

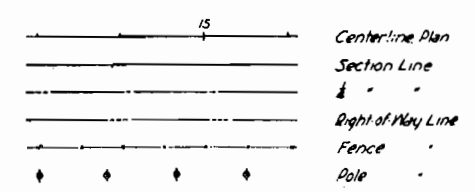
FINAL CONSTRUCTION SHEET

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED A.W. PROJECT NO. 6008 STATE HIGHWAY NO. 2 GRAND COUNTY

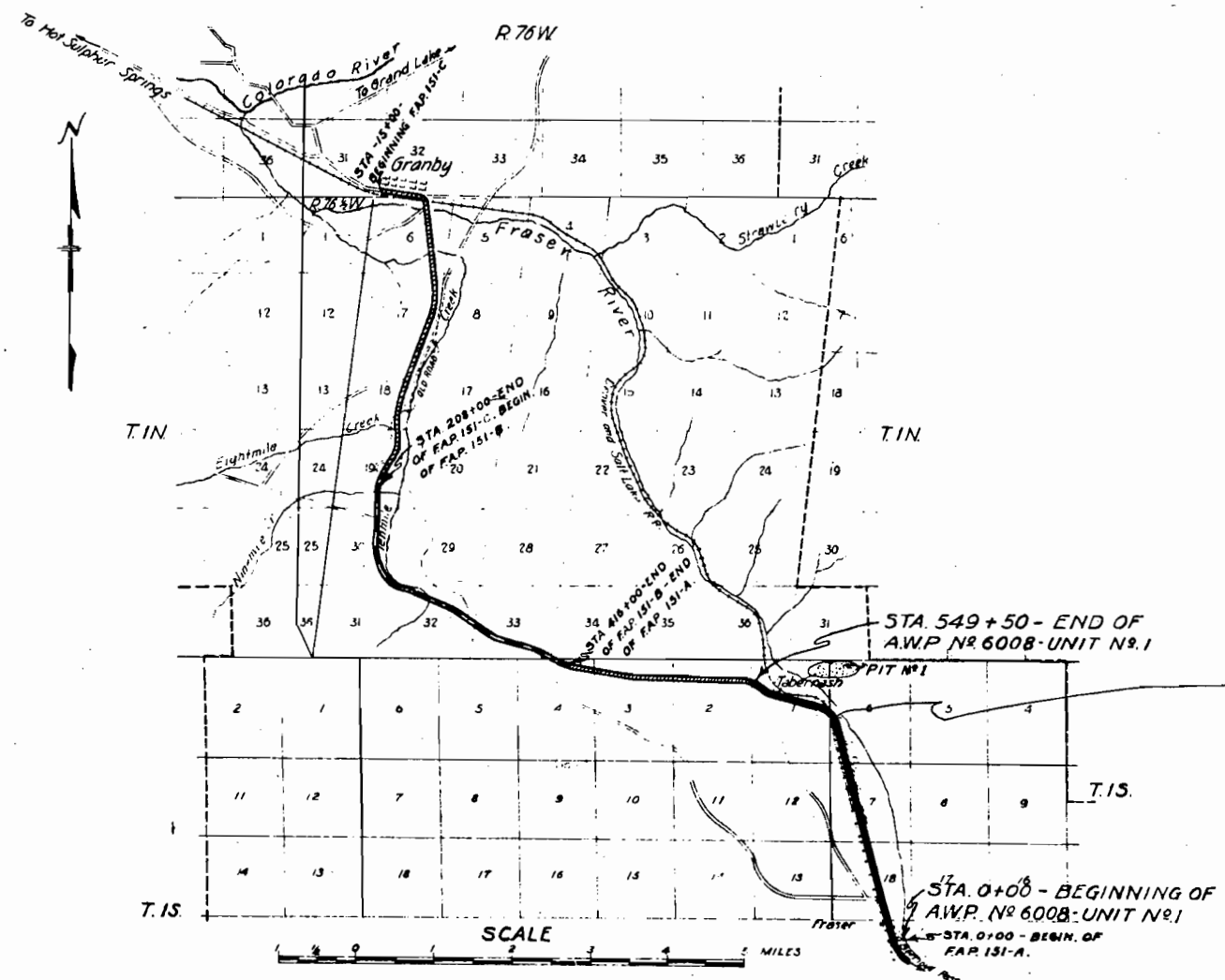
INDEX OF SHEETS A.W.P. 6008-UNIT N^o.1

1. TITLE SHEET.
2. TYPICAL SECTION AND SUMMARY.
3. LIST OF STRUCTURES.
4. STANDARD CONCRETE BOX CULVERTS. M-103-D.
5. STANDARD HEADWALLS FOR C.M.P. CULVERTS M-102-E.
6. STANDARD SUPERELEVATION AND WIDENING. M-1-A.
7. TYPICAL APPROACH ROADS AND TRAFFIC SIGNS. M-2-B.
- 8-15. PLAN AND PROFILE.
- 16-83. CROSS SECTIONS.

CONVENTIONAL SIGNS



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
 UNIT N^o.1 GROSS LENGTH OF PROJECT 22,433.7 FT. = 4.248 MILES
 NET LENGTH OF PROJECT

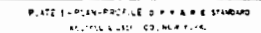


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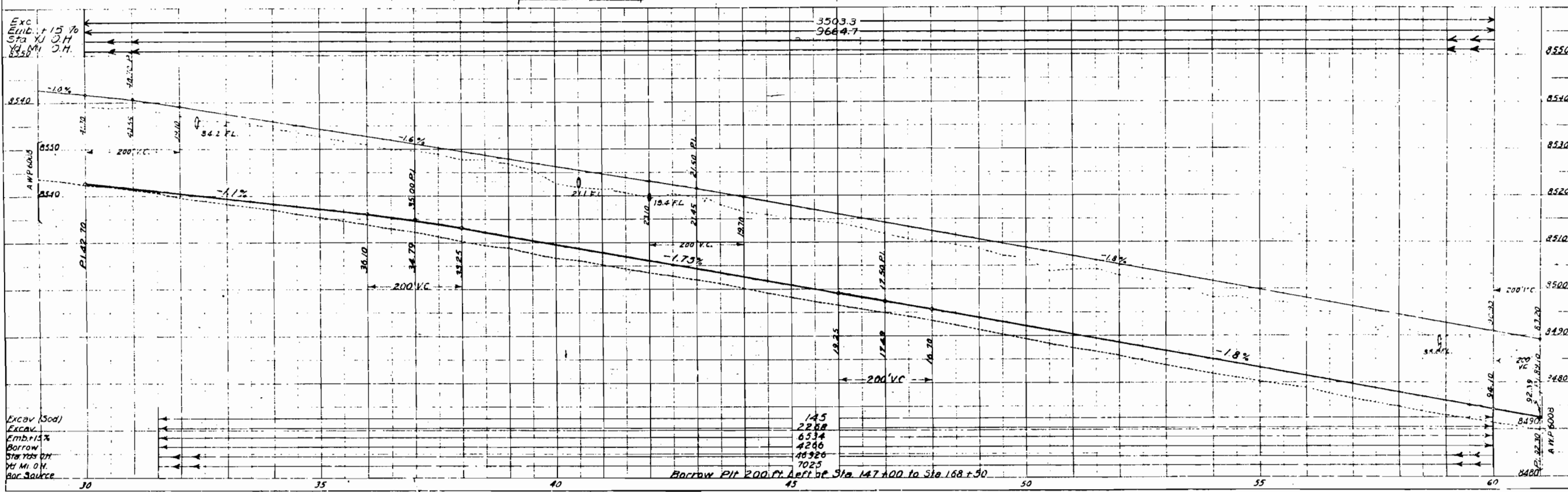
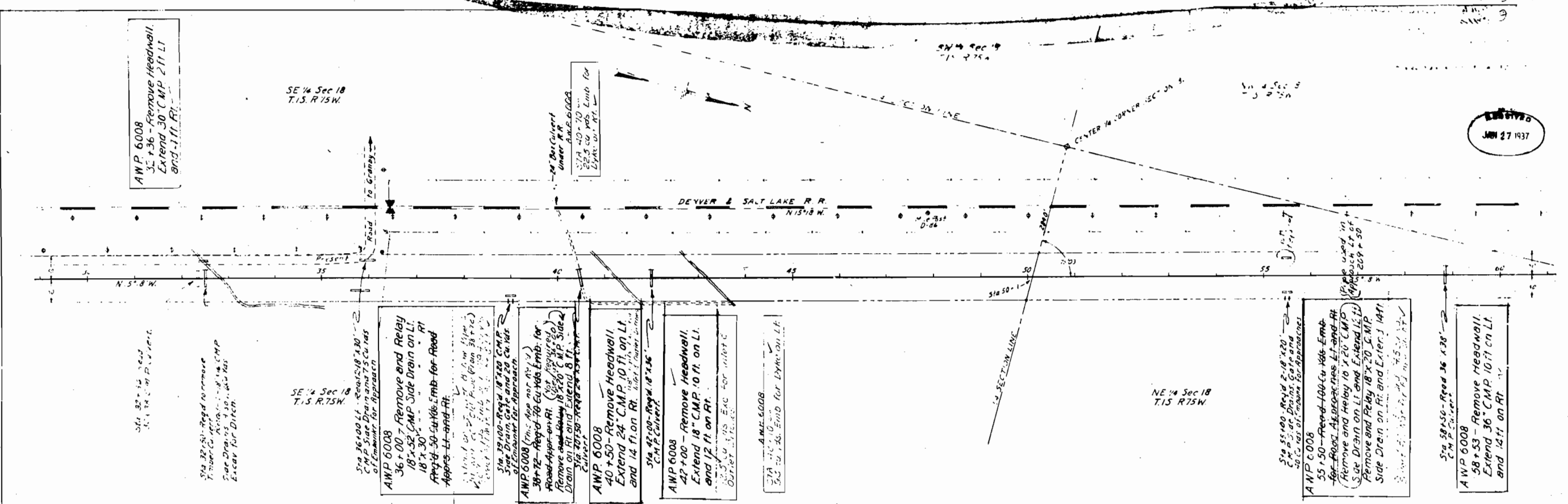
RECOMMENDED FOR APPROVAL 1/21/36
 S. McCullough
 ASSISTANT ENGINEER
 APPROVED
 Charles
 STATE HIGHWAY ENGINEER

