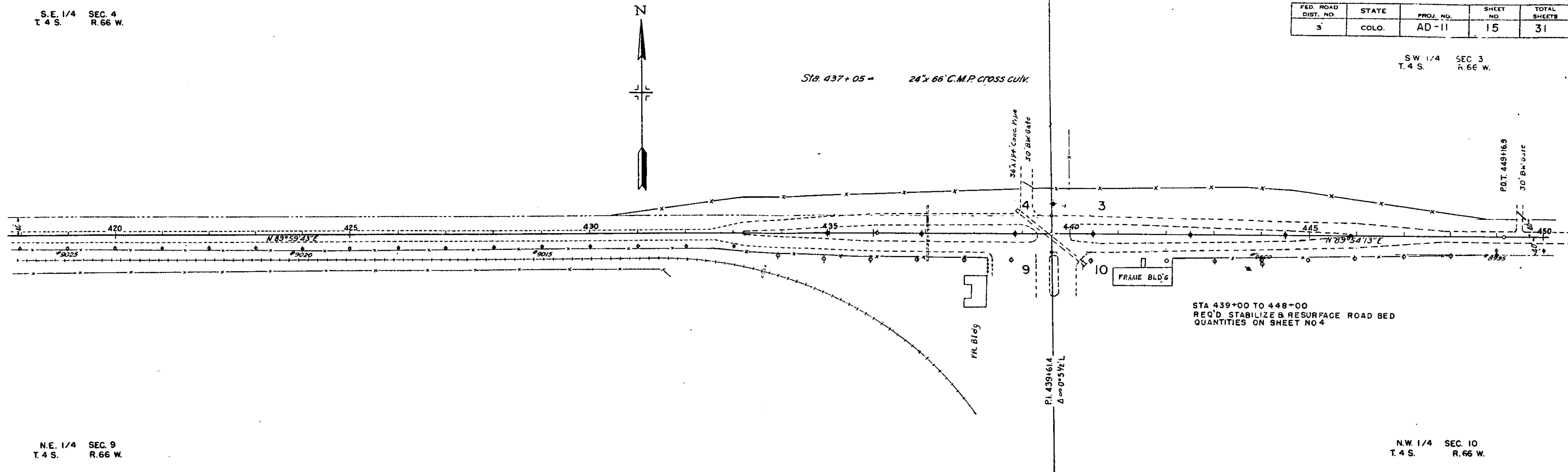


S.E. 1/4 SEC. 4
T. 4 S. R. 66 W.

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	AD-11	15	31

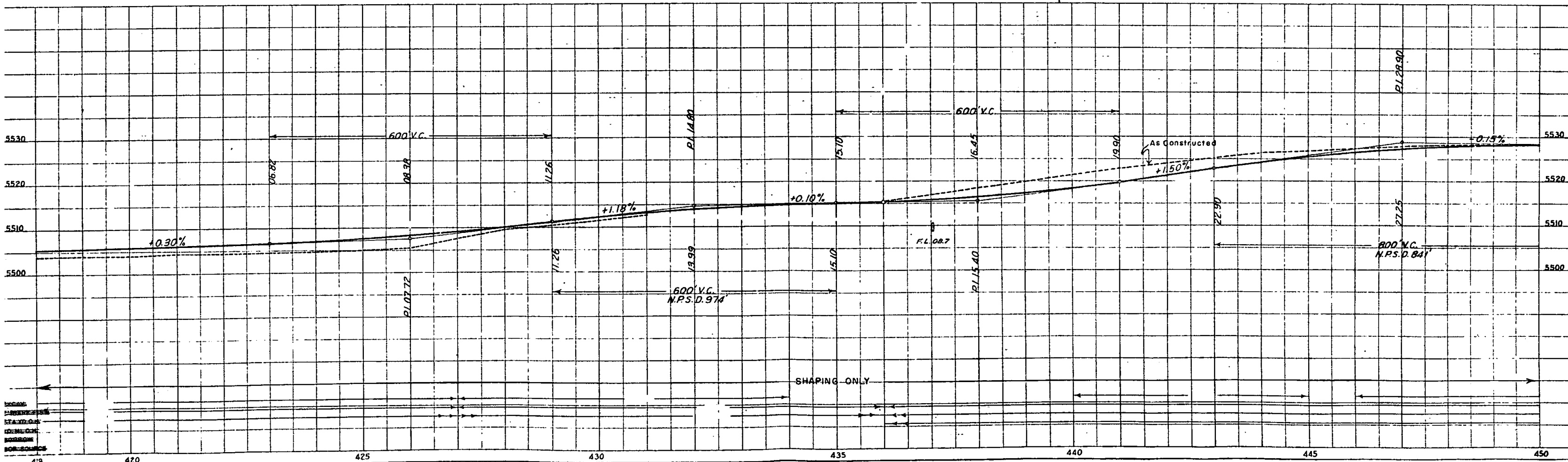
SW 1/4 SEC. 3
T. 4 S. R. 66 W.

Sta. 437+05 = 24'x66' C.M.P. CROSS CULV.



N.E. 1/4 SEC. 9
T. 4 S. R. 66 W.

N.W. 1/4 SEC. 10
T. 4 S. R. 66 W.



S.W. 1/4 SEC. 3
T. 4 S. R. 66 W.

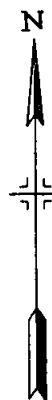
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	
3	COLO.	AD-II	16	31

S.E. 1/4 SEC. 3
T. 4 S. R. 66 W.

STA 453+00 TO 495+00
REQ'D STABILIZE & RESURFACE ROAD BED
QUANTITIES ON SHEET NO 4 & 5

+50 58'
Sta. 456+50 - 1870' 24"x72" C.M.P. Cross Culv. - 1 Hdw.

P.O.T. 464+418



B.M. On R/W & Ref. Pt. Marker
40' Lt. Sta. 465+50
Elev. 5519.86

Sta. 477+50 - 1870' 20 cu. yds. of embank. for road approach, rt.

Sta. 466+00 - 1870' 60 cu. yds. of embank. for road approach rt. and 18"x40" C.M.P. side drain rt.

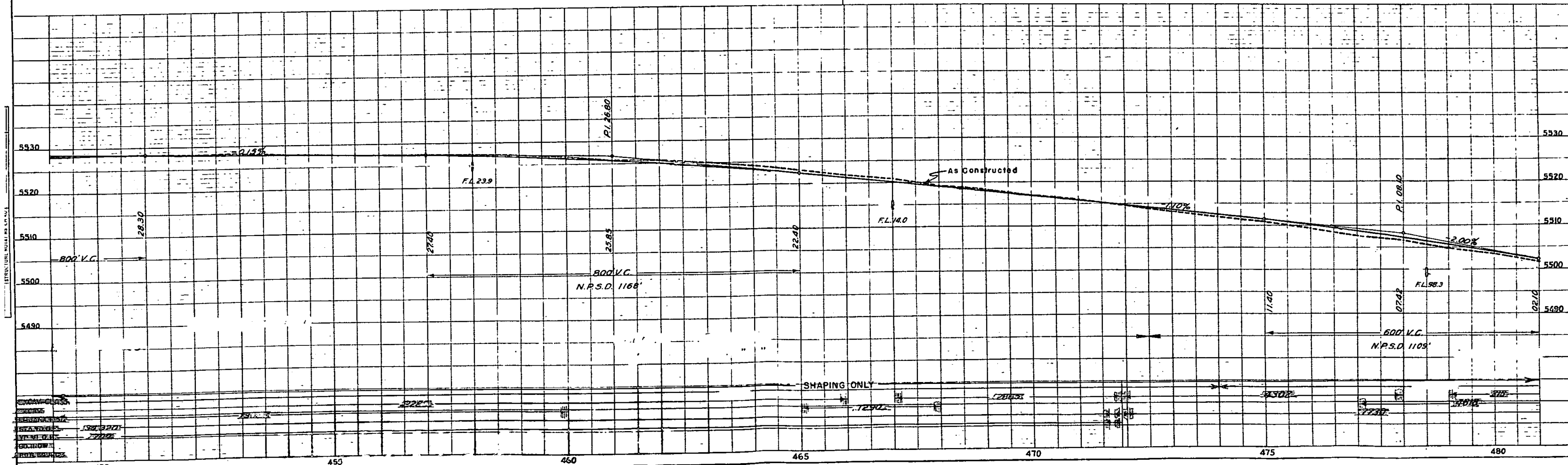
Sta. 467+00 - 1870' 24"x60" C.M.P. cross culv. 72'

Sta. 478+50 - 1870' 24"x72" C.M.P. cross culv. - 1 Hdw.

N.W. 1/4 SEC. 10
T. 4 S. R. 66 W.

