

9/3

FED. ROAD DIST. NO.	STATE	A.W. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4005	1	

4005.00

COLORADO
STATE HIGHWAY DEPARTMENT
PLAN AND PROFILE OF PROPOSED
A. W. PROJECT NO. 4005
STATE HIGHWAY NO. 6
OTERO COUNTY

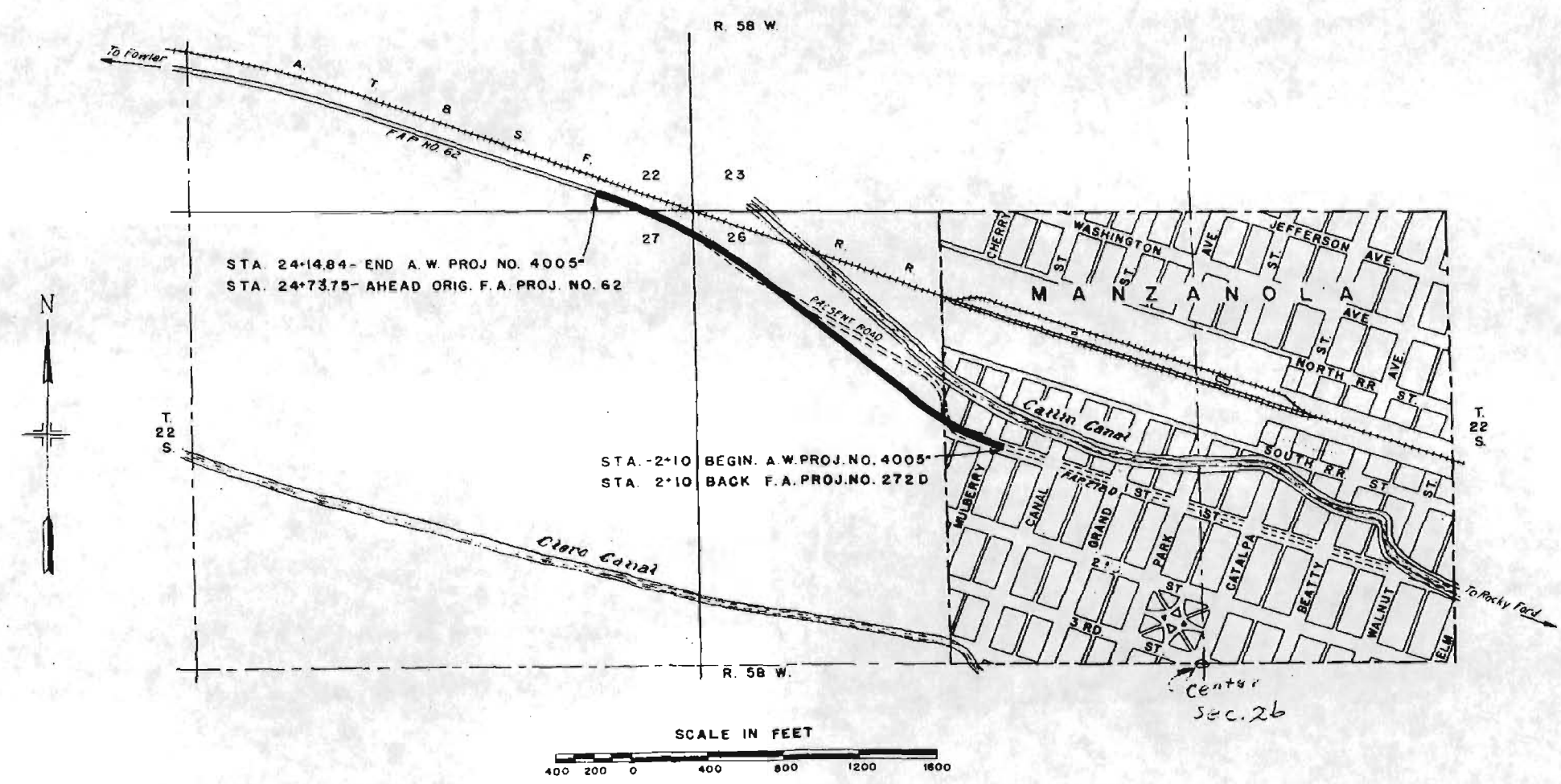
INDEX OF SHEETS

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 4. STANDARD WIRE FENCES WITH STEEL POSTS AND MARKER POSTS
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 - 8 to 14. CROSS SECTIONS
- M 103 D
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M 1 A
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CONVENTIONAL SIGNS

- CENTER LINE OF SURVEY
RIGHT OF WAY LINE
SECTION LINE
ONE QUART. SECT. LINE
CITY LIMITS LINE
RAILROAD TRACKS
POLE LINES

SCALES ON 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 2624.84 FT. = 0.497 MI.
NET LENGTH OF PROJECT 2624.84 FT. = 0.497 MI.