721.00
No. 43 12 12 12 12 12
FINAL REVISION 3-14-32 S.E

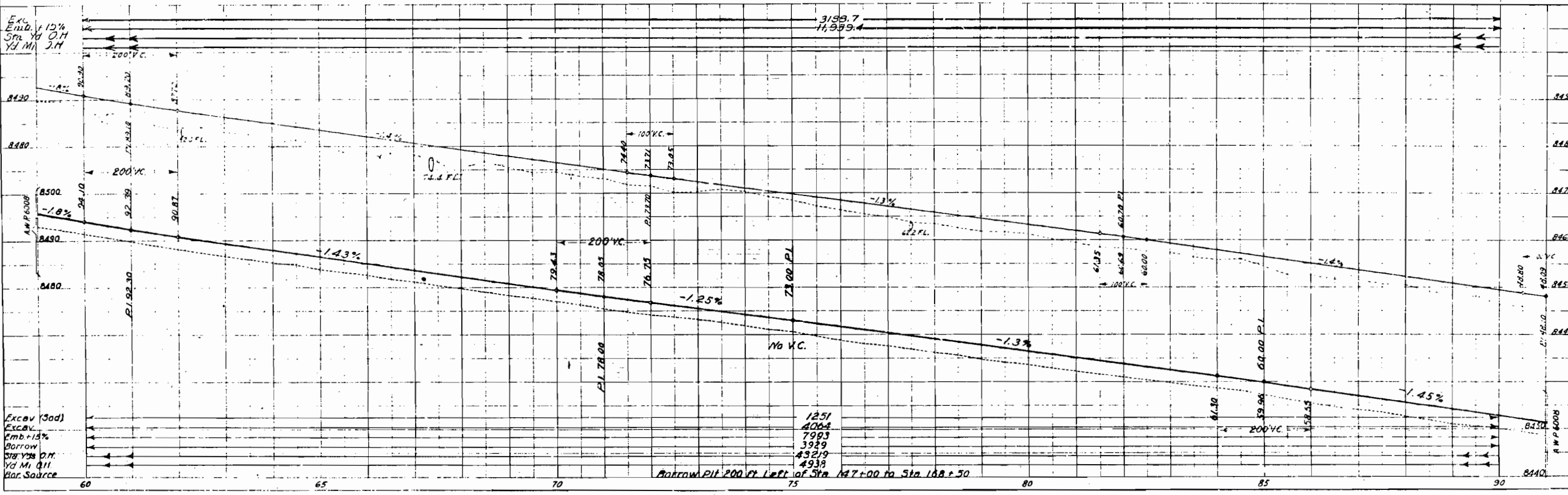
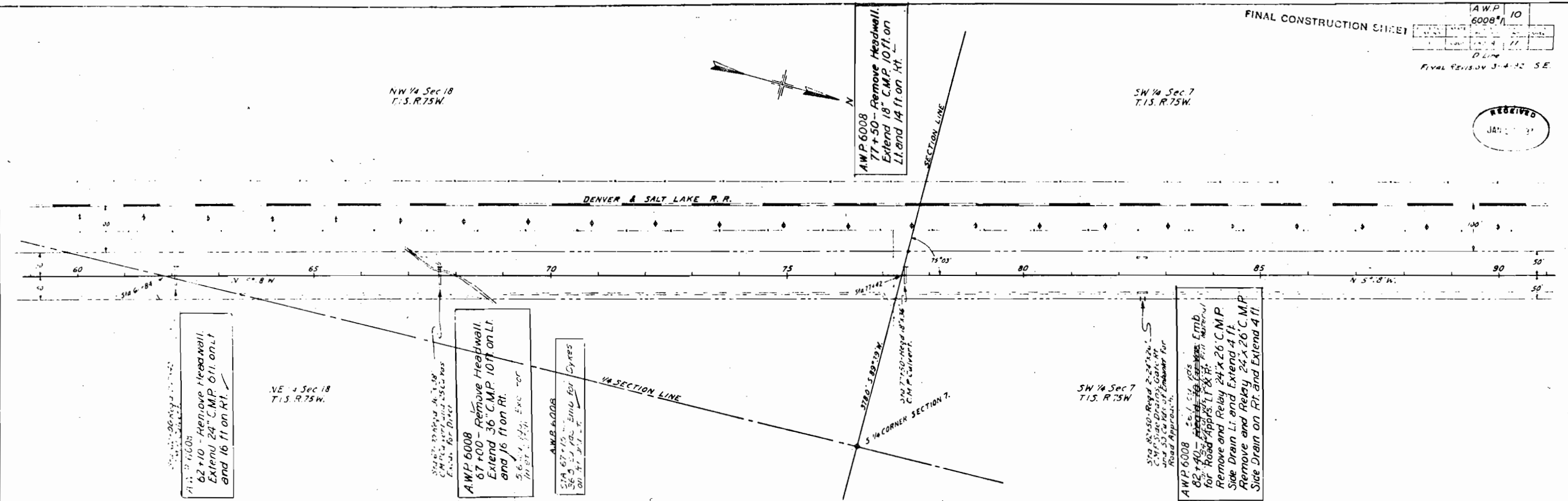
SE 1/4 Sec. 18
T15 R75W.