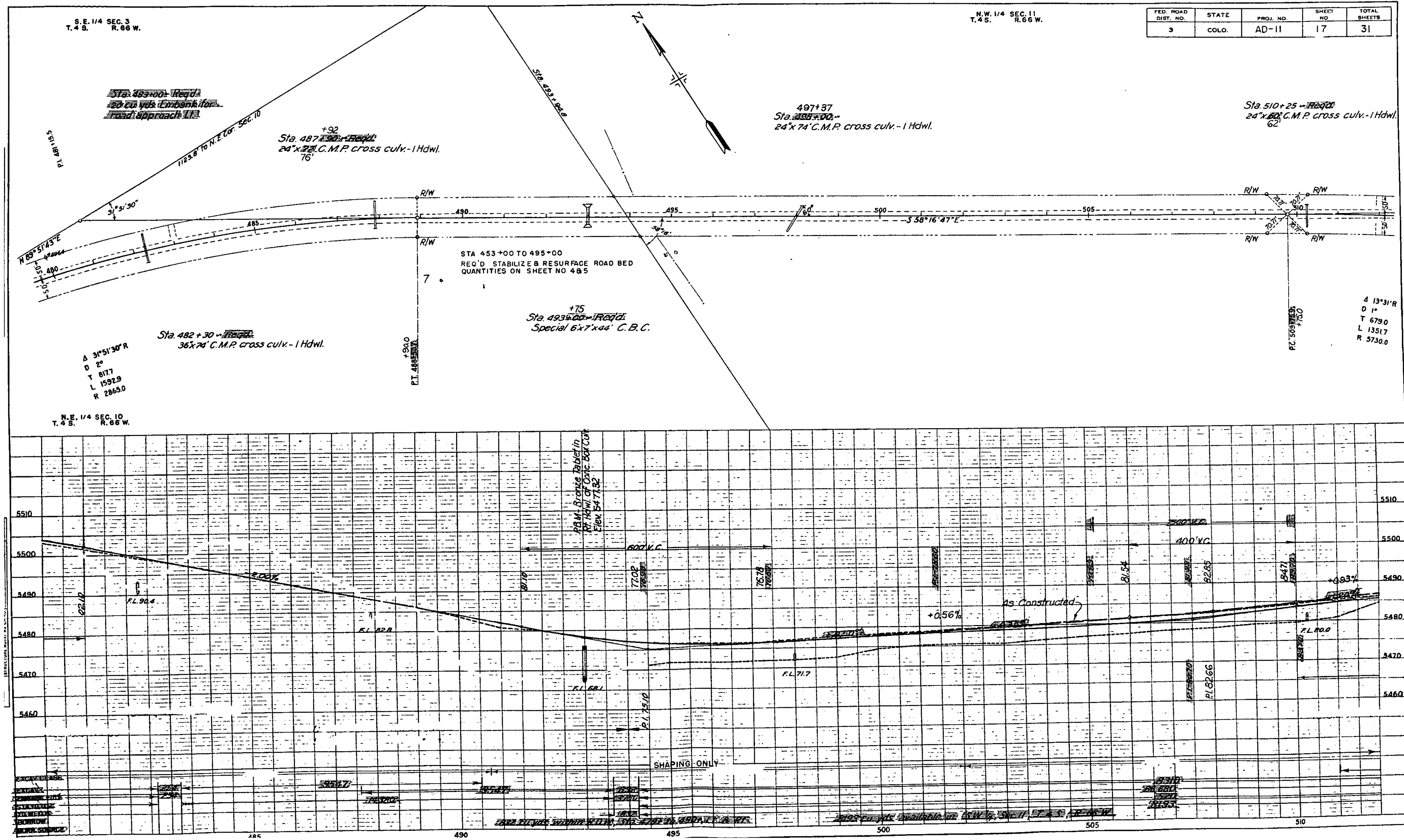
N.E. 1/4 SEC. 10
T. 4 S. R. 66 W.

Δ 31°51'30"R
D 2°
T 817.7
L 1592.9
R 2865.0

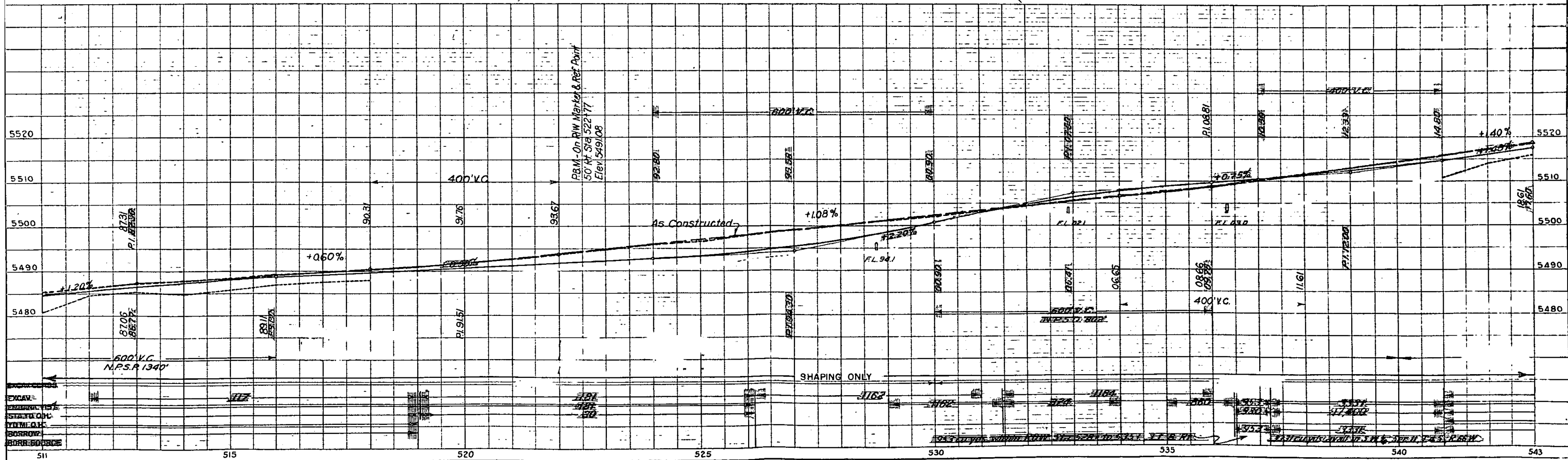
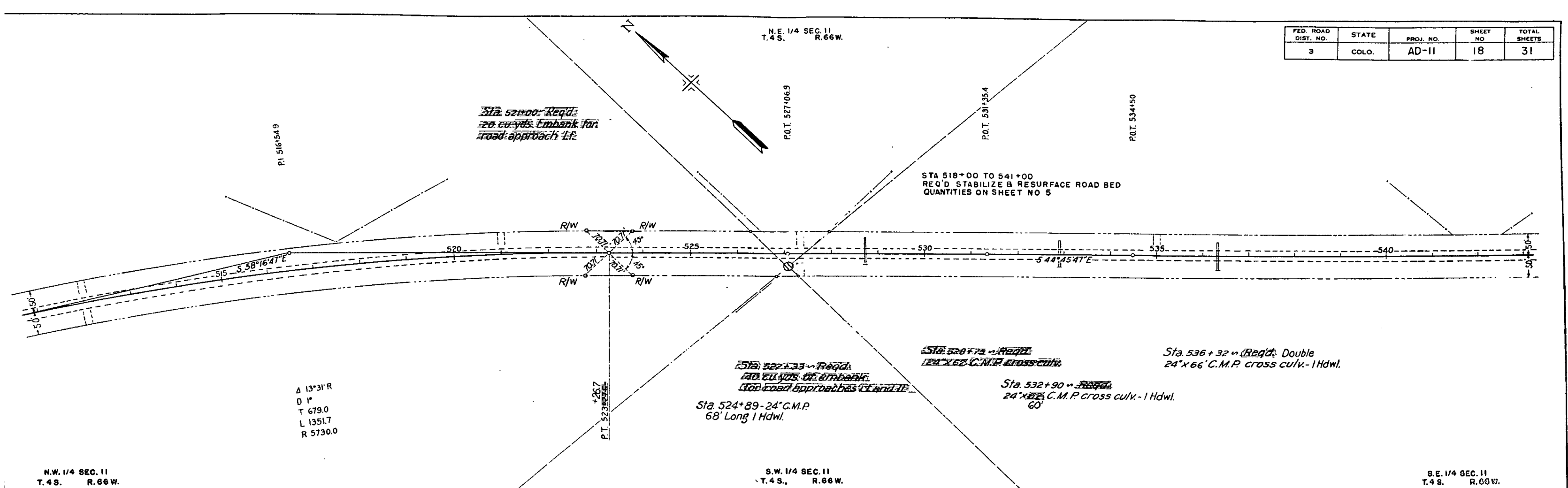


N.W. 1/4 SEC. 11
T. 4 S. R. 66 W.

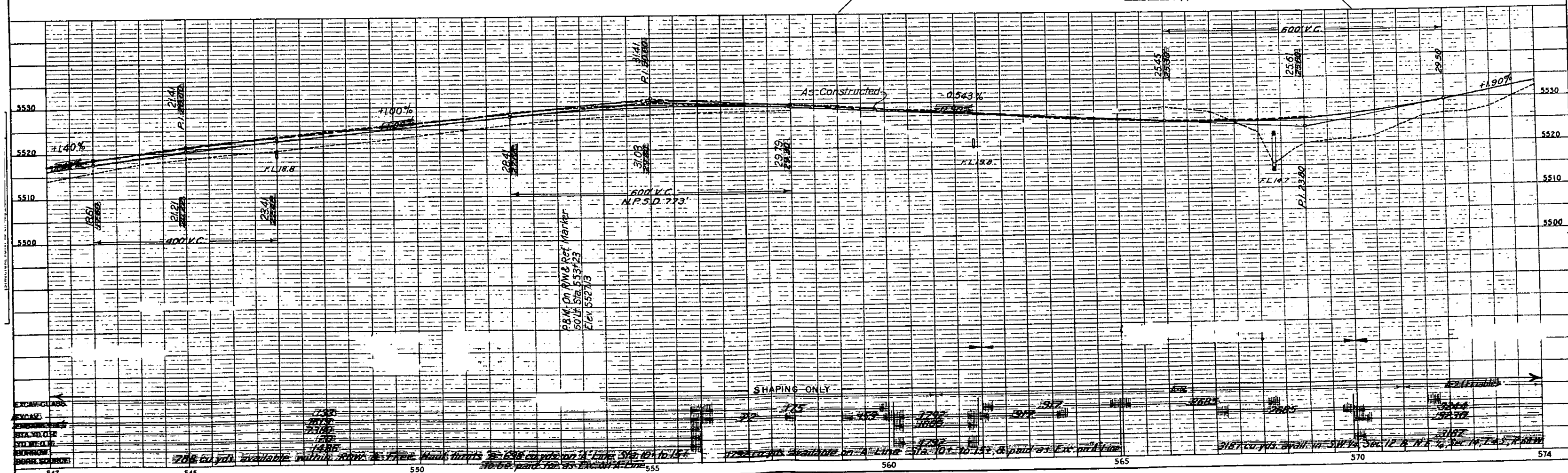
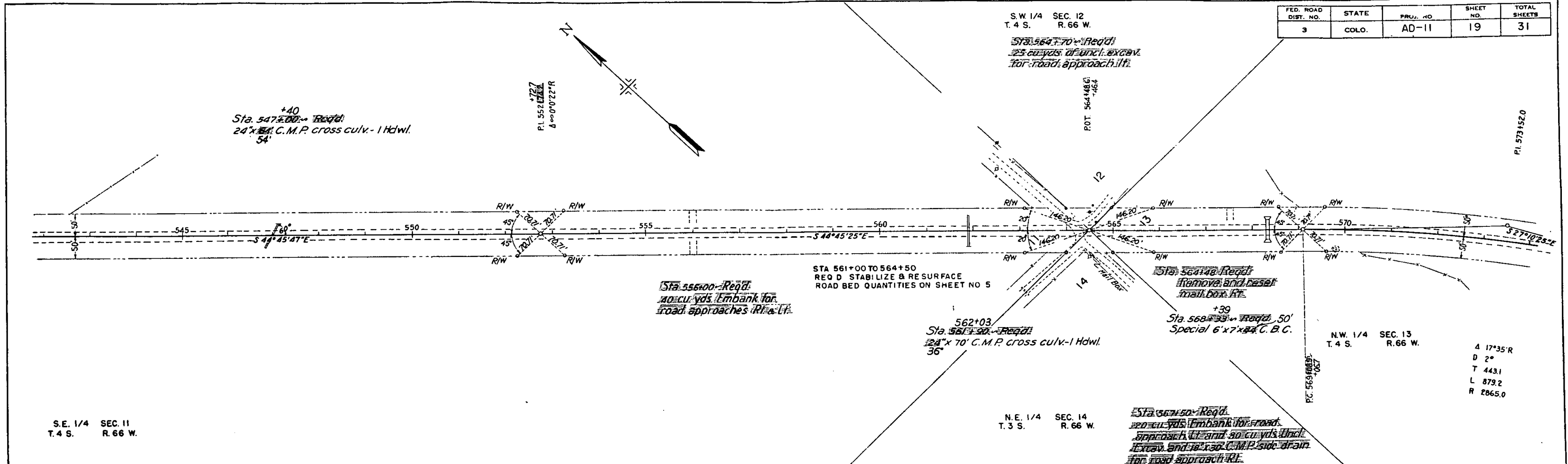
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO	TOTAL SHEETS
3	COLO.	AD-11	17	31