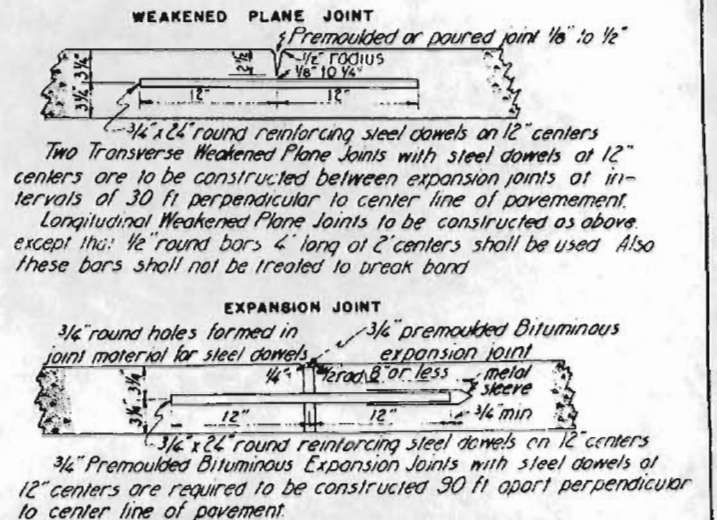
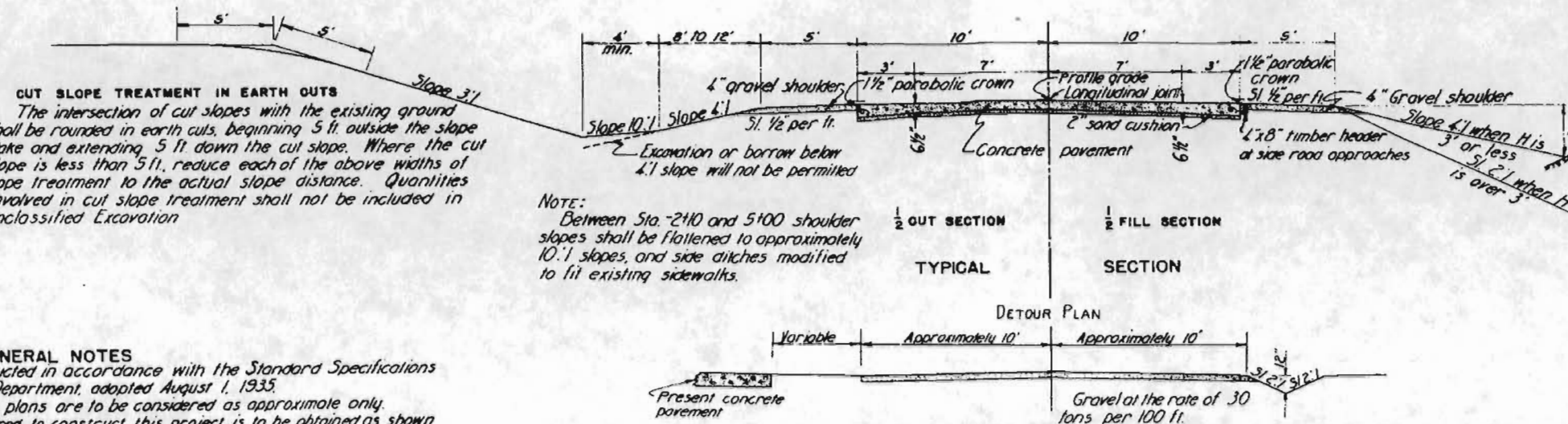


RECOMMENDED FOR APPROVAL 8/7/36
J. H. Maloney
ASSISTANT ENGINEER
APPROVED
Chas. Vail
STATE HIGHWAY ENGINEER

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

FED. ROAD DIST. NO.	STATE	A.W. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4005	2	

Rev. 8-18-36 h.b.m.
9-19-36 h.b.m. Tmbr. headers.



GENERAL NOTES

This Project is to be constructed in accordance with the Standard Specifications of the Colorado State Highway Department, adopted August 1, 1935.
All quantities on preliminary plans are to be considered as approximate only.
All roadway excavation required to construct this project is to be obtained as shown on the Typical Section, either noted on Profile as "Borrow," or on List of Structures as "Embankment," are to be classified and paid for as "Unclassified Excavation." These quantities are to be stated as part of the original excavation at locations indicated on the Plans. Slope stakes beyond the limits of the Typical Section are subject to change by the Engineer to fit Embankment requirements actually encountered on Construction.
All curves are to be super-elevated as provided for by the Standard Super-elevation Sheet included with Plans.
All poles encroaching on construction are to be moved by owners.
The entire Project is to be cleared for the full width of the Right of Way and the cost thereof included in the lump sum price for "Clearing and Grubbing the Entire Project."
All corrugated metal pipe cross culverts are to be provided with one headwall on the inlet end unless otherwise noted on the plans.
All side approach roads to the project shall be gravel surfaced with a 4 inch thickness of "Gravel or Crushed Rock Surfacing" extending approximately 30 feet from edge of highway. Estimated tonnage of surfacing material required in this operation is shown in List of Structures.

Between stations listed below where the detour lies along the present travelled roadway, the contractor shall adequately provide for the movement of traffic along the right side of present travelled roadway:
Sta. 2+10 to Sta. 1+1. Sta. 12 to Sta. 17. Sta. 20 to Sta. 24.
Estimated quantities involved in constructing detour are as follows:
Unclassified excavation 500 cu yds.
Gravel or Crushed Rock Surfacing 400 tons
Blading and Grading Detour 0.25 mile
Traffic will use present travelled roadway at all places other than those listed above. Also the contractor shall, at his own expense construct and maintain in safe condition all temporary approaches to and crossings of intersecting roads.

LIST OF STRUCTURES

STATION	DESCRIPTION	REMOVE STRUCT. NO.	EXCAVATION CU. YD. UNCL.	EMB.	STRUCTURAL EXCAVATION CU. YD.	CONCRETE CU. YD. CL. "A" CL. "B"	REINF. STEEL LB.	CORR METAL CUL. PIPE LIN. FT.	GR. OR CR. ROCK SUR.	REM. CON. PAVEMENT	REM. CONC. SIDEWALK	MISCELLANEOUS
2+10 - 2+14.8	Remove pavement											
0+24 - 0+25.6	Remove sidewalk Rt.											
0+60	Remove & reset water meter Lt.											Remove & reset water meter
0+90	Remove concrete curbing Rt.											Remove 55 lin. ft. conc. curb.
2+10 - 3+45	Remove & reset hydrants											Remove & reset 2 hydrants
3+40	Remove and rebuild trellis											Remove & rebuild trellis off R.O.W.
3+50	Move washhouse & septic tank off ROW				(FORCE ACCOUNT)							
3+75	Fill cesspool Rt. & build new off ROW				(FORCE ACCOUNT)							
4+11.6	Move cabins, garages & gas lines off ROW				(FORCE ACCOUNT)							
5+50 - 13+00	Lateral ditch Lt.		100									
6+50	2"x2"x40" C.B.C. & ditches		20		65	179	1790					
6+60	Remove structure Rt.	1										
8+71 - 8+99	Transplanting trees				(FORCE ACCOUNT)							
2+00	Cross culvert				20			80				
10+78 - 11+95	Transplanting trees				(FORCE ACCOUNT)							
11+95 - 12+90	Transplanting trees				(FORCE ACCOUNT)							
16+25 - 17+50	Remove structure Rt.											
17+50	Road approach Lt. & Timber header			20					15			4"x8"x30' Tmbr. hdr. Rt.
18+66	Road approaches Rt. & Lt. & Timber headers			50					40			2-4"x8"x50' Tmbr. hdrs. Rt. & Lt.
18+80	Remove structure Rt.											
19+10	3"x2"x120" C.B.C. & 2 side ditches		10		115	54.3	5355					
20+00 - 22+70	Lateral ditch Lt.		15									
23+00	Side drain & road approach Lt. & Timber header							40		15		4"x8"x30' Tmbr. hdr. Lt. 1 proj. marker
24+48	Project marker											4"x8"x90' Tmbr. hdr. Rt.
1+	Timber header Rt.											
TOTAL		3	145	100	200	72.2	7145	120		70	5400	200