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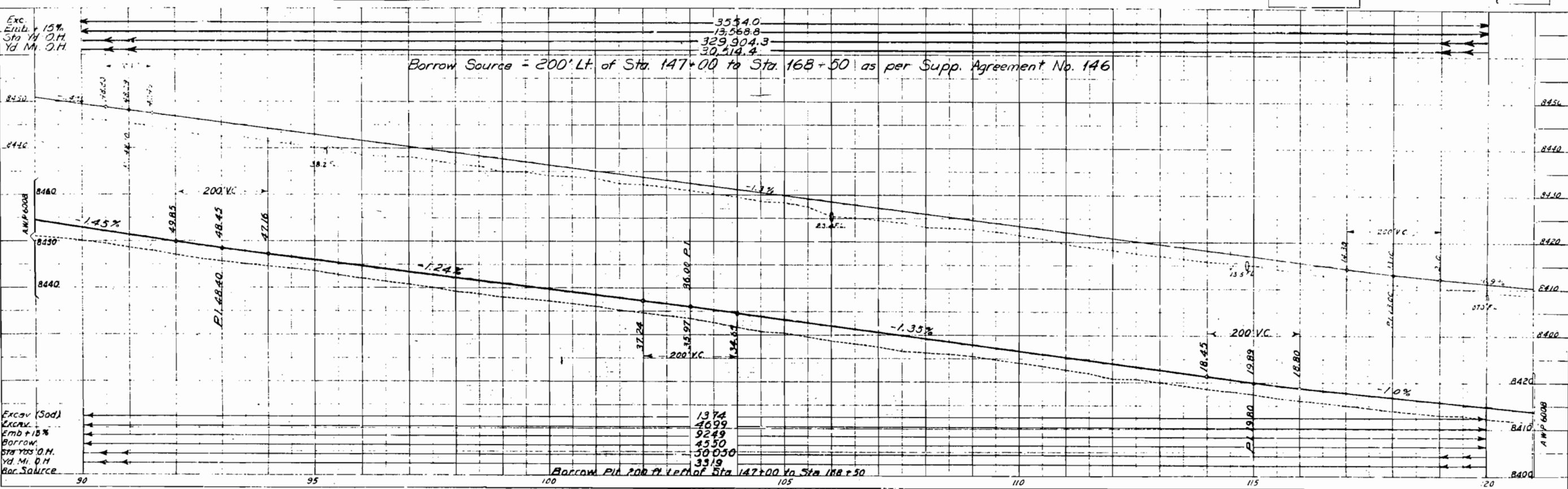
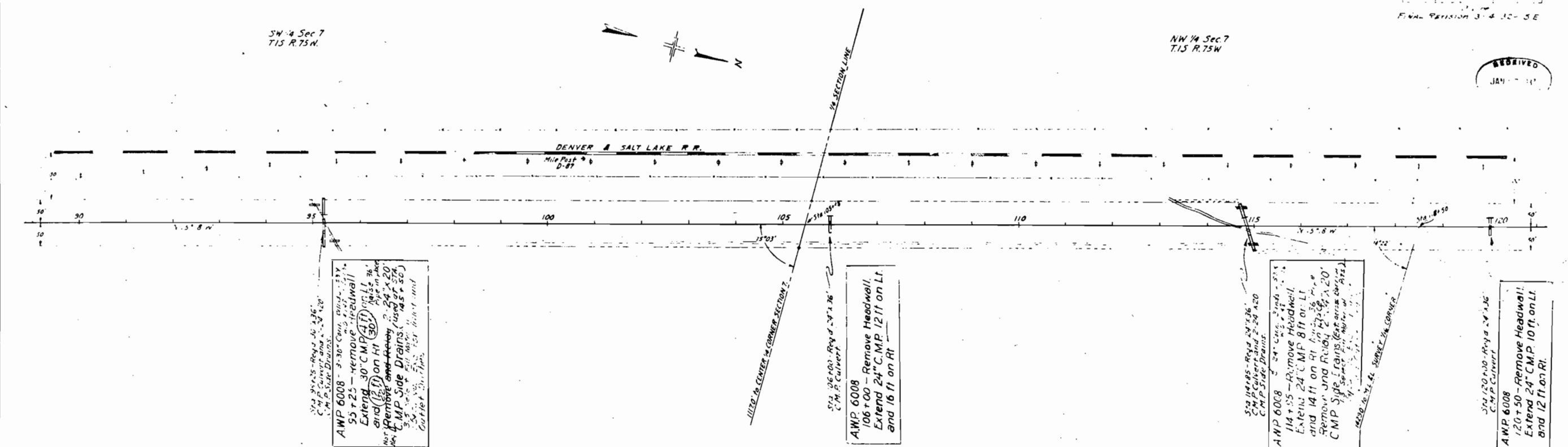


FINAL CONSTRUCTION SET
 AWP 6008* 11
 FINAL DESIGN 3-4-50-SE

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SW 1/4 Sec 7
 T15 R.75N.

NW 1/4 Sec 7
 T15 R.75W



Borrow Source - 200' Lt. of Sta. 147+00 to Sta. 168+50 as per Supp. Agreement No. 146

Borrow Pit 200' Lt. of Sta. 147+00 to Sta. 168+50

PLATE 1 - PLAN-PROFILE OF ROAD STANDARD
 REUTEL & SINGER CO. - CHICAGO, ILL.

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PLAN

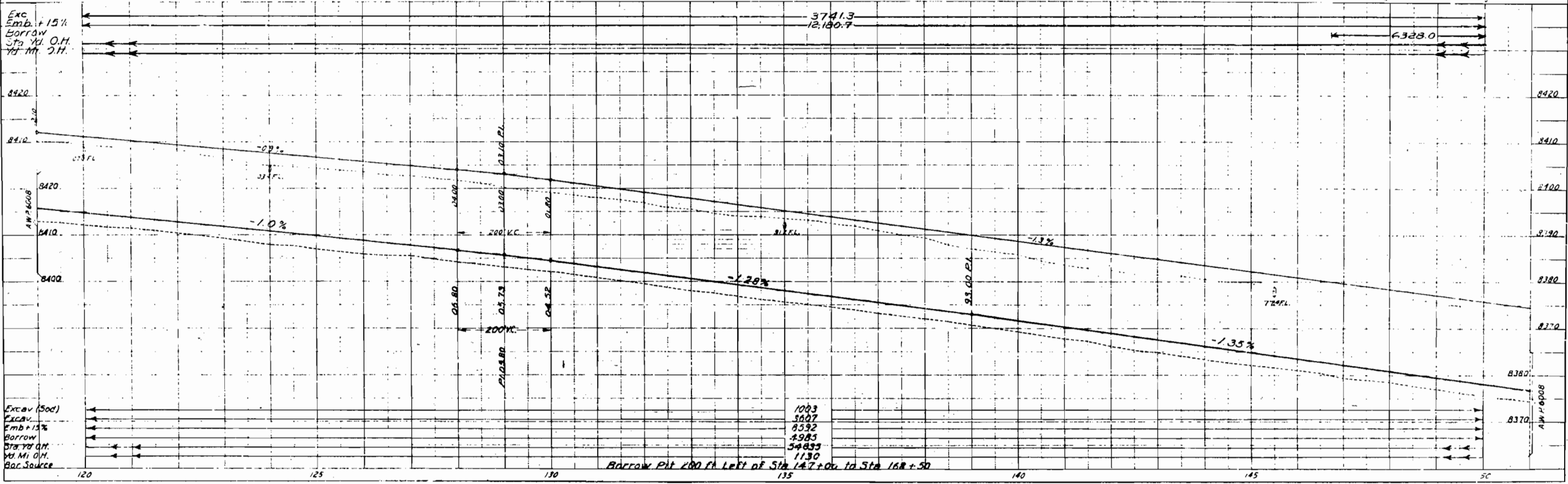
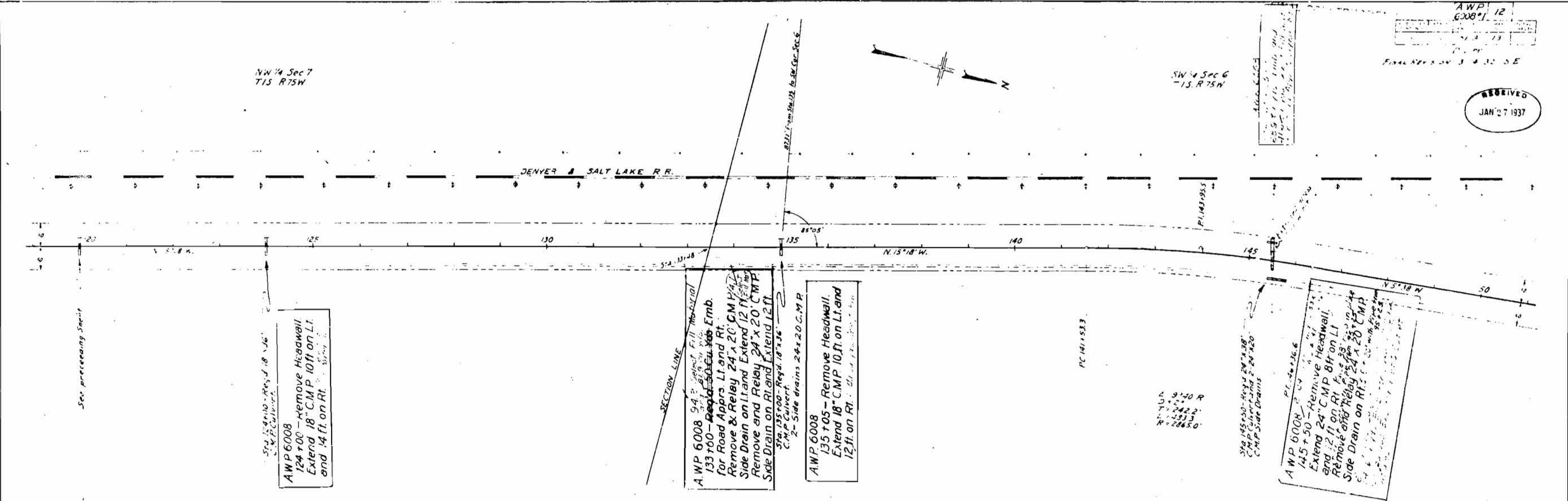
PROFILE