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	AD-II	18	31



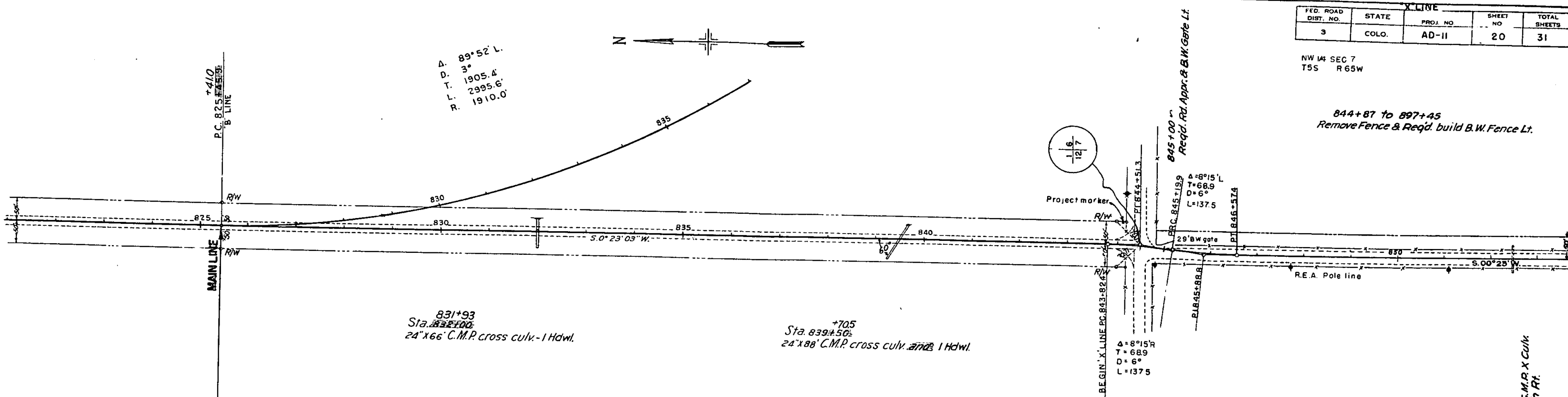
FED. ROAD DIST. NO.	STATE	PROJ. NO	SHEET NO.	TOTAL SHEETS
3	COLO.	AD-11	19	31



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	AD-II	20	31

NW 1/4 SEC 7
T5S R65W

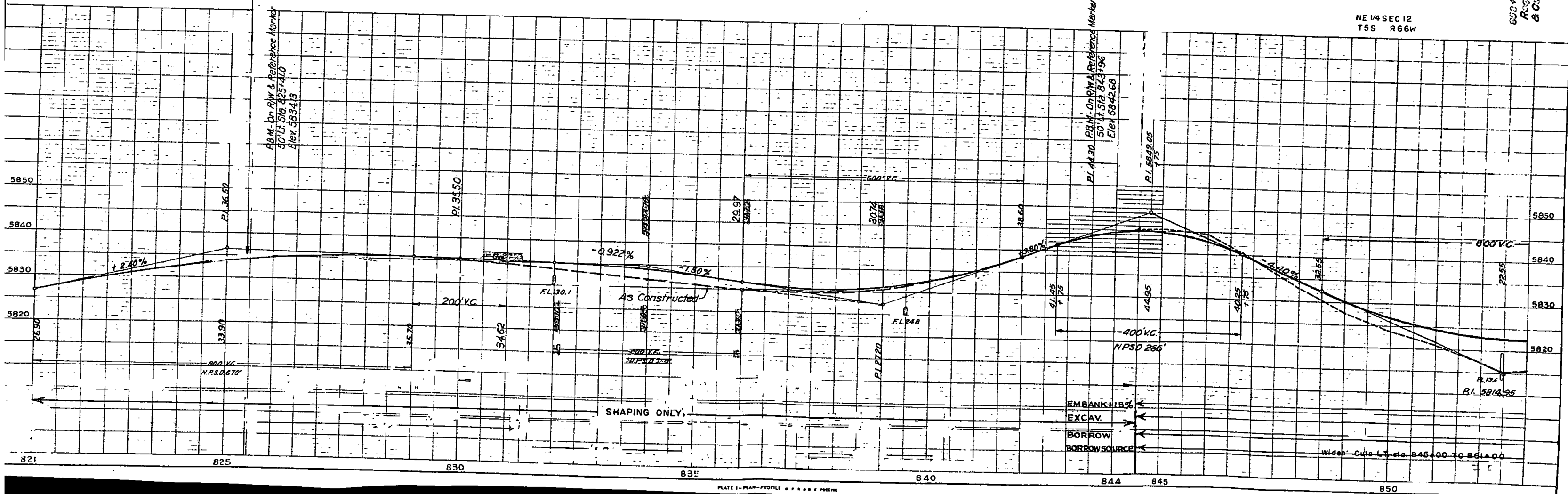
844+87 to 897+45
Remove Fence & Req'd. build B.W. Fence Lt.



S.E. 1/4 SEC. 1
T5S., R.66W.

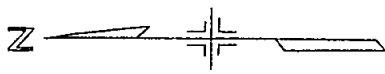
NE 1/4 SEC 12
T5S R66W

602+46 ~
Road 72x60' C.M.P. X Culv.
& Culvert Ditch Rt.



852+46 ~
Req'd. 72"x60" C.M.P. X Culv.
& Outlet Ditch Rt.

NW 1/4 SEC 7
T5S R65W

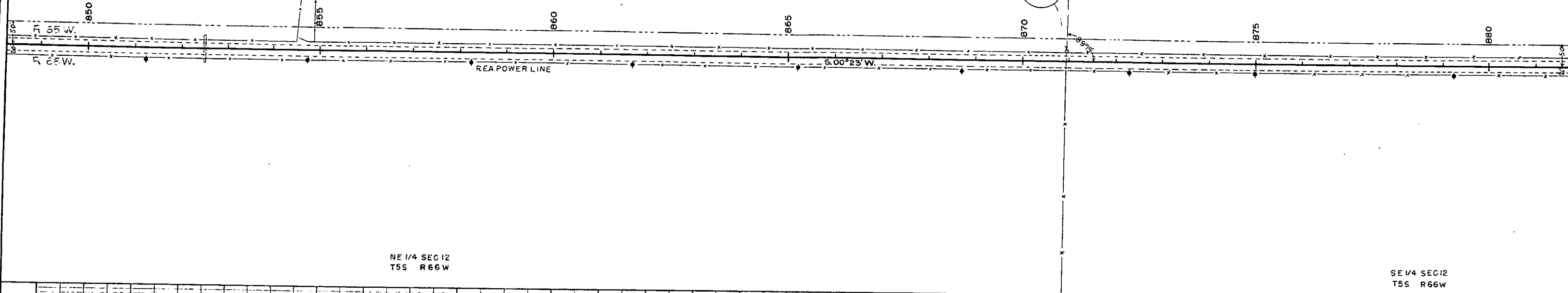


844+87 to 897+45 ~
Remove Fence & Req'd. build B.W. Fence Lt.