* Structural Excavation is estimated to be 75% Dry Common and 25% Wet Common.

SUMMARY OF APPROXIMATE QUANTITIES

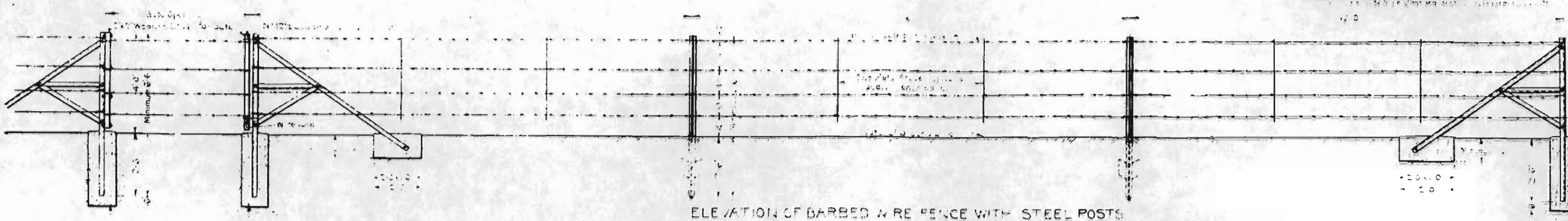
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
10a	Clearing & Grubbing The Entire Project	Lump Sum	•
11b	Removal of 3 structures	"	•
11c	Remove & reset water meter Sta. 0+	"	•
11d	Remove & reset hydrant	Each	2
11e	Remove and rebuild trellis Sta. 3+	"	•
11f	Removing concrete pavement	Sq. yd.	5400
11g	Removing concrete sidewalk	Sq. ft.	200
11h	Removing concrete curb	Lin. ft.	55
12a	Removing fence	"	2000
13c	Unclassified excavation	Cu. Yd.	5200
14b	Dry common excavation (Structural)	"	150
14d	Wet common excavation (Structural)	"	50
18a	Station yard overhaul	Sta. Yd.	2000
37a	Concrete pavement	Sq. Yd.	5840
37c	Sand cushion	Cu. Yd.	380
37d	Gravel or crushed rock shoulder surf.	"	430
44a	Miscellaneous untreated timber	M. ft. bm.	0.7
46a	Class "A" Concrete	Cu. Yd.	73
47	Reinforcing steel	Lb.	7150
53b	18" Corrugated metal culvert pipe	Lin. ft.	120
76c	Barbed wire fence with metal posts	"	1250
76f	Combination wire fence with metal posts	"	560
76g	Barbed wire gates	Each	1
76h	Driveway gates	"	1
81a	Project markers	"	1
81b	Right of way markers	"	10
26a	Gravel or crushed rock surfacing	Ton	500
102	Blading and grading detour	Mi.	0.25
13d	Cut slope treatment	Mi.	0.6
	FORCE ACCOUNT		
	Move washhouse & septic tank off R.O.W. Sta. 3+		
	Fill cesspool Rt. & build new " " 3+		
	Move cabins, garages & gas lines " " 4+		
	Transplant trees off R.O.W. Sta. 8+		
	" " " " 10+		
	" " " " 11+		

R.O.W. MARKERS

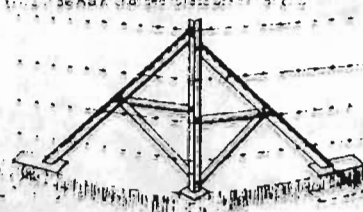
STATION	SIDE	NO.
1+15	L	1
1+65	R	1
13+56.5	L	2
18+22	L	1
18+85	R	1
20+28	R	1
22+55	L	1
24+14.8	L	2
TOTAL		10

FENCING REQUIREMENTS

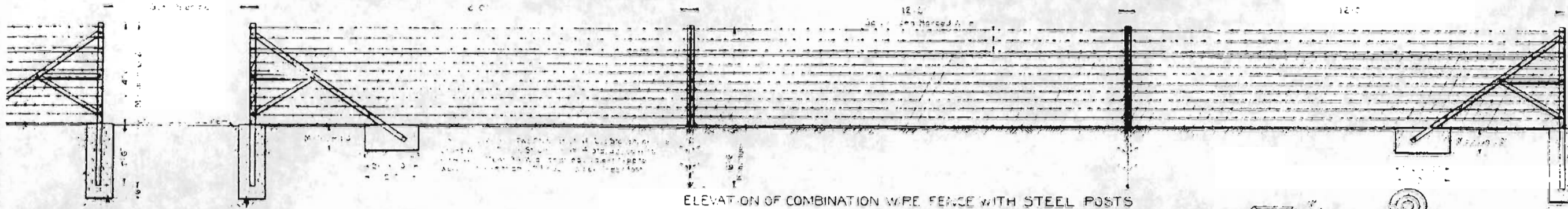
STATION	SIDE	REMOVE FENCE LIN. FT.	BUILD FENCE LIN. FT.	GATES NO.
5+10 - 6+20	X	220		
5+50 - 17+80	Lt.		1250	
9+30 - 18+20	Lt.	990		
17+50 - 18+80	Lt.			1
18+60 - 24+14.8	Lt. & X	650		
18+60 - 22+14.8	Lt.		560	
23+00	Lt.			1
TOTAL		1860	1250	560