NW 1/4 Sec 7
T1S R75W

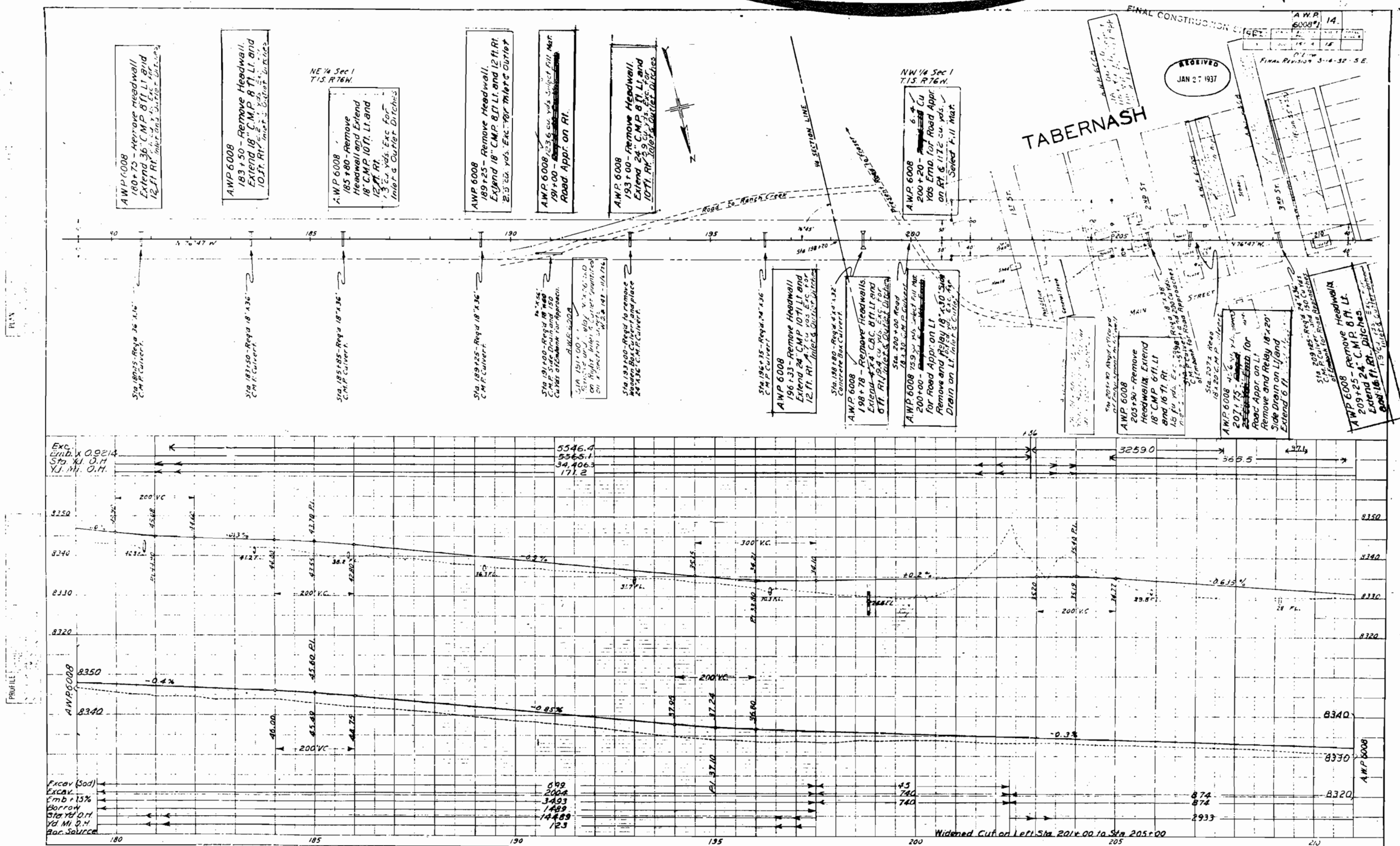
SW 1/4 Sec 6
T1S R75W

AWP 6008
6000' 12
Final Rev. 3 4 32 SE

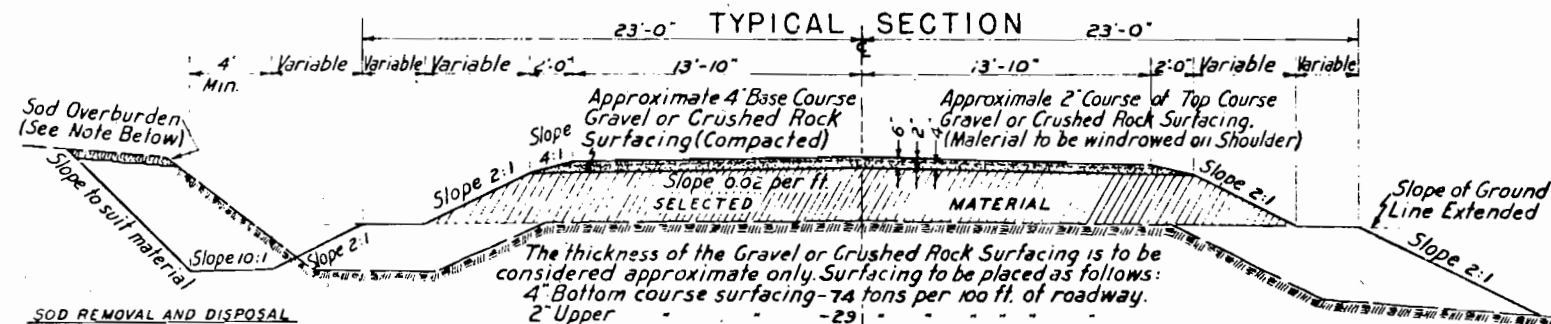
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DATE: 1-24-37
BY: A. E. SPENCER
CHECKED: W. H. H. H. H. H.



TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



SOD REMOVAL AND DISPOSAL

At all places on the Project where an overburden of sod is encountered, the sod shall be stripped from the top of cuts and deposited on the back sides of cut slopes. Upon the completion of excavation operations, the sod shall be evenly distributed and compacted in the bottom of side ditches. This work is to be included in the price bid for "Unclassified Excavation".

GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department, adopted August 1, 1935.

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

All roadway excavation required to construct the 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 Profile as "Borrow" or on Tabulation 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 embankment requirements actually met in construction.

All curves are to be superelevated as provided for by the Standard Superelevation Sheet.

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

Payment for overhaul will be based on measurement along centerline of Project.

The entire Project is to be cleared for variable widths which shall be held to the minimum for the construction of the road, borrow pits, channel changes, and widths required to accommodate visibility. Ordinarily the clearing shall not extend more than eight (8) feet beyond the toes of fills or the tops of cut banks and the cost thereof included in the lump sum price for "Clearing and Grubbing the Entire Project".

All side approach roads to the Project shall be gravel surfaced with a 4" thickness of "Gravel or Crushed Rock Surfacing" extending approximately 30 ft. from the edge of the highway. Estimated tonnage of surfacing material required in this operation is as follows:

14 Approaches @ 10 tons Each = 140 Tons.

All cross culverts shall be provided with one headwall, that on the inlet end unless otherwise noted on plans.