"X" LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-II	21	31

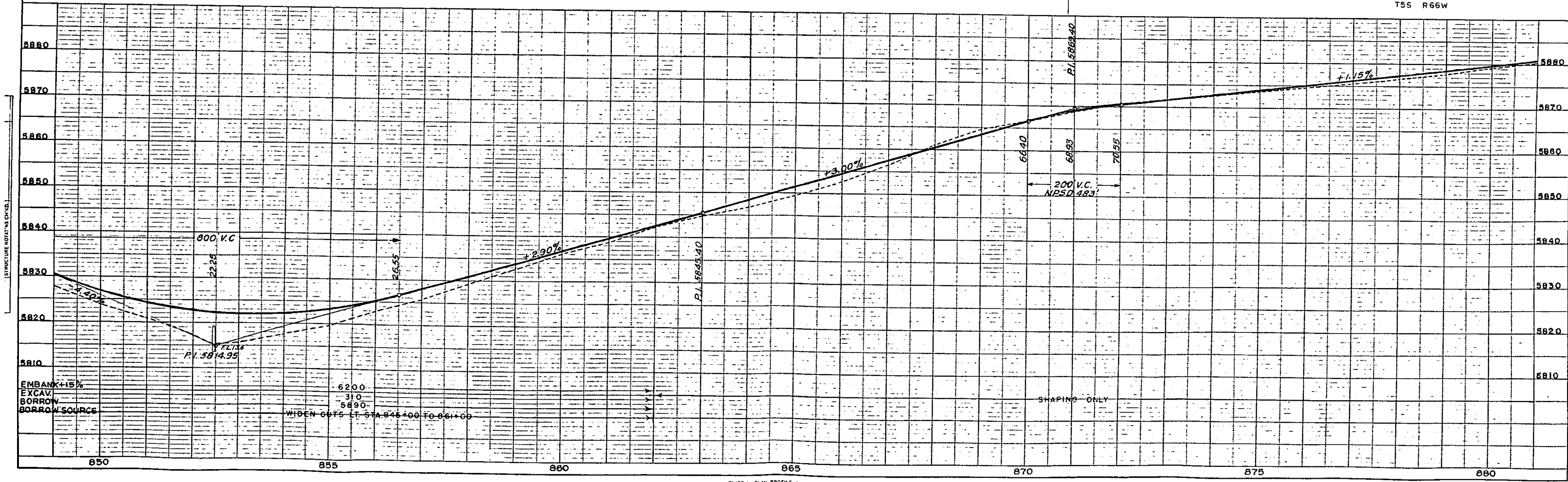
SW 1/4 SEC. 7
T5S R65W

NO. OF WY CHECKED

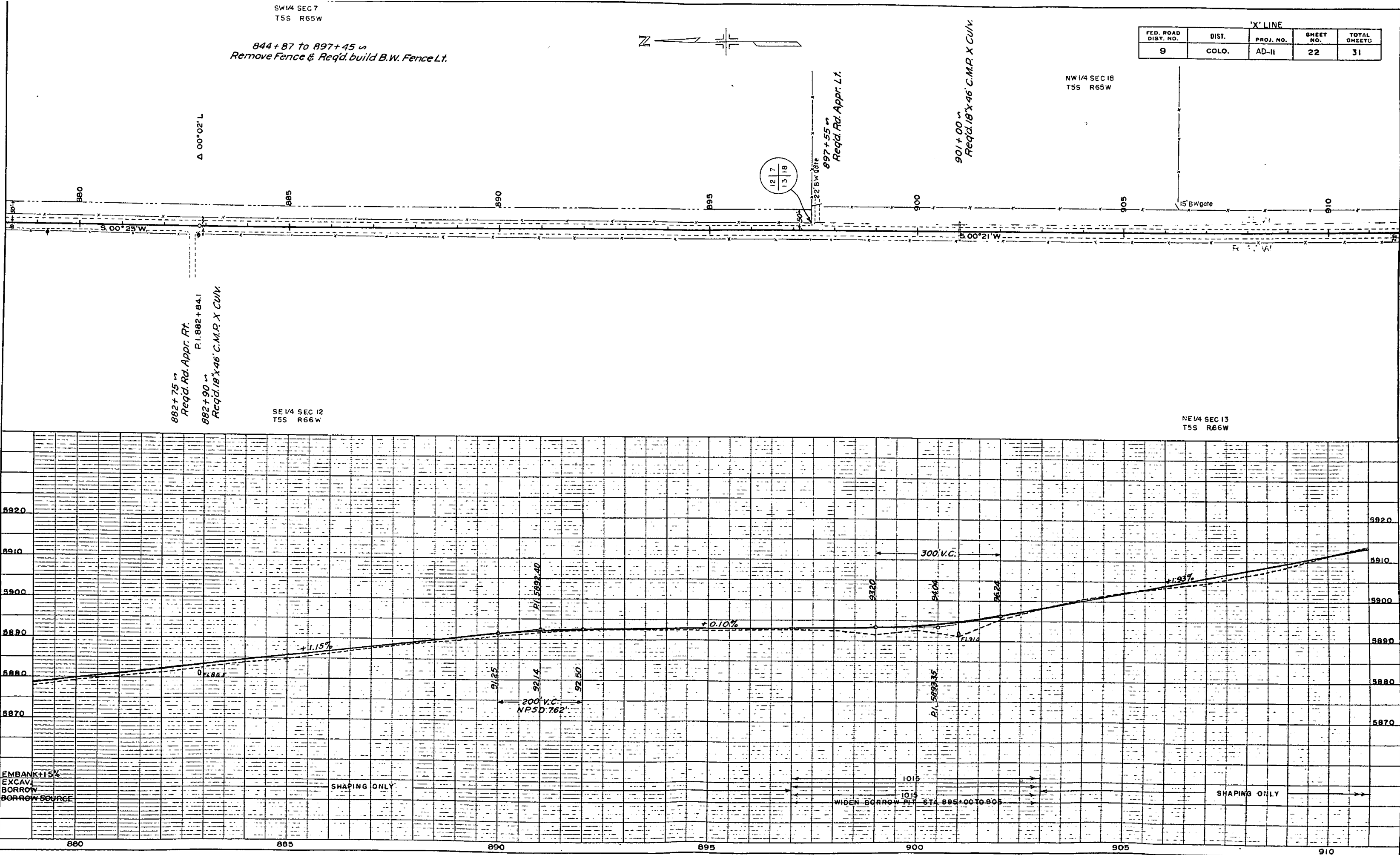


NE 1/4 SEC 12
T5S R66W

SE 1/4 SEC 12
T5S R66W



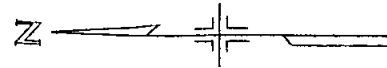
NO. 1
NO. 2
NO. 3
NO. 4
NO. 5
NO. 6
NO. 7
NO. 8
NO. 9
NO. 10
NO. 11
NO. 12
NO. 13
NO. 14
NO. 15
NO. 16
NO. 17
NO. 18
NO. 19
NO. 20
NO. 21
NO. 22
NO. 23
NO. 24
NO. 25
NO. 26
NO. 27
NO. 28
NO. 29
NO. 30
NO. 31
NO. 32
NO. 33
NO. 34
NO. 35
NO. 36
NO. 37
NO. 38
NO. 39
NO. 40
NO. 41
NO. 42
NO. 43
NO. 44
NO. 45
NO. 46
NO. 47
NO. 48
NO. 49
NO. 50
NO. 51
NO. 52
NO. 53
NO. 54
NO. 55
NO. 56
NO. 57
NO. 58
NO. 59
NO. 60
NO. 61
NO. 62
NO. 63
NO. 64
NO. 65
NO. 66
NO. 67
NO. 68
NO. 69
NO. 70
NO. 71
NO. 72
NO. 73
NO. 74
NO. 75
NO. 76
NO. 77
NO. 78
NO. 79
NO. 80
NO. 81
NO. 82
NO. 83
NO. 84
NO. 85
NO. 86
NO. 87
NO. 88
NO. 89
NO. 90
NO. 91
NO. 92
NO. 93
NO. 94
NO. 95
NO. 96
NO. 97
NO. 98
NO. 99
NO. 100
NO. 101
NO. 102
NO. 103
NO. 104
NO. 105
NO. 106
NO. 107
NO. 108
NO. 109
NO. 110
NO. 111
NO. 112
NO. 113
NO. 114
NO. 115
NO. 116
NO. 117
NO. 118
NO. 119
NO. 120
NO. 121
NO. 122
NO. 123
NO. 124
NO. 125
NO. 126
NO. 127
NO. 128
NO. 129
NO. 130
NO. 131
NO. 132
NO. 133
NO. 134
NO. 135
NO. 136
NO. 137
NO. 138
NO. 139
NO. 140
NO. 141
NO. 142
NO. 143
NO. 144
NO. 145
NO. 146
NO. 147
NO. 148
NO. 149
NO. 150
NO. 151
NO. 152
NO. 153
NO. 154
NO. 155
NO. 156
NO. 157
NO. 158
NO. 159
NO. 160
NO. 161
NO. 162
NO. 163
NO. 164
NO. 165
NO. 166
NO. 167
NO. 168
NO. 169
NO. 170
NO. 171
NO. 172
NO. 173
NO. 174
NO. 175
NO. 176
NO. 177
NO. 178
NO. 179
NO. 180
NO. 181
NO. 182
NO. 183
NO. 184
NO. 185
NO. 186
NO. 187
NO. 188
NO. 189
NO. 190
NO. 191
NO. 192
NO. 193
NO. 194
NO. 195
NO. 196
NO. 197
NO. 198
NO. 199
NO. 200
NO. 201
NO. 202
NO. 203
NO. 204
NO. 205
NO. 206
NO. 207
NO. 208
NO. 209
NO. 210
NO. 211
NO. 212
NO. 213
NO. 214
NO. 215
NO. 216
NO. 217
NO. 218
NO. 219
NO. 220
NO. 221
NO. 222
NO. 223
NO. 224
NO. 225
NO. 226
NO. 227
NO. 228
NO. 229
NO. 230
NO. 231
NO. 232
NO. 233
NO. 234
NO. 235
NO. 236
NO. 237
NO. 238
NO. 239
NO. 240
NO. 241
NO. 242
NO. 243
NO. 244
NO. 245
NO. 246
NO. 247
NO. 248
NO. 249
NO. 250
NO. 251
NO. 252
NO. 253
NO. 254
NO. 255
NO. 256
NO. 257
NO. 258
NO. 259
NO. 260
NO. 261
NO. 262
NO. 263
NO. 264
NO. 265
NO. 266
NO. 267
NO. 268
NO. 269
NO. 270
NO. 271
NO. 272
NO. 273
NO. 274
NO. 275
NO. 276
NO. 277
NO. 278
NO. 279
NO. 280
NO. 281
NO. 282
NO. 283
NO. 284
NO. 285
NO. 286
NO. 287
NO. 288
NO. 289
NO. 290
NO. 291
NO. 292
NO. 293
NO. 294
NO. 295
NO. 296
NO. 297
NO. 298
NO. 299
NO. 300
NO. 301
NO. 302
NO. 303
NO. 304
NO. 305
NO. 306
NO. 307
NO. 308
NO. 309
NO. 310
NO. 311
NO. 312
NO. 313
NO. 314
NO. 315
NO. 316
NO. 317
NO. 318
NO. 319
NO. 320
NO. 321
NO. 322
NO. 323
NO. 324
NO. 325
NO. 326
NO. 327
NO. 328
NO. 329
NO. 330
NO. 331
NO. 332
NO. 333
NO. 334
NO. 335
NO. 336
NO. 337
NO. 338
NO. 339
NO. 340
NO. 341
NO. 342
NO. 343
NO. 344
NO. 345
NO. 346
NO. 347
NO. 348
NO. 349
NO. 350
NO. 351
NO. 352
NO. 353
NO. 354
NO. 355
NO. 356
NO. 357
NO. 358
NO. 359
NO. 360
NO. 361
NO. 362
NO. 363
NO. 364
NO. 365
NO. 366
NO. 367
NO. 368
NO. 369
NO. 370
NO. 371
NO. 372
NO. 373
NO. 374
NO. 375
NO. 376
NO. 377
NO. 378
NO. 379
NO. 380
NO. 381
NO. 382
NO. 383
NO. 384
NO. 385
NO. 386
NO. 387
NO. 388
NO. 389
NO. 390
NO. 391
NO. 392
NO. 393
NO. 394
NO. 395
NO. 396
NO. 397
NO. 398
NO. 399
NO. 400
NO. 401
NO. 402
NO. 403
NO. 404
NO. 405
NO. 406
NO. 407
NO. 408
NO. 409
NO. 410
NO. 411
NO. 412
NO. 413
NO. 414
NO. 415
NO. 416
NO. 417
NO. 418
NO. 419
NO. 420
NO. 421
NO. 422
NO. 423
NO. 424
NO. 425
NO. 426
NO. 427
NO. 428
NO. 429
NO. 430
NO. 431
NO. 432
NO. 433
NO. 434
NO. 435
NO. 436
NO. 437
NO. 438
NO. 439
NO. 440
NO. 441
NO. 442
NO. 443
NO. 444
NO. 445
NO. 446
NO. 447
NO. 448
NO. 449
NO. 450
NO. 451
NO. 452
NO. 453
NO. 454
NO. 455
NO. 456
NO. 457
NO. 458
NO. 459
NO. 460
NO. 461
NO. 462
NO. 463
NO. 464
NO. 465
NO. 466
NO. 467
NO. 468
NO. 469
NO. 470
NO. 471
NO. 472
NO. 473
NO. 474
NO. 475
NO. 476
NO. 477
NO. 478
NO. 479
NO. 480
NO. 481
NO. 482
NO. 483
NO. 484
NO. 485
NO. 486
NO. 487
NO. 488
NO. 489
NO. 490
NO. 491
NO. 492
NO. 493
NO. 494
NO. 495
NO. 496
NO. 497
NO. 498
NO. 499