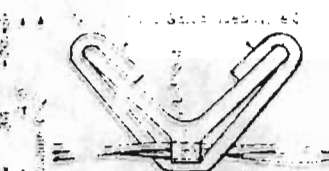
ELEVATION OF BARBED WIRE FENCE WITH STEEL POSTS



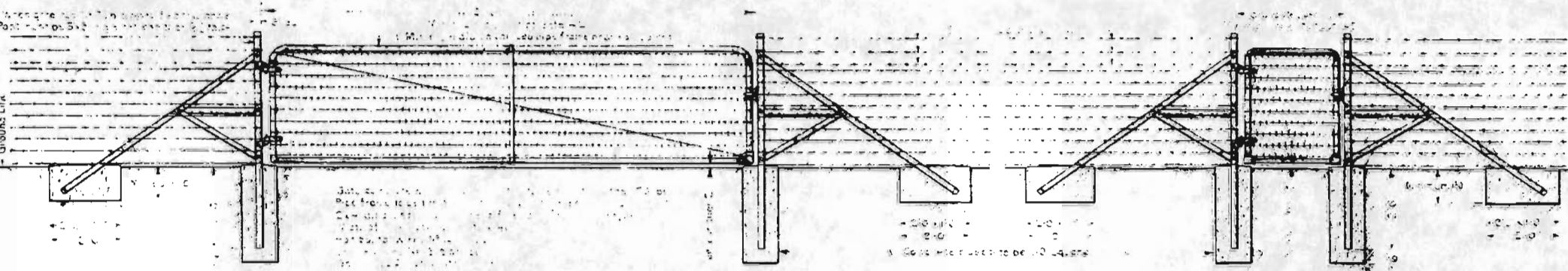
CORNER POST



ELEVATION OF COMBINATION WIRE FENCE WITH STEEL POSTS



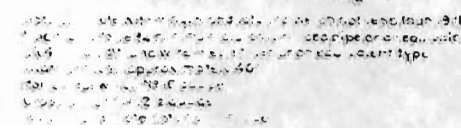
TYPICAL SECTION THROUGH FENCE POST



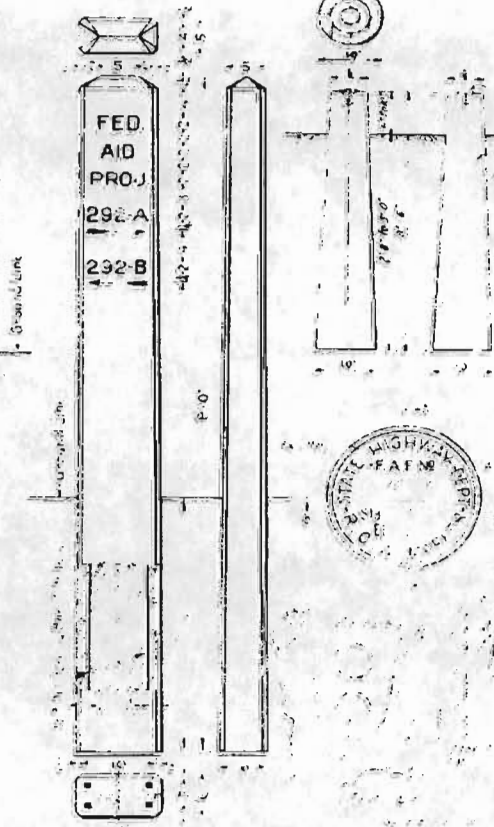
ELEVATION OF DRIVEWAY GATE

GENERAL NOTES FOR WIRE FENCES

1. All wire fences shall be constructed in accordance with the Colorado State Highway Department Specifications for Highway Fences, adopted August 1935.
2. All wire fences shall be constructed with the following materials:
a. Posts: Steel, galvanized, or treated wood, 2" diameter.
b. Wire: Galvanized steel, 12 gauge.
c. Braces: Steel, galvanized, or treated wood, 2" x 4".
3. All wire fences shall be constructed with the following dimensions:
a. Post height: 4'-0".
b. Post spacing: 12'-0".
c. Gate width: 12'-0".
d. Gate height: 4'-0".
4. All wire fences shall be constructed with the following details:
a. End posts: Reinforced with cross-braces.
b. Corner posts: Reinforced with cross-braces.
c. Gate posts: Reinforced with cross-braces.
5. All wire fences shall be constructed with the following finish:
a. Posts: Galvanized or treated wood.
b. Wire: Galvanized steel.
c. Braces: Galvanized steel or treated wood.