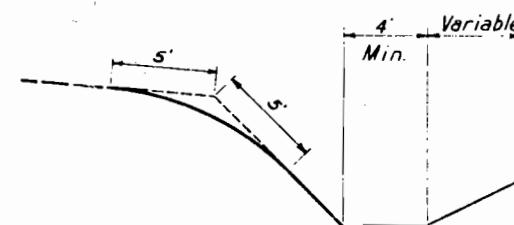
The contractor shall be required, at his own expense, to prosecute construction in such manner that traffic may safely and readily pass over the road. Also the Contractor shall be required to maintain in safe condition, at his own expense, all approaches to, and crossings of, intersecting roads.

1/2 CUT SECTION - 1/2 FILL SECTION
NOTE: This section to be used from Sta. 30+00 to Sta. 169+00 and from Sta. 173+50 to Sta. 343+50. From Sta. 0+00 to Sta. 30+00 and from Sta. 169+00 to Sta. 173+50 no grading work shall be done.

NOTE: Between Stas. 0+00 and 30+00 and 169+00 and 173+50 only the top course of Surfacing shall be placed. Over the entire project the top Course of Surfacing shall be placed in a windrow on the shoulder of the road as directed by the Engineer. This material is to be used in Oiling operations by State Forces.

SUMMARY OF APPROXIMATE QUANTITIES

NO.	ITEM	UNIT	QUANTITY
10a	Clear & Grub Entire Project	Lump Sum	0
11b	Removal of 28 Structures	"	0
11c	Remove Headwall & Cut Keyway	Each	2
13c	Unclassified Excavation	Cu. Yd.	50000
13d	Cut Slope Treatment	Mile	5.6
14a	Dry Rock Excavation (Structural)	Cu. Yd.	20
14b	Common	"	160
14c	Wet Rock	"	20
14d	Common	"	160
15y	Selected Fill Material	"	51500
18a	Station Yard Overhaul	Sta. Yd.	251000
18b	Yard Mile	Yd. Mi.	17000
26a	Gravel or Crushed Rock Surfacing	Ton	14100
31a	Top Course Gravel or Crush. Rock Surt.	"	6600
46a	Class "A" Concrete	Cu. Yd.	24
46b	Class "B" Concrete	"	49
47	Reinforcing Steel	Lb.	1700
53a	18" Corrugated Metal Culvert Pipe	Lin. Ft.	344
53c	24"	"	234
53d	30"	"	40
53e	36"	"	104
59	Relaying Pipe	"	414



CUT SLOPE TREATMENT IN EARTH CUTS

The intersection of cut slopes with the existing ground shall be rounded in earth cuts, beginning 5 feet outside the slope stake and extending 5 feet down the cut slope. Where the cut slope is less than 5 feet reduce each of the above widths of slope treatment to the actual width of slope. Quantities involved in cut slope treatment shall not be included in "Unclassified Excavation".

DETAIL OF CONNECTION FOR CONCRETE BOX EXTENSION

Place one dowel to each U-bar shown on Standard Concrete Box Culvert. Dowel bars are to be grouted in place with a cement grout composed of one part cement and two parts of clean, well graded sand.

The cost of grouting and placing dowels is to be included in payment for Reint. Steel.

The cost of "Removing Hdwall & Cut Keyway" Dowel new ext to old box to be paid for at contract unit price Each, with 1/2" x 2' Dowels.

SELECTED FILL MATERIAL

The entire subgrade lying above the present grade is to be constructed of Selected Fill Material as shown by the Typical Section.

This material is estimated to be available at the locations shown in the following tabulation.

This material will be classified and paid for as "Selected Fill Material". No overhaul will be allowed or paid for in connection with this material. The unit price bid per Cubic Yard for "Selected Fill Material" shall include all hauling.

Estimated Quantities involved in this operation are as follows:

MATERIAL TO BE PLACED	SOURCE	APPROXIMATE QUANTITY REQD. CU. YD.
Sta. 31+50 to Sta. 60+00	Pit No. 1	8035
Sta. 60+00 to Sta. 90+00	"	9512
Sta. 90+00 to Sta. 120+00	"	9014
Sta. 120+00 to Sta. 150+00	"	8349
Sta. 150+00 to Sta. 169+50	"	5125
Sta. 178+00 to Sta. 180+00	"	200
Sta. 180+00 to Sta. 210+00	"	6668
Sta. 210+00 to Sta. 343+50	"	4145
Total		51048

LIST OF STRUCTURES

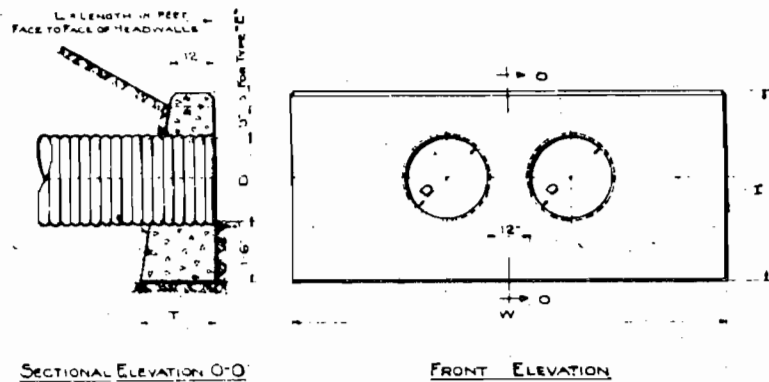
LOCATION	DESCRIPTION	REMOVE STRUCT	EXCAVATION CU YDS UNCL EMB	STRUCT FACING CU YD	CONCRETE CU YDS CL A CL B	R/W STEEL LBS	CORRUGATED METAL CULVERT PIPE LIN FT 18" 24" 30" 36"	CUMULATIVE METAL BANDS	RELATING PIPE 18" 24"	ADJACENT LANE YDS
32+36	Remove Headwall and Extend 30" C.M.P.	1	50	5	225				1	
36+00	Remove and Relay Side Drains Left and Right		70	35					1	
38+72	Road Approach on Right									
38+72	Remove and Relay Side Drain on Right and Extend								1	
40+50	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
42+30	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
55+50	Road Approach on Left and Right		100							
55+50	Remove and Relay Side Drains Right and Left and Extend			20	300				1	
58+53	Remove Headwall and Extend 36" C.M.P.	1		5	165				1	
62+10	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
67+00	Remove Headwall and Extend 36" C.M.P.	1		10	300				1	
77+50	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
82+40	Road Approaches on Left and Right		70							
82+40	Remove and Relay Side Drains on Left and Right and Extend			25	225				1	
95+25	Remove Headwall and Extend 30" C.M.P.	1		5					1	
95+25	Remove and Relay Side Drains Left and Right			20	165				1	
106+00	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
114+35	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
114+35	Remove and Relay Side Drains Left and Right			10	300				1	
120+30	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
124+30	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
133+60	Road Approaches on Left and Right		50							
133+60	Remove and Relay Side Drains Left and Right and Extend			30	110				1	
135+05	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
145+50	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
145+50	Remove and Relay Side Drain on Right			10	110				1	
155+50	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
159+50	Remove Headwall and Extend 30" C.M.P.	1		5	300				1	
179+20	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
180+75	Remove Headwall and Extend 36" C.M.P.	1		5	300				1	
193+30	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
185+80	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
189+25	Remove Headwall and Extend 18" C.M.P.	1		5	110				1	
191+00	Road Approach on Right		40							
193+30	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
196+33	Remove Headwall and Extend 24" C.M.P.	1		5	165				1	
198+78	Remove Headwalls and Extend 4x4 C.B.C.			25	2387	1697			2	
200+00	Road Approach on Left		5							
200+00	Remove and Relay Side Drain on Left		15	10	110				1	
200+00	Road Approach on Right									
200+00	Remove Headwall and Extend 18" C.M.P. (SK 77 1/2" RT)	1		5	165				1	
207+75	Road Approach on Left		25	5					1	
207+75	Remove and Relay Side Drain on Left and Extend			5					1	
209+25	Remove Headwall and Extend 24" C.M.P. (SK 75" RT), Ditches	1	5	5					1	
212+65	Road Approach on Left		30							
212+65	Remove and Relay Side Drain on Left and Ditches			5					1	
213+06 B	Extend 18" C.M.P. (SK 60" RT) and Ditches		10	5	600				1	
552+55.9A	Remove Headwalls and Extend 36" C.M.P. (SK 65" RT)	2		5					1	
547+00	Remove 18" x 40" C.M.P. and Headwall	1		5	110				1	
547+00	Rego C.M.P. Cross Culvert									
TOTALS		28	20 455	350	2187 4970	1697	344 234 40 100	62	192	222

* Connecting Bands are to be included in the price bid per linear foot for "Corrugated Metal Culvert Pipe".