NO. 500
NO. 501
NO. 502
NO. 503
NO. 504
NO. 505
NO. 506
NO. 507
NO. 508
NO. 509
NO. 510
NO. 511
NO. 512
NO. 513
NO. 514
NO. 515
NO. 516
NO. 517
NO. 518
NO. 519
NO. 520
NO. 521
NO. 522
NO. 523
NO. 524
NO. 525
NO. 526
NO. 527
NO. 528
NO. 529
NO. 530
NO. 531
NO. 532
NO. 533
NO. 534
NO. 535
NO. 536
NO. 537
NO. 538
NO. 539
NO. 540
NO. 541
NO. 542
NO. 543
NO. 544
NO. 545
NO. 546
NO. 547
NO. 548
NO. 549
NO. 550
NO. 551
NO. 552
NO. 553
NO. 554
NO. 555
NO. 556
NO. 557
NO. 558
NO. 559
NO. 560
NO. 561
NO. 562
NO. 563
NO. 564
NO. 565
NO. 566
NO. 567
NO. 568
NO. 569
NO. 570
NO. 571
NO. 572
NO. 573
NO. 574
NO. 575
NO. 576
NO. 577
NO. 578
NO. 579
NO. 580
NO. 581
NO. 582
NO. 583
NO. 584
NO. 585
NO. 586
NO. 587
NO. 588
NO. 589
NO. 590
NO. 591
NO. 592
NO. 593
NO. 594
NO. 595
NO. 596
NO. 597
NO. 598
NO. 599
NO. 600
NO. 601
NO. 602
NO. 603
NO. 604
NO. 605
NO. 606
NO. 607
NO. 608
NO. 609
NO. 610
NO. 611
NO. 612
NO. 613
NO. 614
NO. 615
NO. 616
NO. 617
NO. 618
NO. 619
NO. 620
NO. 621
NO. 622
NO. 623
NO. 624
NO. 625
NO. 626
NO. 627
NO. 628
NO. 629
NO. 630
NO. 631
NO. 632
NO. 633
NO. 634
NO. 635
NO. 636
NO. 637
NO. 638
NO. 639
NO. 640
NO. 641
NO. 642
NO. 643
NO. 644
NO. 645
NO. 646
NO. 647
NO. 648
NO. 649
NO. 650
NO. 651
NO. 652
NO. 653
NO. 654
NO. 655
NO. 656
NO. 657
NO. 658
NO. 659
NO. 660
NO. 661
NO. 662
NO. 663
NO. 664
NO. 665
NO. 666
NO. 667
NO. 668
NO. 669
NO. 670
NO. 671
NO. 672
NO. 673
NO. 674
NO. 675
NO. 676
NO. 677
NO. 678
NO. 679
NO. 680
NO. 681
NO. 682
NO. 683
NO. 684
NO. 685
NO. 686
NO. 687
NO. 688
NO. 689
NO. 690
NO. 691
NO. 692
NO. 693
NO. 694
NO. 695
NO. 696
NO. 697
NO. 698
NO. 699
NO. 700
NO. 701
NO. 702
NO. 703
NO. 704
NO. 705
NO. 706
NO. 707
NO. 708
NO. 709
NO. 710
NO. 711
NO. 712
NO. 713
NO. 714
NO. 715
NO. 716
NO. 717
NO. 718
NO. 719
NO. 720
NO. 721
NO. 722
NO. 723
NO. 724
NO. 725
NO. 726
NO. 727
NO. 728
NO. 729
NO. 730
NO. 731
NO. 732
NO. 733
NO. 734
NO. 735
NO. 736
NO. 737
NO. 738
NO. 739
NO. 740
NO. 741
NO. 742
NO. 743
NO. 744
NO. 745
NO. 746
NO. 747
NO. 748
NO. 749
NO. 750
NO. 751
NO. 752
NO. 753
NO. 754
NO. 755
NO. 756
NO. 757
NO. 758
NO. 759
NO. 760
NO. 761
NO. 762
NO. 763
NO. 764
NO. 765
NO. 766
NO. 767
NO. 768
NO. 769
NO. 770
NO. 771
NO. 772
NO. 773
NO. 774
NO. 775
NO. 776
NO. 777
NO. 778
NO. 779
NO. 780
NO. 781
NO. 782
NO. 783
NO. 784
NO. 785
NO. 786
NO. 787
NO. 788
NO. 789
NO. 790
NO. 791
NO. 792
NO. 793
NO. 794
NO. 795
NO. 796
NO. 797
NO. 798
NO. 799
NO. 800
NO. 801
NO. 802
NO. 803
NO. 804
NO. 805
NO. 806
NO. 807
NO. 808
NO. 809
NO. 810
NO. 811
NO. 812
NO. 813
NO. 814
NO. 815
NO. 816
NO. 817
NO. 818
NO. 819
NO. 820
NO. 821
NO. 822
NO. 823
NO. 824
NO. 825
NO. 826
NO. 827
NO. 828
NO. 829
NO. 830
NO. 831
NO. 832
NO. 833
NO. 834
NO. 835
NO. 836
NO. 837
NO. 838
NO. 839
NO. 840
NO. 841
NO. 842
NO. 843
NO. 844
NO. 845
NO. 846
NO. 847
NO. 848
NO. 849
NO. 850
NO. 851
NO. 852
NO. 853
NO. 854
NO. 855
NO. 856
NO. 857
NO. 858
NO. 859
NO. 860
NO. 861
NO. 862
NO. 863
NO. 864
NO. 865
NO. 866
NO. 867
NO. 868
NO. 869
NO. 870
NO. 871
NO. 872
NO. 873
NO. 874
NO. 875
NO. 876
NO. 877
NO. 878
NO. 879
NO. 880
NO. 881
NO. 882
NO. 883
NO. 884
NO. 885
NO. 886
NO. 887
NO. 888
NO. 889
NO. 890
NO. 891
NO. 892
NO. 893
NO. 894
NO. 895
NO. 896
NO. 897
NO. 898
NO. 899
NO. 900
NO. 901
NO. 902
NO. 903
NO. 904
NO. 905
NO. 906
NO. 907
NO. 908
NO. 909
NO. 910
NO. 911
NO. 912
NO. 913
NO. 914
NO. 915
NO. 916
NO. 917
NO. 918
NO. 919
NO. 920
NO. 921
NO. 922
NO. 923
NO. 924
NO. 925
NO. 926
NO. 927
NO. 928
NO. 929
NO. 930
NO. 931
NO. 932
NO. 933
NO. 934
NO. 935
NO. 936
NO. 937
NO. 938
NO. 939
NO. 940
NO. 941
NO. 942
NO. 943
NO. 944
NO. 945
NO. 946
NO. 947
NO. 948
NO. 949
NO. 950
NO. 951
NO. 952
NO. 953
NO. 954
NO. 955
NO. 956
NO. 957
NO. 958
NO. 959
NO. 960
NO. 961
NO. 962
NO. 963
NO. 964
NO. 965
NO. 966
NO. 967
NO. 968
NO. 969
NO. 970
NO. 971
NO. 972
NO. 973
NO. 974
NO. 975
NO. 976
NO. 977
NO. 978
NO. 979
NO. 980
NO. 981
NO. 982
NO. 983
NO. 984
NO. 985
NO. 986
NO. 987
NO. 988
NO. 989
NO. 990
NO. 991
NO. 992
NO. 993
NO. 994
NO. 995
NO. 996
NO. 997
NO. 998
NO. 999
NO. 1000



X' LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-II	22	31

SW 1/4 SEC 7
T5S R65W

844+87 to 897+45 ~
Remove Fence & Req'd. build B.W. Fence Lt.



X' LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-II	22	31

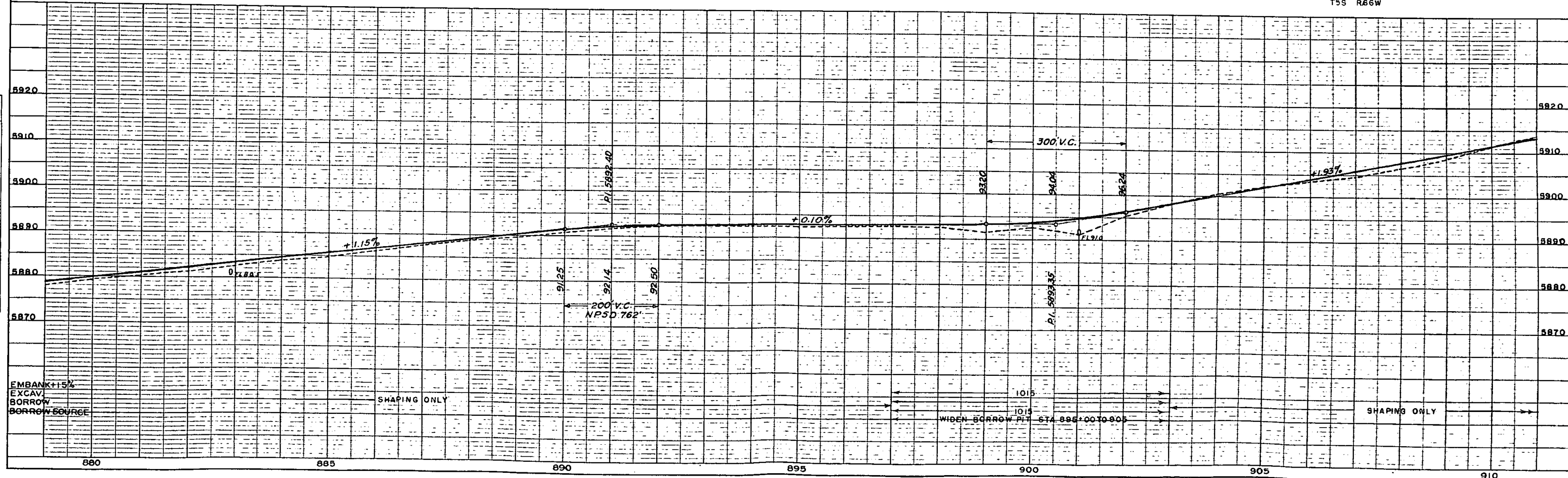
NW 1/4 SEC 18
T5S R65W

Δ 00° 02' L

882+75 ~
Req'd. Rd. Appr. Rt.
P.I. 882+84.1
882+90 ~
Req'd. 18'x46' C.M.P. X Culv.

SE 1/4 SEC 12
T5S R66W

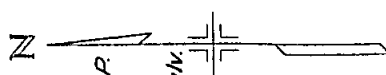
NE 1/4 SEC 13
T5S R66W



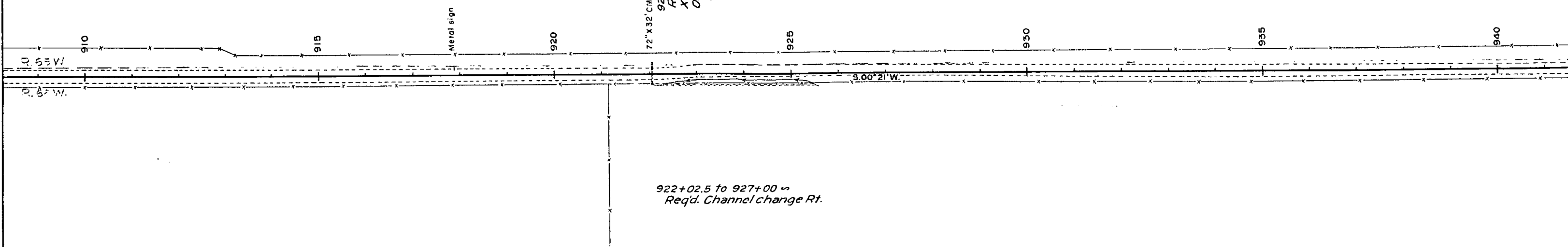
NW 1/4 SEC 18
T5S R65W

SW 1/4 SEC 18
T5S R65W

'X' LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-11	23	31

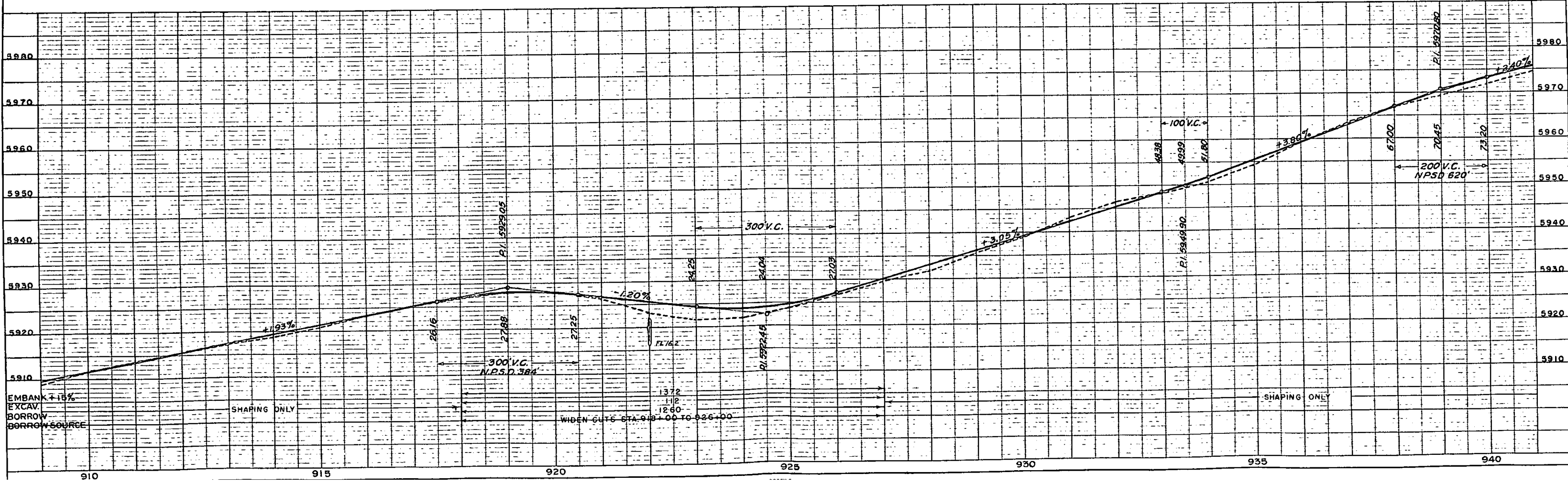


922+02.5 ~
Req'd. extend 72'x32' C.M.P.
x Culv. 10' Lt. & 4' Rt. &
Outlet Ditch.
Repair Lt. end present Culv.



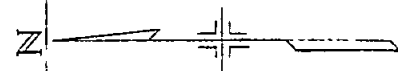
NE 1/4 SEC 13
T5S R66W

SE 1/4 SEC 13
T5S R66W



SW 1/4 SEC 18
T5S R65W

945+50 ~
Reqd. 24"x42' C.M.P. X CULV.



X'LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-11	24	31

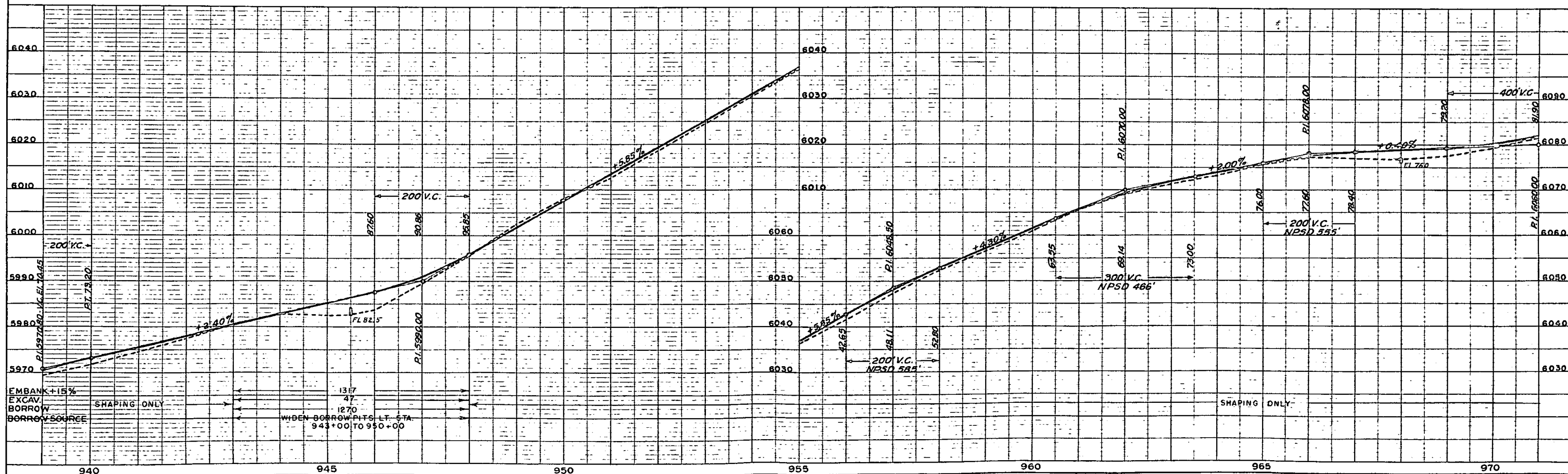
950+26 to 975+90 ~
Reqd. build B.W. Fence Lt.
Remove present Fence Lt.