ELEVATION OF WALK GATE



PROJECT MARKER POST

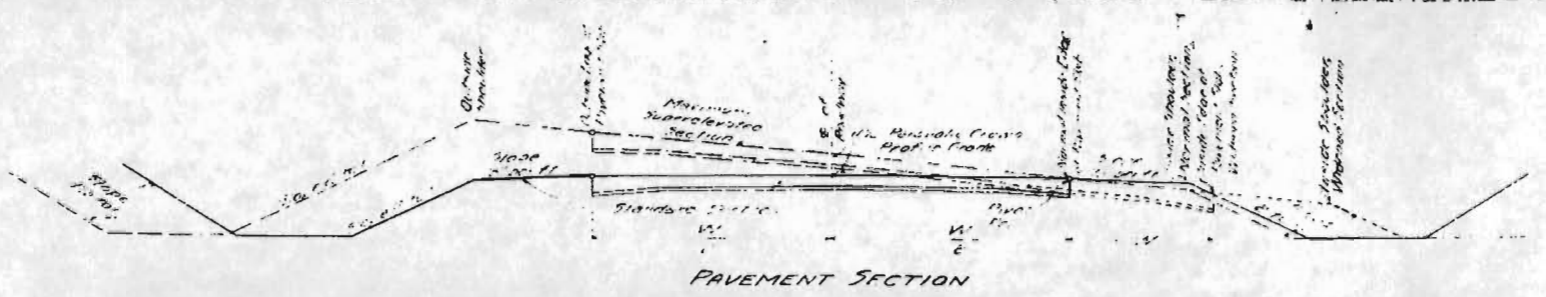
NOTES FOR PROJECT MARKER POSTS

1. All project marker posts shall be constructed in accordance with the Colorado State Highway Department Specifications for Project Marker Posts, adopted August 1935.
2. All project marker posts shall be constructed with the following materials:
a. Posts: Steel, galvanized, or treated wood, 2" diameter.
b. Base: Steel, galvanized, or treated wood, 2" x 4".
3. All project marker posts shall be constructed with the following dimensions:
a. Post height: 4'-0".
b. Post diameter: 2".
4. All project marker posts shall be constructed with the following details:
a. End posts: Reinforced with cross-braces.
b. Corner posts: Reinforced with cross-braces.
c. Gate posts: Reinforced with cross-braces.

NOTES FOR R.O.W. MARKER POSTS

1. All R.O.W. marker posts shall be constructed in accordance with the Colorado State Highway Department Specifications for R.O.W. Marker Posts, adopted August 1935.
2. All R.O.W. marker posts shall be constructed with the following materials:
a. Posts: Steel, galvanized, or treated wood, 2" diameter.
b. Base: Steel, galvanized, or treated wood, 2" x 4".
3. All R.O.W. marker posts shall be constructed with the following dimensions:
a. Post height: 4'-0".
b. Post diameter: 2".
4. All R.O.W. marker posts shall be constructed with the following details:
a. End posts: Reinforced with cross-braces.
b. Corner posts: Reinforced with cross-braces.
c. Gate posts: Reinforced with cross-braces.

COLORADO
STATE HIGHWAY DEPARTMENT
WIRE FENCES
AND
MARKER POSTS
Approved by *Ed Bailey*
Bridge Engineer
Date *Dec. 6, 1932*



SUPERELEVATION AND WIDENING NOTES FOR PAVEMENT SECTION

Curves on projects using the full 10' section are to be superelevated and widened as indicated in the accompanying drawings and facts.

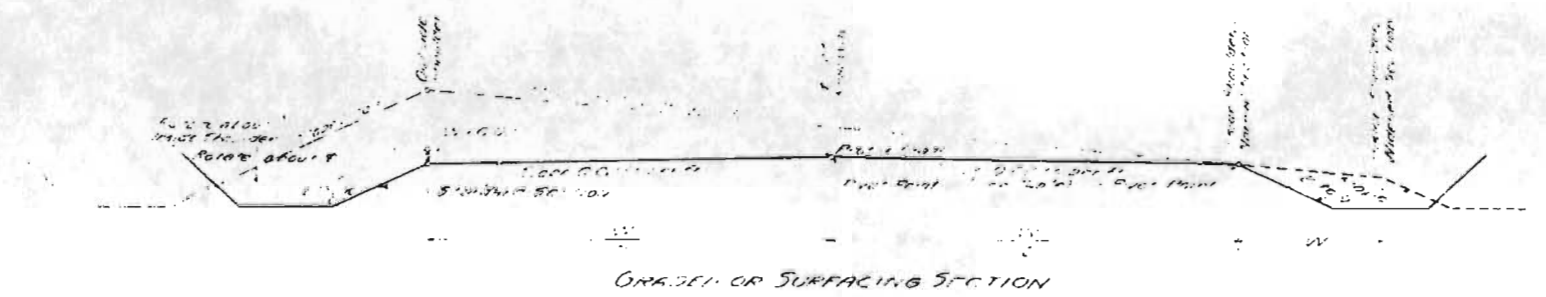
The normal inside edge of the pavement slab is to remain at the standard elevation of 0.125 ft below the subgrade and the outside edge of the slab is to be superelevated at the rate per foot width of roadway given in the table of graph. The section is to be related about the normal inside edge of the pavement.

When the design of transition curve is 10' or more, the portion of the pavement side is to be widened from the normal edge of the pavement. The curves of 10' or less are not to be widened. The 2' outside edge is to be widened for curves of 10' or more. The widening is to be 1' for curves of 10' or more.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR PAVEMENT SECTION

Degree of Curve	20'	40'	60'	80'	100'-PC	120'	140'	160'	180'	200'	On Curve
1°	0.0001	0.0002	0.0003	0.0004	0.0005	0.0006	0.0007	0.0008	0.0009	0.0010	0.0011
2°	0.0002	0.0004	0.0006	0.0008	0.0010	0.0012	0.0014	0.0016	0.0018	0.0020	0.0022
3°	0.0003	0.0006	0.0009	0.0012	0.0015	0.0018	0.0021	0.0024	0.0027	0.0030	0.0033
4°	0.0004	0.0008	0.0012	0.0016	0.0020	0.0024	0.0028	0.0032	0.0036	0.0040	0.0044
5°	0.0005	0.0010	0.0015	0.0020	0.0025	0.0030	0.0035	0.0040	0.0045	0.0050	0.0055
6°	0.0006	0.0012	0.0018	0.0024	0.0030	0.0036	0.0042	0.0048	0.0054	0.0060	0.0066
7°	0.0007	0.0014	0.0021	0.0028	0.0035	0.0042	0.0049	0.0056	0.0063	0.0070	0.0077
8°	0.0008	0.0016	0.0024	0.0032	0.0040	0.0048	0.0056	0.0064	0.0072	0.0080	0.0088
9°	0.0009	0.0018	0.0027	0.0036	0.0045	0.0054	0.0063	0.0072	0.0081	0.0090	0.0099
10° and Over	0.0010	0.0020	0.0030	0.0040	0.0050	0.0060	0.0070	0.0080	0.0090	0.0100	0.0110

Degree of Curve	20'	40'	60'	80'	100'-PC	120'	140'	160'	180'	200'	On Curve
1°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10° and Over	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



SUPERELEVATION AND WIDENING NOTES FOR GRADED OR SURFACING SECTION

The center line point is to be used as long as the super-elevation is 0.05 feet per foot width of roadway. The normal inside edge of the pavement slab is to be used for a super-elevation rate in excess of 0.05 feet per foot width of roadway.