* Structural Excavation is estimated to be 90% Common & 10% Rock each of which is estimated to be 50% Dry and 50% Wet

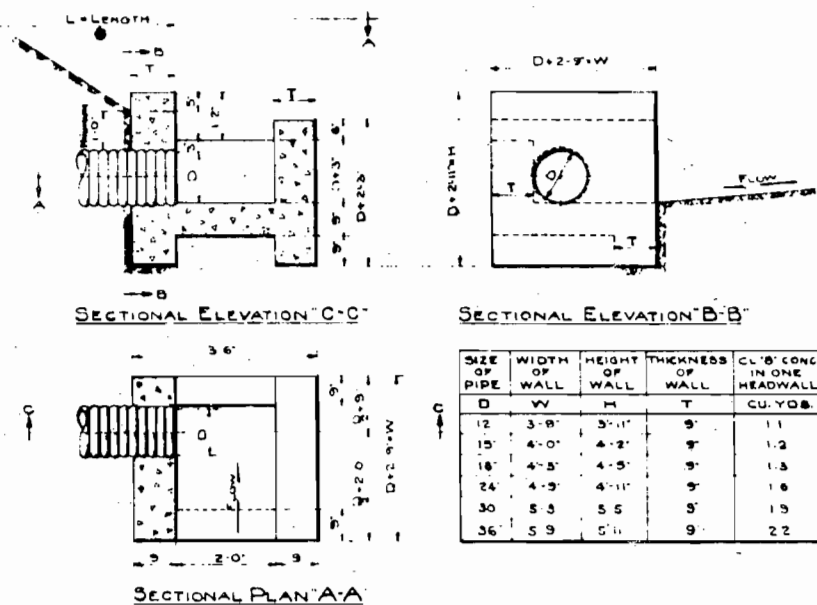
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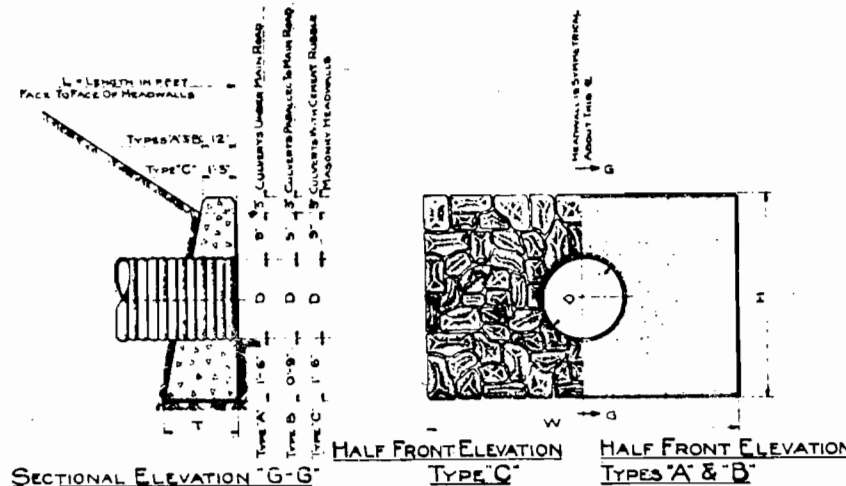


	D	W	T	CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE	CEMENT RUBBLE MASONRY
TYPE E	12	12	12	2.20 CU YDS	16 GAUGE 24 L. LIN. FT.	
TYPE F	12	12	12	2.20 CU YDS	16 GAUGE 24 L. LIN. FT.	

STD. HEADWALLS FOR DOUBLE CORRUGATED METAL PIPE CULVERTS.



INTERCEPTING HEADWALLS.



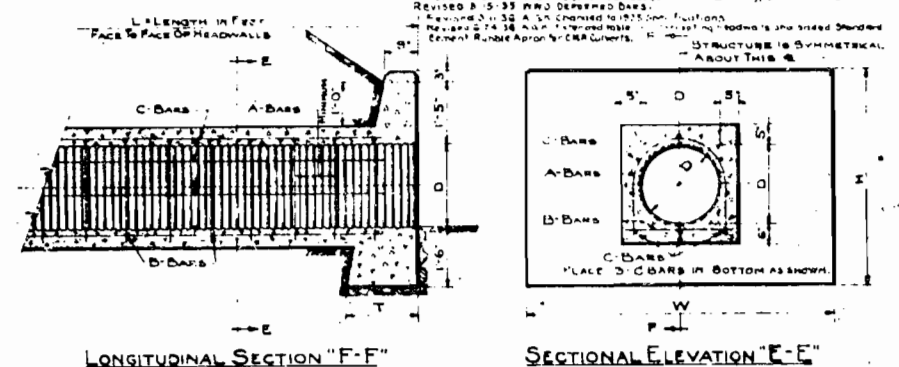
	D	W	H	T	CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE	CEMENT RUBBLE MASONRY
TYPE A	12	12	12	12	1.40 CU YDS	16 GAUGE 24 L. LIN. FT.	
TYPE B	12	12	12	12	1.40 CU YDS	16 GAUGE 24 L. LIN. FT.	
TYPE C	12	12	12	12	1.40 CU YDS	16 GAUGE 24 L. LIN. FT.	

DIAMETER OF PIPE	54"	60"	66"	72"	78"	84"
D BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.
E BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.
F BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.
G BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.
H BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.
I BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.
J BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.
K BARS 1/2"	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.	SPACING 12" NUMBER 12 EACH 24 L. LIN. FT.

STANDARD HEADWALLS FOR CORRUGATED METAL PIPE CULVERTS.

STANDARD M-102-E

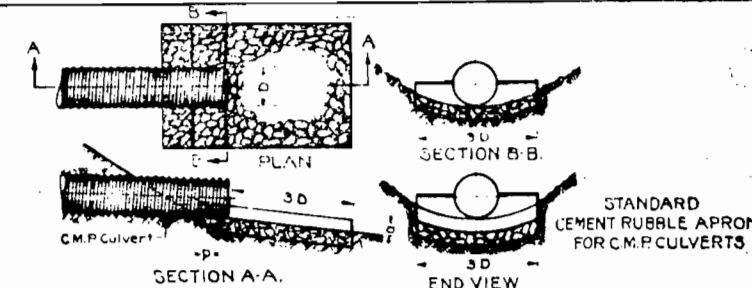
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLORADO		5	



	D	W	H	T	CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE	CEMENT RUBBLE MASONRY
TYPE A	12	12	12	12	1.40 CU YDS	16 GAUGE 24 L. LIN. FT.	
TYPE B	12	12	12	12	1.40 CU YDS	16 GAUGE 24 L. LIN. FT.	
TYPE C	12	12	12	12	1.40 CU YDS	16 GAUGE 24 L. LIN. FT.	

SPECIAL NOTES
 ALL REINFORCING BARS SHALL BE TYPE 40.
 MINIMUM DISTANCE BETWEEN BARS SHALL BE 2" OR THE DIAMETER OF THE BAR, WHICHEVER IS GREATER.
 PIPE SHALL BE THOROUGHLY CLEANED BEFORE INCASING WITH CONCRETE.

INCASED PIPE CULVERTS.