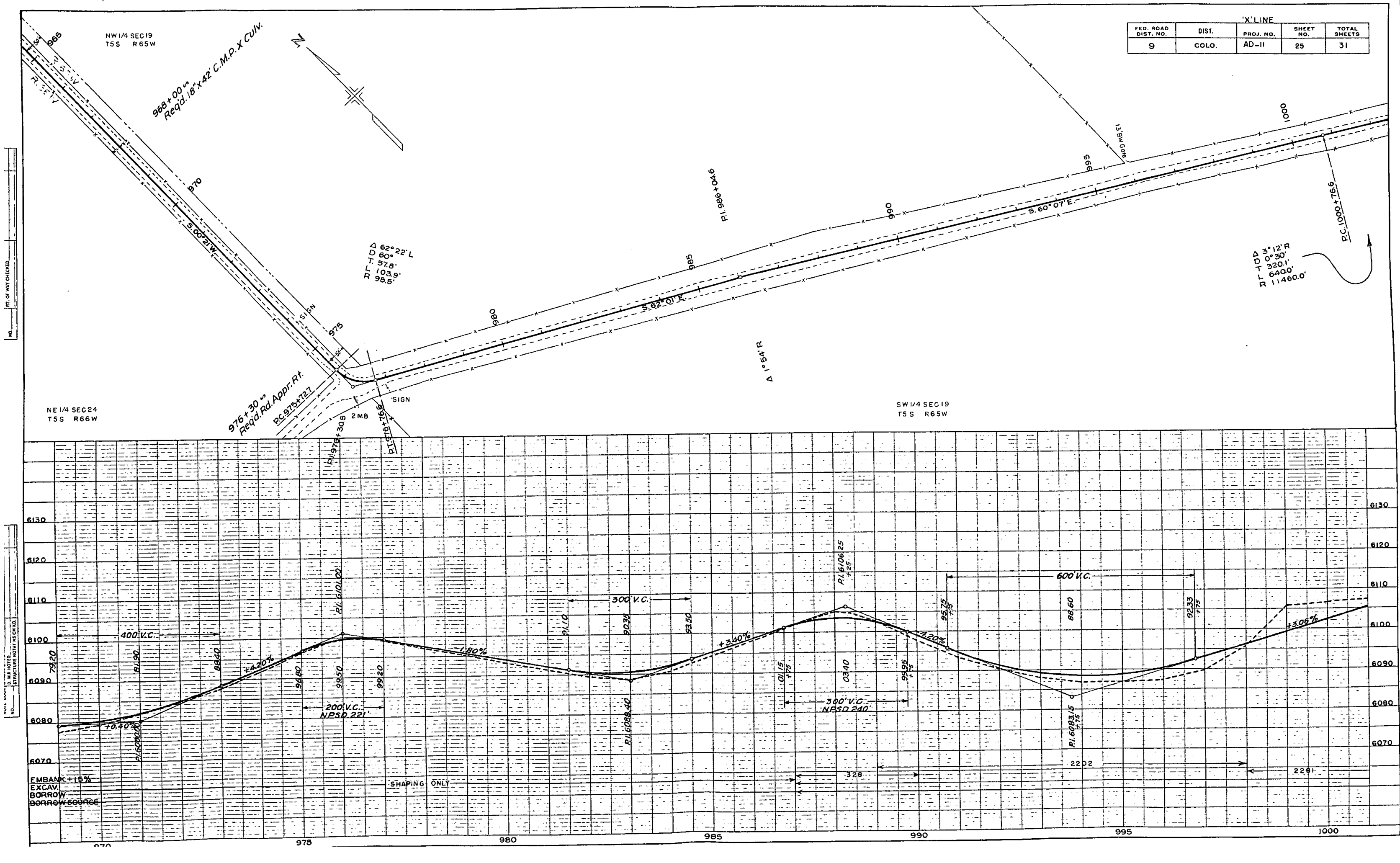
NW 1/4 SEC 19
T5S R65W

SE 1/4 SEC 13
T5S R66W

NE 1/4 SEC 24
T5S R66W

968+00 ~
Reqd. 18"x42' C.M.P. X CULV.





SW 1/4 SEC 19
T5S R65W

1003+00.0
Req'd. 18"x60" C.M.P. X CULV.

P.I. 1003+96.7

1013+50.0
Req'd. 18"x44" C.M.P. X CULV.

SE 1/4 SEC 19
T5S R65W

"X" LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-II	26	31

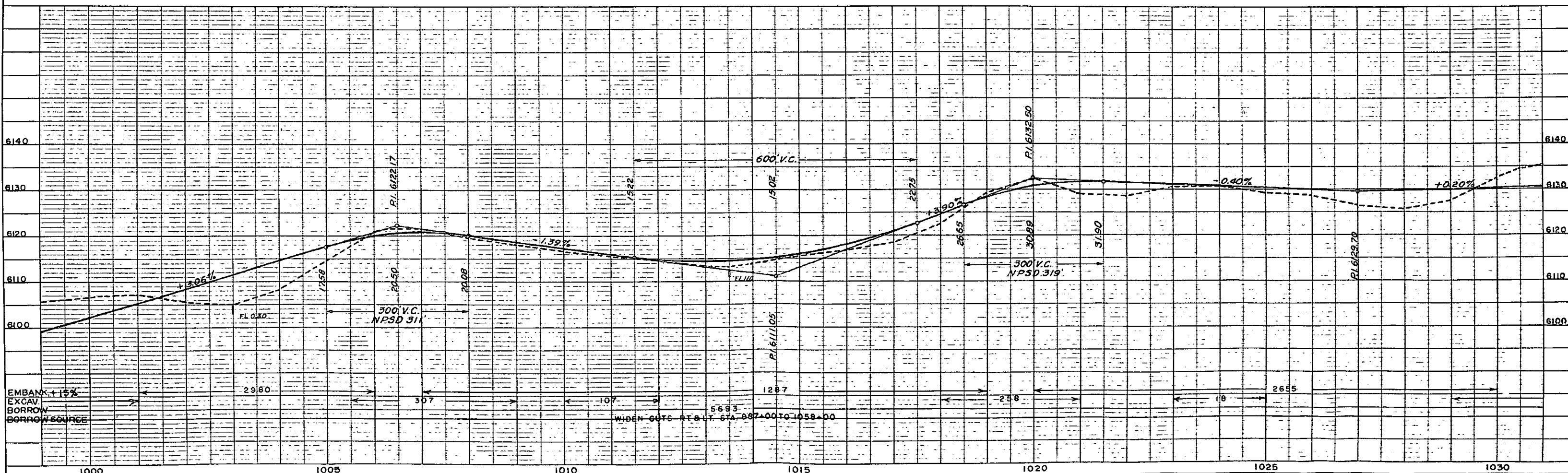
Δ 6° 28' L
D 0° 30'
T 647.4'
L 1293.3'
R 11460.0'

Δ 3° 12' R
D 0° 30'
T 320.1'
L 640.0'
R 11460.0'

P.I. 1015+42.0

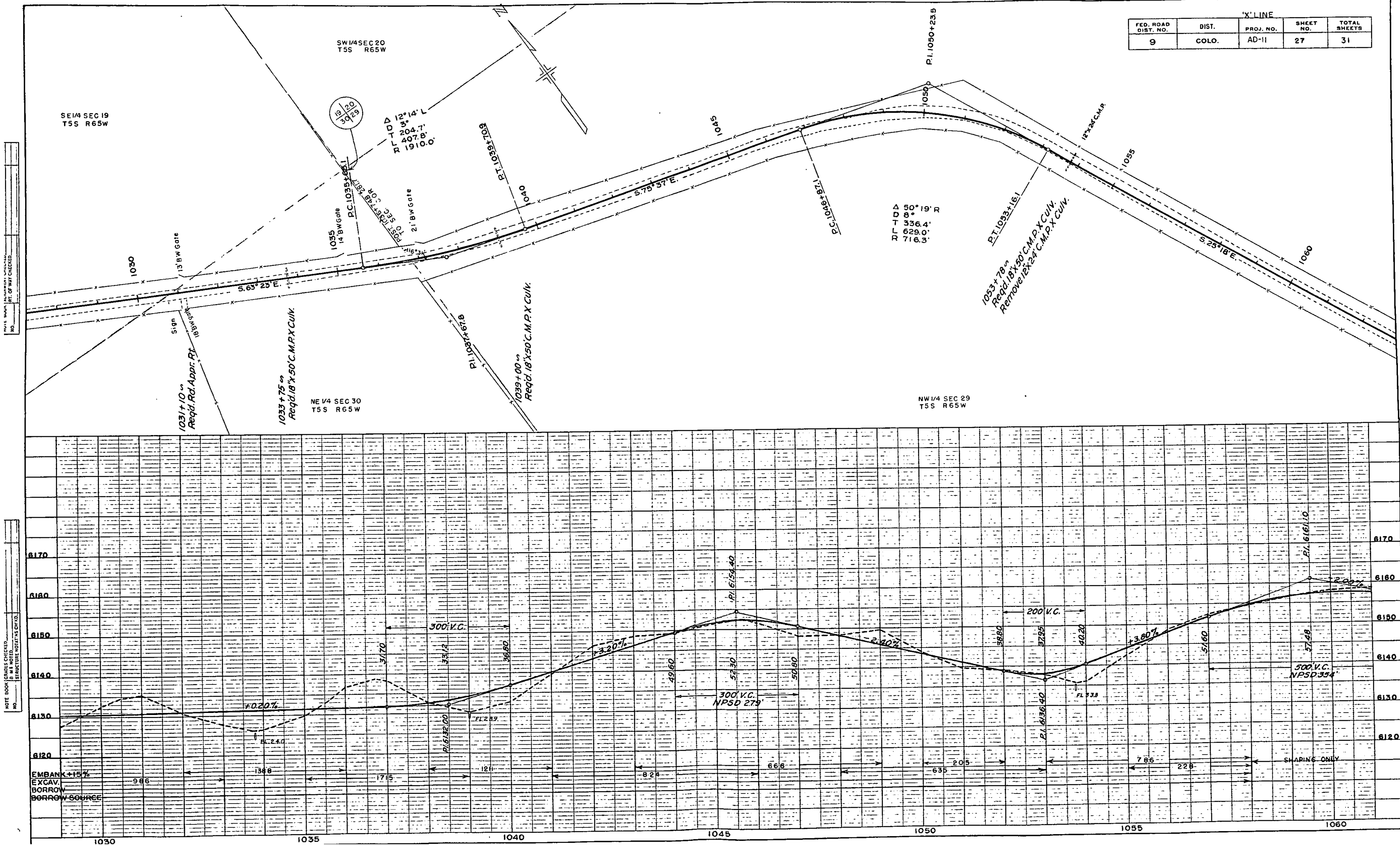
NE 1/4 SEC 30
T5S R65W

1031+10.0
Req'd. Rd. Appr. Rt.