When the design of transition curve is 10' or more, the portion of the pavement side is to be widened from the normal edge of the pavement. The curves of 10' or less are not to be widened. The 2' outside edge is to be widened for curves of 10' or more. The widening is to be 1' for curves of 10' or more.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR GRADED OR SURFACING SECTION

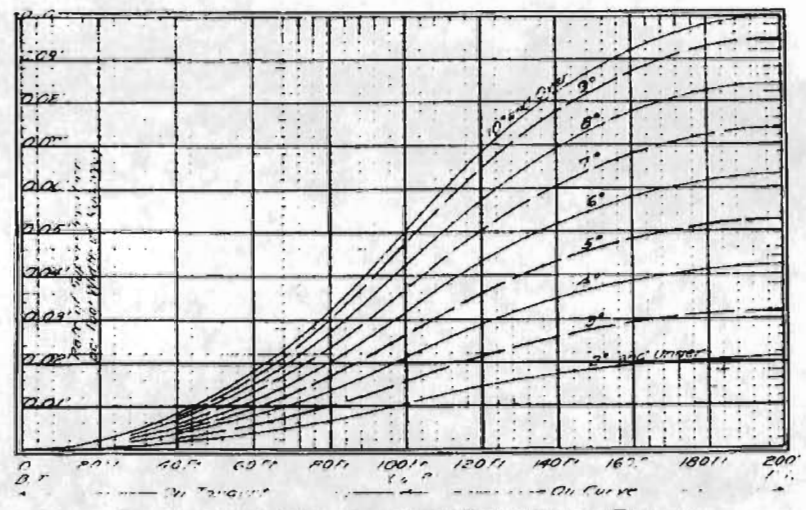
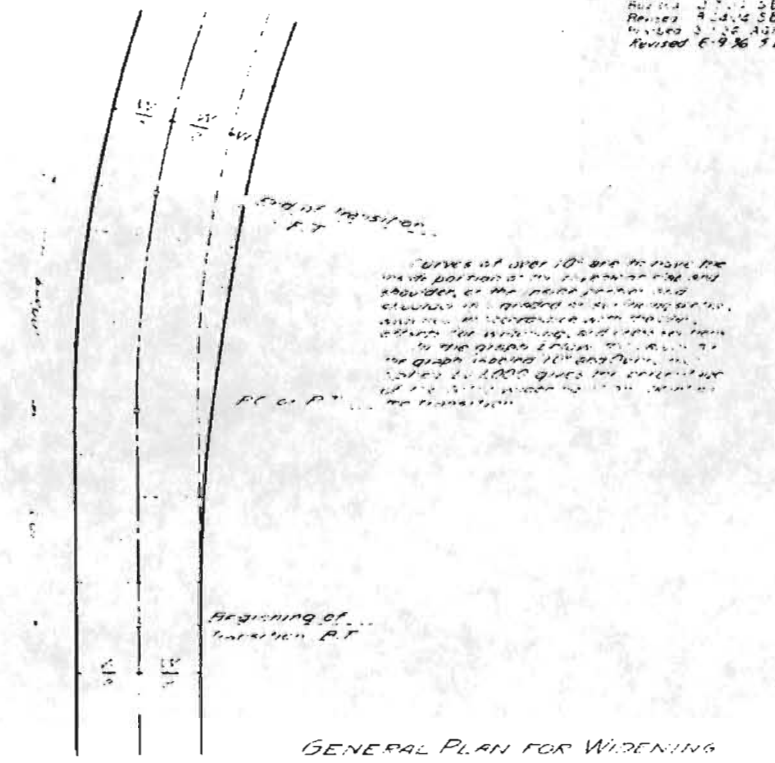
Degree of Curve	20'	40'	60'	80'	100'-PC	120'	140'	160'	180'	200'	On Curve
1°	0.0001	0.0002	0.0003	0.0004	0.0005	0.0006	0.0007	0.0008	0.0009	0.0010	0.0011
2°	0.0002	0.0004	0.0006	0.0008	0.0010	0.0012	0.0014	0.0016	0.0018	0.0020	0.0022
3°	0.0003	0.0006	0.0009	0.0012	0.0015	0.0018	0.0021	0.0024	0.0027	0.0030	0.0033
4°	0.0004	0.0008	0.0012	0.0016	0.0020	0.0024	0.0028	0.0032	0.0036	0.0040	0.0044
5°	0.0005	0.0010	0.0015	0.0020	0.0025	0.0030	0.0035	0.0040	0.0045	0.0050	0.0055
6°	0.0006	0.0012	0.0018	0.0024	0.0030	0.0036	0.0042	0.0048	0.0054	0.0060	0.0066
7°	0.0007	0.0014	0.0021	0.0028	0.0035	0.0042	0.0049	0.0056	0.0063	0.0070	0.0077
8°	0.0008	0.0016	0.0024	0.0032	0.0040	0.0048	0.0056	0.0064	0.0072	0.0080	0.0088
9°	0.0009	0.0018	0.0027	0.0036	0.0045	0.0054	0.0063	0.0072	0.0081	0.0090	0.0099
10° and Over	0.0010	0.0020	0.0030	0.0040	0.0050	0.0060	0.0070	0.0080	0.0090	0.0100	0.0110

Degree of Curve	20'	40'	60'	80'	100'-PC	120'	140'	160'	180'	200'	On Curve
1°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9°	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10° and Over	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

STANDARD M-1-A

FED. H.W. DIST. No.	STATE	PROJ. No.	SHEET No.	TOTAL SHEETS
3	COLD	4005	5	

Revised 8-1-58 SBL (400 Length)
 Revised 8-1-58 SBL
 Revised 8-1-58 SBL (Special Cases)
 Revised 8-1-58 SBL (1000 Length)
 Revised 8-1-58 SBL (Notes on Special Cases)



GRAPH OF SUPERELEVATION TRANSITION FACTORS

The rate of super-elevation on the full width of roadway to be applied at the outside edge of the pavement slab is to be computed as follows:

The full super-elevation rate per foot width of roadway rate for a given degree of curvature is:

0.0105 ft. per foot width of roadway

The minimum super-elevation of 0.10 ft. per foot width of roadway is to be applied at 10° and over, is not to be exceeded.