Fill Slope	12"	15"	18"	24"	30"	36"	42"	48"	54"	60"	66"	72"	78"	84"
1:1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1:1.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
2:1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
3:1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
4:1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

GENERAL NOTES FOR ALL STRUCTURES
 ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT ADOPTED AUGUST 1, 1933.
 ALL CONCRETE SHALL BE CLASS A EXCEPT TYPE B WHICH SHALL BE CLASS B.
 ALL EXPOSED SURFACES SHALL BE REBUILT FREE OF FORM MARKS.
 ALL EXPOSED CORNERS SHALL BE BEVELED TO A 2" FACE.
 ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.
 ALL WALLS SHALL HAVE FORMS ON BOTH SIDES.
 ALL REINFORCING BARS SHALL BE DEFORMED.
 ALL REINFORCING BARS SHALL BE TIED WITH THE STATION NUMBER AND LETTER DESIGNATION.
 SECONDARY BARS WHEN SPICED SHALL BE GIVEN A LAP OF 50 DIAMETERS.
 MAIN BARS SHALL NOT BE SPICED.
 MINIMUM LAP OF 3' FOR TOP OF CULVERTS SHALL BE 1' 3".
 WHEN CULVERT IS SKEWED, HEADWALLS SHALL BE PLACED PARALLEL TO A/R OF ROADWAY.
 MINIMUM GRADE OF PIPE SHALL BE 1".
 FOR SIZE AND LOCATION OF CULVERTS SEE SHEET NO. 2.
 FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.

COLORADO
 STATE HIGHWAY DEPARTMENT
 STANDARD HEADWALLS
 INTERCEPTING HEADWALLS
 INCASED METAL PIPE CULVERT WITH HEADWALLS
 CORRUGATED METAL PIPE CULVERTS
 Designed by E. B. Bailey Approved by E. B. Bailey
 Made by G. H. W. M. Bridge Engineer
 Checked by J. M. M. Date April 20, 1932.

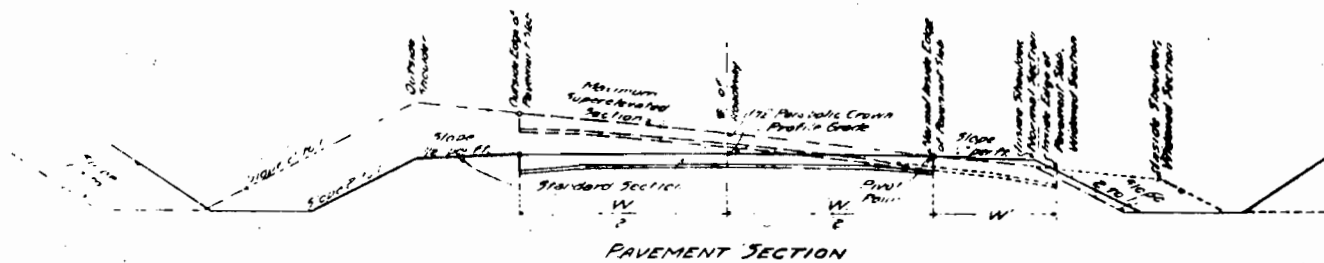
STRUCTURE NO.

STANDARD M-I-A

FED. ROAD DIST. No.	STATE	PROJECT No.	SHEET No.	TOTAL SHEETS
3	COLO.			

Revised 8-11-36 SBL (200 Length)
 Revised 8-11-36 SBL
 Revised 8-11-36 SBL (Sup. of Ties)
 Revised 8-11-36 SBL (1915 Specifications)
 Revised 8-11-36 SBL (Notes on Special Cases)

RECEIVED
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SUPERELEVATION AND WIDENING NOTES FOR PAVEMENT SECTION

Curves on projects using the pavement section are to be superelevated and widened as indicated in the accompanying drawings and table.

The normal inside edge of the pavement slab is to remain at the standard elevation of 0.025 ft below the profile grade, and the outside edge of the slab is to be superelevated at the rate per foot width of roadway given in the table or graph. The section is to be widened about the normal inside edge of the pavement.

When the degree of curvature exceeds 10, the inside portion of the pavement slab is to be widened from the normal inside edge as per the table below. Curves of 10 degrees are not to be widened. The 10 degree curve is to be widened to the outside edge of the pavement. The widened section is to have a flat top.

The slope of the shoulders shall conform to the rate per foot width of roadway required except that the inside shoulder shall maintain the standard slope of 0.025 ft per foot width until the super-elevation rate exceeds this standard slope.

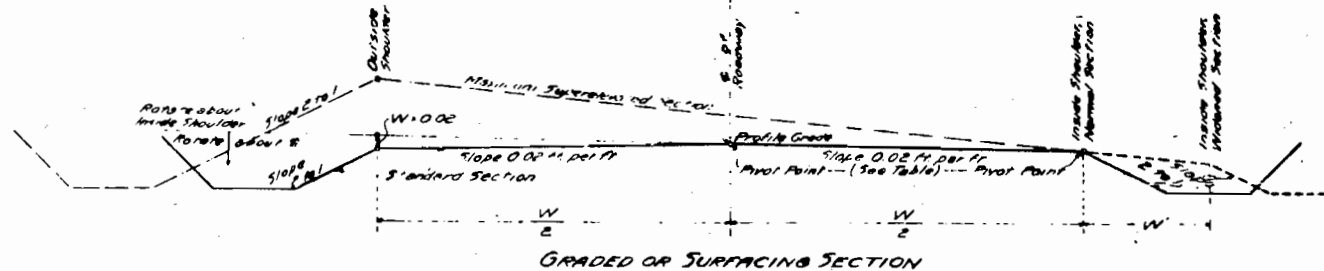
The outside ditch along a super-elevated section is to be modified from the standard where a deeper ditch is required to provide drainage.

Details of plans for super-elevating and widening are shown on the General Plan for Widening and the Graph of Super-elevation Factors.

The subgrade for future pavement is to be constructed to conform to the super-elevation and widening requirements for the pavement section.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR PAVEMENT SECTION

Distance from BT	20 FT	40 FT	60 FT	80 FT	100 FT-PC	120 FT	140 FT	160 FT	180 FT	200 FT-ET	On Curve
Factor	0.02	0.08	0.18	0.31	0.50	0.68	0.82	0.92	0.98	1.00	1.00
Degree of Curve	Rate of Super-elevation (in Feet) per Foot Width of Roadway										
2° and Under	0.0004	0.0017	0.0039	0.0067	0.0105	0.0143	0.0172	0.0195	0.0206	0.0210	0.0210
3°	0.0006	0.0025	0.0057	0.0101	0.0158	0.0224	0.0289	0.0340	0.0379	0.0400	0.0400
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0296	0.0374	0.0436	0.0480	0.0500	0.0500
5°	0.0010	0.0042	0.0094	0.0160	0.0246	0.0342	0.0420	0.0483	0.0524	0.0550	0.0550
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0432	0.0540	0.0630	0.0690	0.0720	0.0720
7°	0.0015	0.0057	0.0127	0.0235	0.0360	0.0492	0.0612	0.0714	0.0792	0.0840	0.0840
8°	0.0017	0.0064	0.0141	0.0260	0.0400	0.0540	0.0672	0.0780	0.0864	0.0920	0.0920
9°	0.0019	0.0070	0.0156	0.0280	0.0432	0.0580	0.0714	0.0824	0.0900	0.0960	0.0960
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0840	0.0960	0.1000	0.1000	0.1000
Offset for Widening W (in Feet)											
Over 10° - Under 15°	0.06	0.24	0.54	0.96	1.50	2.16	2.82	3.48	4.00	4.40	4.40
15° - 20°	0.08	0.32	0.72	1.28	2.00	2.72	3.36	3.92	4.32	4.60	4.60
Over 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.20	4.80	5.20	5.40	5.40
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00	6.00



SUPERELEVATION AND WIDENING NOTES FOR GRADED OR SURFACING SECTIONS

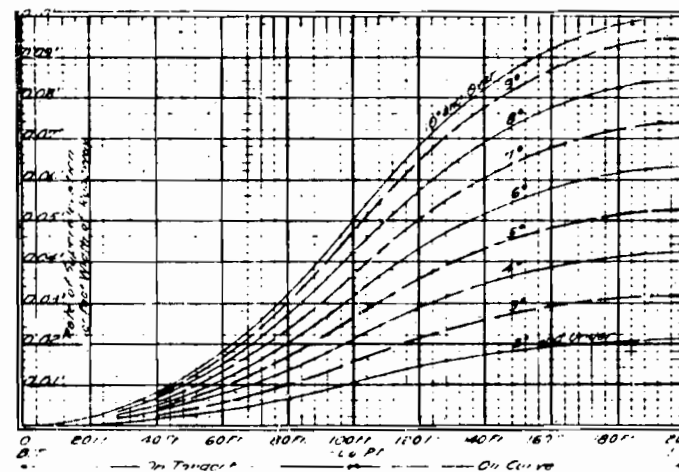
Curves on projects using the graded or surfacing section are to be super-elevated and widened as indicated in the accompanying drawings and table.