NO.	RT. OF WAY CHECKED	ALIGNMENT CHECKED

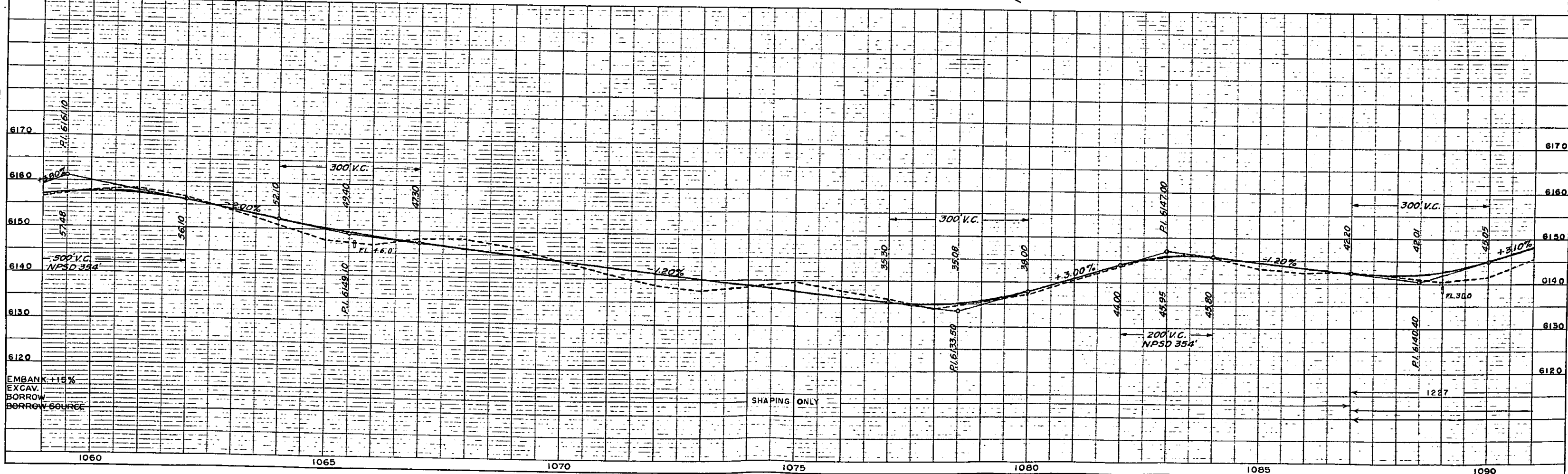
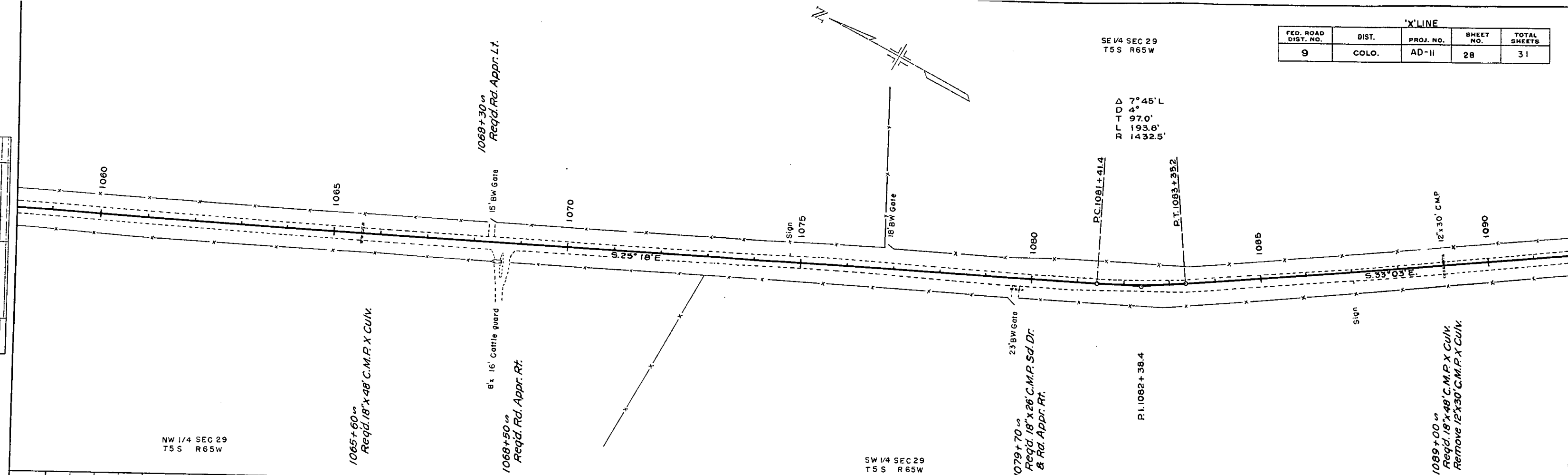
NOTE BOOK	GRADES CHECKED
NO	B MI NOTED
	STRUCTURE NOTATIONS CHKD.



NO. _____
 RT. OF WAY CHECKED _____

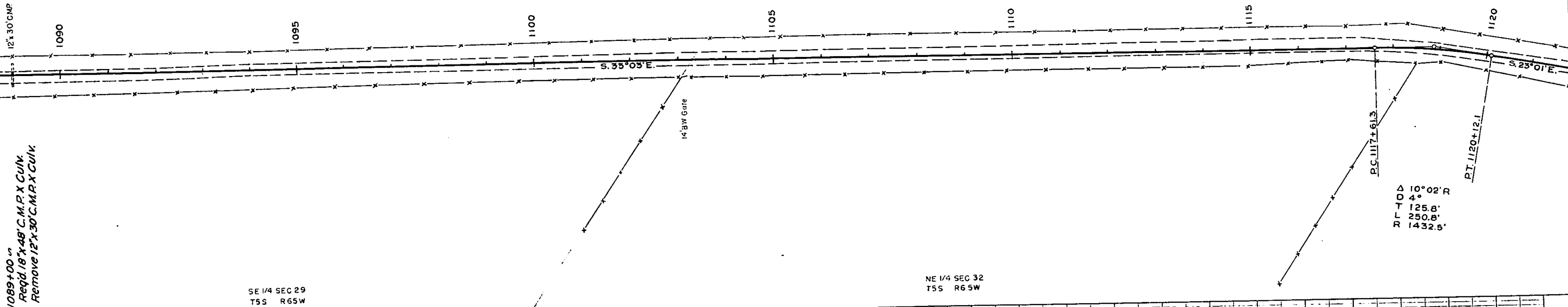
STRUCTURE NOTING CHKD. _____

"X" LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-II	28	31

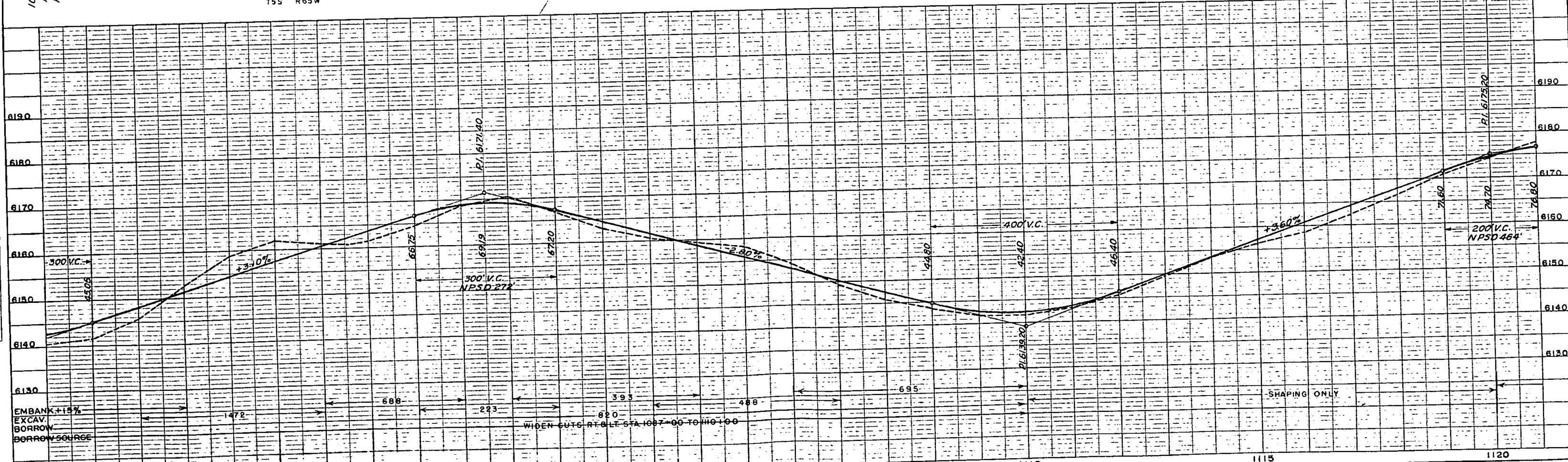


FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-11	29	31

NOTE BOOK	ALIGNMENT CHECKED	RT OF WAY CHECKED
NO.		

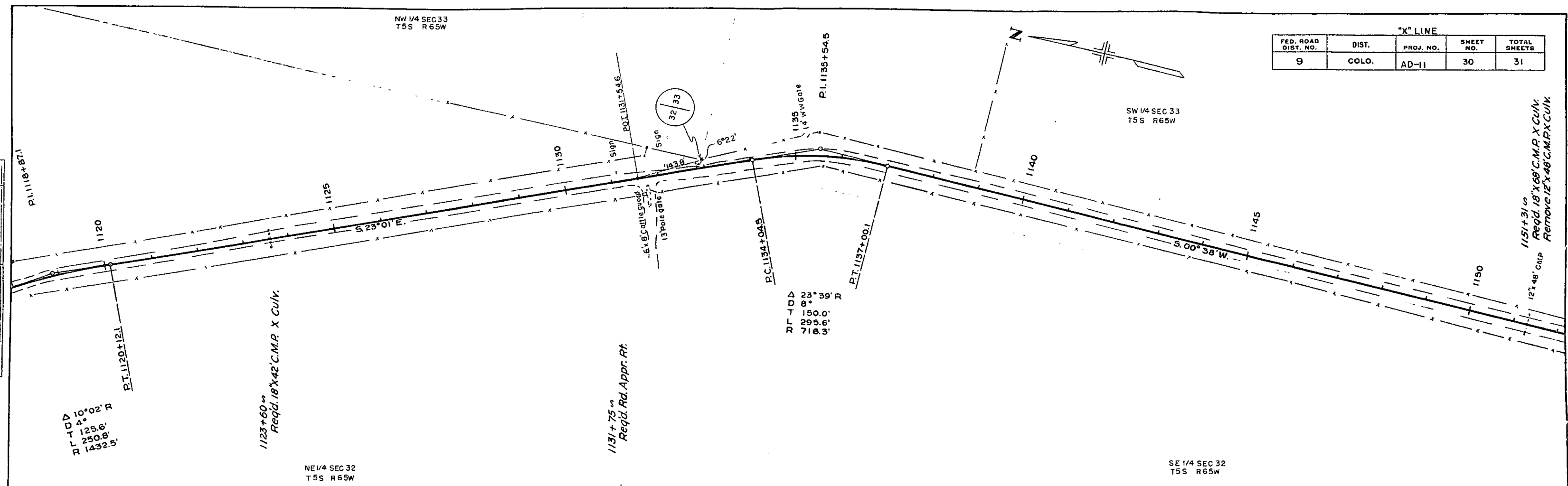


NOTE BOOK	GRADES CHECKED	RT OF WAY CHECKED
NO.		



NO. 10. RT. OF WAY CHECKED

NO. 10. STRUCTURE NOTING CHKD.



"X" LINE				
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	AD-11	30	31