The above graph has been prepared from the rates of super-elevation shown in the table of graph.

SPECIAL CASES - When the roadway alignment does not permit the use of the center line transition length, the segment length may be proportionately shortened. A minimum distance of 200 ft. plus the length of the tangent between the curves shall be used between the points of full super-elevation. Where the length of the curve is less than 200 ft., the rate of super-elevation and the widening required for a distance of one half the length of the curve plus 100 ft. (125 ft. + 100 ft.) as shown for the regular 200 ft. transition for that degree of curve shall be used. This maximum of super-elevation and widening will be reached at the center of the curve.

When the tangent distance between two curves in the same direction is less than 400 ft., the super-elevation and widening required by the curve of larger degree is to be carried across the connecting tangent in such a way that good appearance and riding qualities will be maintained.

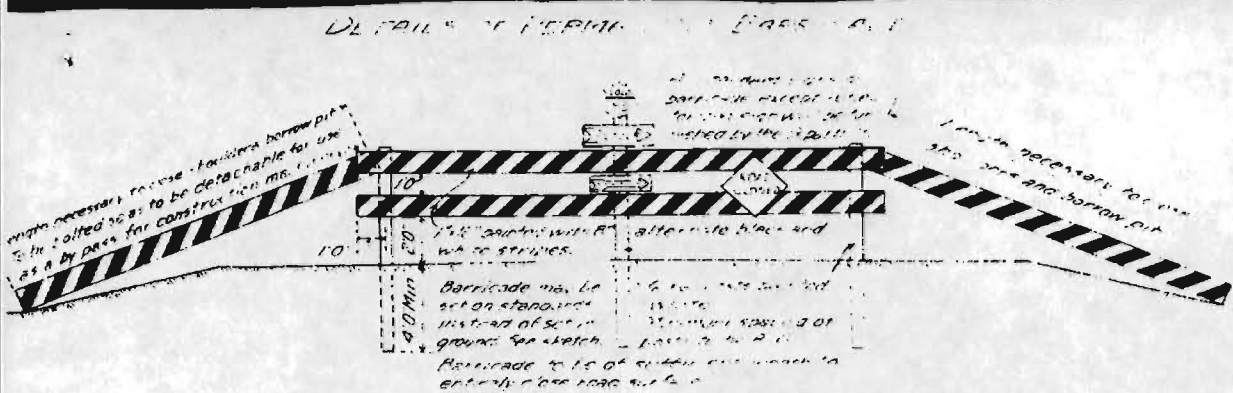
COLORADO
 STATE HIGHWAY DEPARTMENT

STANDARD METHODS
 FOR SUPERELEVATION AND
 WIDENING OF CURVES

Approved by: _____
 Date: Aug. 17, 1952

STANDARD M-2-B

PROJECT NO.	SHEET NO.	TOTAL SHEETS
4005	6	



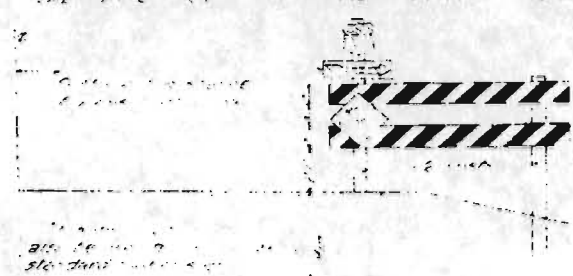
POSITION OF SIGNS RELATIVE ROAD BED

This position is to be governed by the maximum width and right-of-way which is in the line of grade curvature interference of local signs, shrubbery, fences, etc.

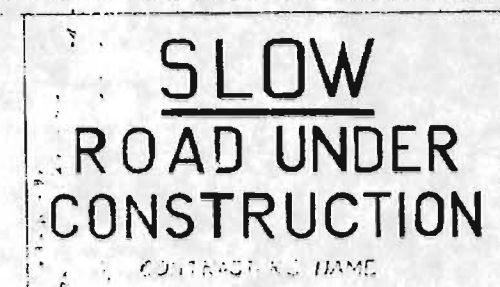
Exact location is to be stated by the Engineer, but in no case shall it be more than 6 feet from the travelled road.



DETAILS OF PORTAL BARRICADE

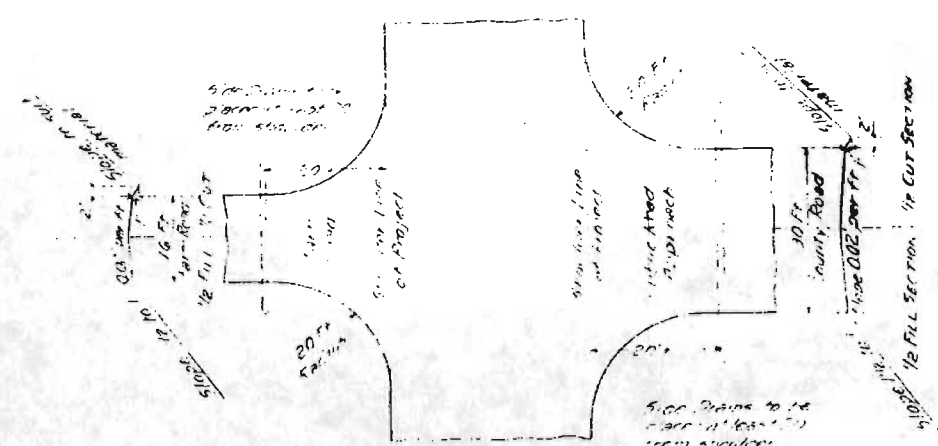


DETAILS OF ROAD UNDER CONSTRUCTION SIGN

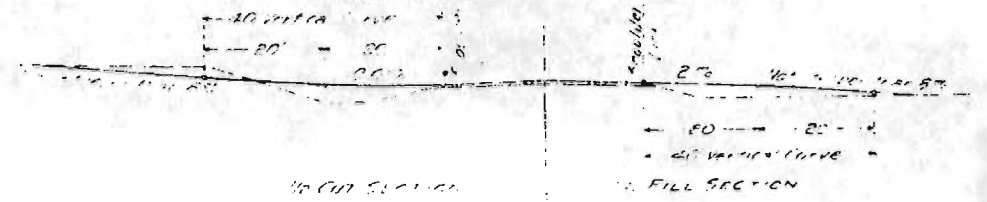


Contractor's Name

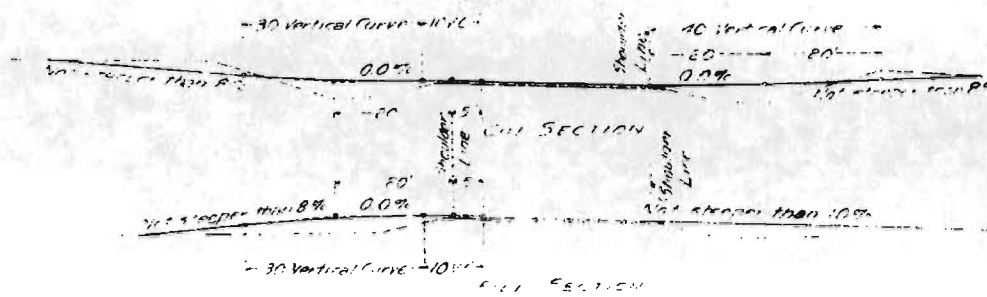
TYPICAL PLAN FOR SIDE APPROACH ROADS



STANDARD CROWNED SECTION



SUPERELEVATED SECTION



GENERAL NOTES FOR ROADWAY CONSTRUCTION TRAFFIC SIGNS

1. Work shall be done in accordance with the standard specifications of the Colorado State Highway Department adopted August 1, 1935.
2. Wherever traffic is permitted on a road while under construction, the Contractor shall at all times adequately and appropriately mark any and all changes on the Project with well painted, well maintained barricades and standard caution and warning signs. The Contractor shall also mark with standard directional signs any places where the direction of the flow of traffic is not plain.
3. Although traffic is prohibited during a Project under construction, the Detour will be marked by the Department and the barricades at either end of the Project shall be erected and maintained by the Contractor.
4. Signs and barricades shall be immediately moved, added to, removed, or changed to appropriately mark changes or conditions altered, corrected, or changed by construction progress.
5. The Contractor shall furnish:
 - (a) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (b) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (c) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (d) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (e) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (f) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (g) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (h) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (i) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (j) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (k) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (l) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (m) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (n) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (o) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (p) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (q) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (r) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (s) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (t) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (u) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (v) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (w) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (x) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (y) All materials and material. It shall always be well painted, well kept, and well maintained.
 - (z) All materials and material. It shall always be well painted, well kept, and well maintained.
6. Any special signs the Department may deem necessary for the protection of traffic over the Project.
7. At least three (3) flares or torches for each barricade, and other flares to illuminate such signs as are called for on these plans, or as the Department may direct.
8. Flares or torches shall be placed between 3 and 5 feet ahead of the sign or object to be illuminated, and shall be kept burning from sunset to sunrise.
9. Costs of all of the foregoing material and work by the Contractor shall be included in the original contract prices for the Project.
10. The Highway Department will furnish all standard signs not required to be furnished by the Contractor.

COLORADO
STATE HIGHWAY DEPARTMENT
TYPICAL
SIDE APPROACH ROADS
ROADWAY CONSTRUCTION
TRAFFIC SIGNS

Designed by JSM
Made by SBL
Check JSM
Check KAK

Approved by JSM
Date Aug 20, 1935

NOTE: All pole lines encroaching on construction to be moved by owners. Fencing requirements, gates, and right of way markers are tabulated on sheet No. 2.

SW 1/4 Sec 26
T225 R58W

NE 1/4 Sec 27
T225 R58W

FED. ROAD DIST. NO.	STATE	A.W. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4005	7	

Sta -2+10 to 2+14.8~ Req'd remove 5400 sq yds concrete pavement.

Sta -0+24 to 0+25.6~ Req'd remove 200 sq ft concrete sidewalk

Sta 0+60~ Req'd remove and reset water meter Lt

Sta 0+90~ Req'd remove 55 lin. ft. concrete curb Rt

Sta 2+00 & 3+14.5~ Req'd remove and reset 2 water hydrants Lt

Sta 2+00~ Req'd 18x80' C.M.P. cross culvert.

Sta 3+40~ Req'd remove and rebuild trellis off R.O.W. Lt.

Sta 3+50~ Req'd move wash-house and septic tank, Rt to new location (Force Account)

Sta 3+75~ Req'd fill cesspool Rt & build new off ROW (Force Account)

Sta 8+71 to 8+99~ Req'd transplant trees (Force Account)

Sta 10+78 to 11+95~ Req'd transplant trees (Force Account)

Sta 11+95 to 12+90~ Req'd transplant trees (Force Account)

Sta 19+10~ Req'd 3x2x120' C.B.C. (45° skew) and 10 cu yds. Uncl. Excav. for ditches

Sta 20+00 to 22+70~ Req'd 15 cu yds Uncl. Excav. for lateral ditch Lt

Sta 23+00~ Req'd 18x40' C.M.P. side drain & 30 cu yds Emb. for rd app. Lt. & Rt. & 20' Woven Wire

Sta 24+14.8~ Req'd Project marker.

MANZANOLA