The normal inside shoulder and ditch are to remain as shown in the standard section shown as sheet #2. The outside shoulder is to be widened from the normal inside shoulder line as shown by the true and cross section. Curves of 10 degrees and less are not to be widened.

Details of plans for super-elevating and widening are shown on the General Plan for Widening and the Graph of Super-elevation Factors.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR GRADED OR SURFACING SECTIONS

Distance from BT	20 FT	40 FT	60 FT	80 FT	100 FT-PC	120 FT	140 FT	160 FT	180 FT	200 FT-ET	On Curve
Factor	0.02	0.08	0.18	0.31	0.50	0.68	0.82	0.92	0.98	1.00	1.00
Degree of Curve	Rate of Super-elevation (in Feet) per Foot Width of Roadway										
2° and Under	0.0004	0.0017	0.0039	0.0067	0.0105	0.0143	0.0172	0.0195	0.0206	0.0210	0.0210
3°	0.0006	0.0025	0.0057	0.0101	0.0158	0.0224	0.0289	0.0340	0.0379	0.0400	0.0400
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0296	0.0374	0.0436	0.0480	0.0500	0.0500
5°	0.0010	0.0042	0.0094	0.0160	0.0246	0.0342	0.0420	0.0483	0.0524	0.0550	0.0550
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0432	0.0540	0.0630	0.0690	0.0720	0.0720
7°	0.0015	0.0057	0.0127	0.0235	0.0360	0.0492	0.0612	0.0714	0.0792	0.0840	0.0840
8°	0.0017	0.0064	0.0141	0.0260	0.0400	0.0540	0.0672	0.0780	0.0864	0.0920	0.0920
9°	0.0019	0.0070	0.0156	0.0280	0.0432	0.0580	0.0714	0.0824	0.0900	0.0960	0.0960
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0840	0.0960	0.1000	0.1000	0.1000
Offset for Widening W (in Feet)											
Over 10° - Under 15°	0.06	0.24	0.54	0.96	1.50	2.16	2.82	3.48	4.00	4.40	4.40
15° - 20°	0.08	0.32	0.72	1.28	2.00	2.72	3.36	3.92	4.32	4.60	4.60
Over 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.20	4.80	5.20	5.40	5.40
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00	6.00



GRAPH OF SUPERELEVATION TRANSITION FACTORS

The rate of super-elevation per foot width of roadway to be applied at the outside edge of the pavement slab and the inside shoulder of the roadway is computed as follows:

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

0.0105 ft x Degree of Curvature

The maximum super-elevation of 0.0105 ft per foot width, applying to curves of 10° and over, is not to be exceeded.

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

SPECIAL CASES: When the roadway and/or shoulder is wider than the standard transition length, the tangent length may be divided into shorter segments. The maximum distance of 200 ft shall be used for each segment. 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 (150 ft + 100 ft) as shown for the regular 100 ft transition for that degree of curve shall be used. The maximum of super-elevation and widening shall be the rate of the center of the curve.

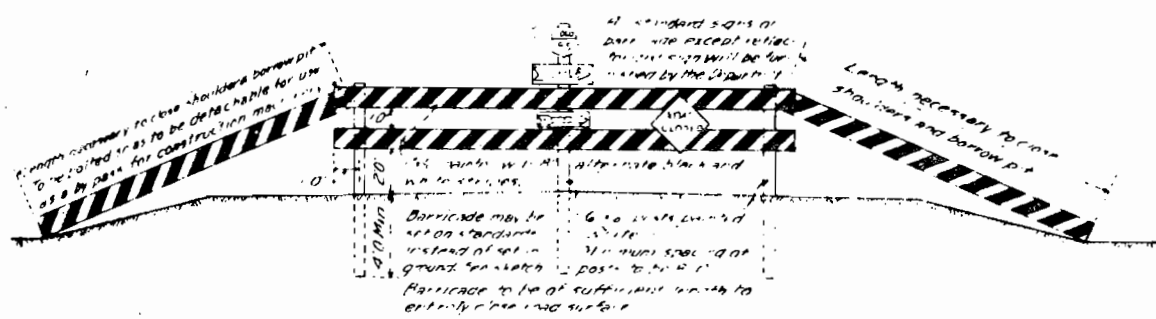
When the tangent distance between two curves in the same direction is less than 400 ft, the super-elevation and widening required by the curve of lesser degree is to be carried across the connecting tangent in such a way that good appearance and riding qualities will be maintained.

COLORADO
 STATE HIGHWAY DEPARTMENT

STANDARD METHODS
 FOR SUPERELEVATION AND
 WIDENING OF CURVES

Revised 8-11-36
 Approved: [Signature]
 Date: Aug 17, 1932

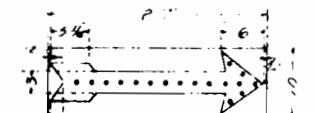
DETAILS OF PERMANENT BARRICADE



POSITION OF SIGNS RELATIVE ROAD BED

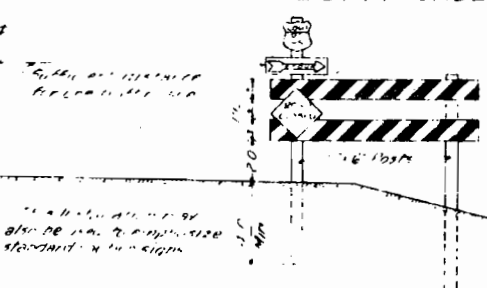
This position to be governed by the maximum day and night visibility which is influenced by grade, curvature, etc. Advance of local conditions, barriers, etc. Exact location to be stated by the Engineer, but in no case shall it be less than 10 feet from the traveled way.

SUGGESTED DETAIL OF REFLECTORIZED ARROW

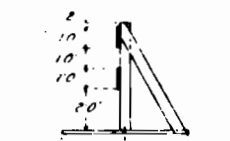


Contractor shall be required to paint at least two square inches of the sign with reflective material. Reflective buttons shall be 1/4 inch diameter and 1/8 inch thick. Subject to Department approval.

DETAILS OF PARTIAL BARRICADE



END VIEW OF PORTABLE BARRICADE



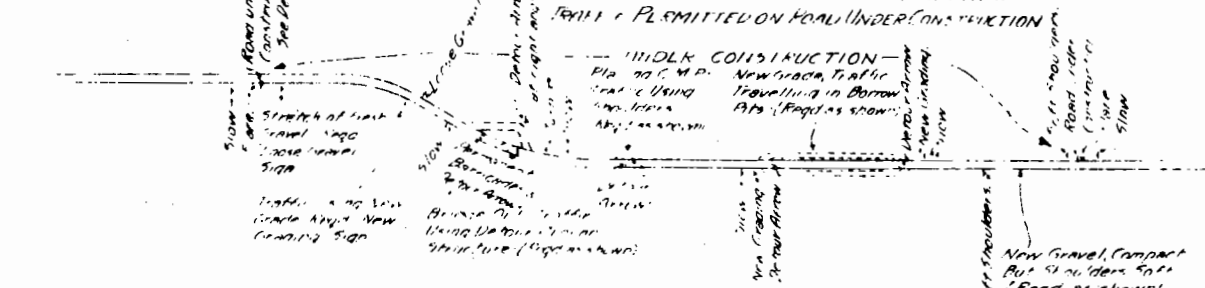
Base and sides to be painted white. Painted with red and white with 1/2 inch base to be weighted if necessary for stability.

DETAILS OF ROAD UNDER INSTRUCTION SIGN



Sign to be made on material with at least three coats on the back. Background to be white, SLOW and underline to be red, and other lettering in black. Sign to be set on 2' x 6' x 6" posts 4 ft. in the ground.

TYPICAL METHOD OF MARKING HIGHWAY TRAFFIC PERMITTED ON ROAD UNDER CONSTRUCTION



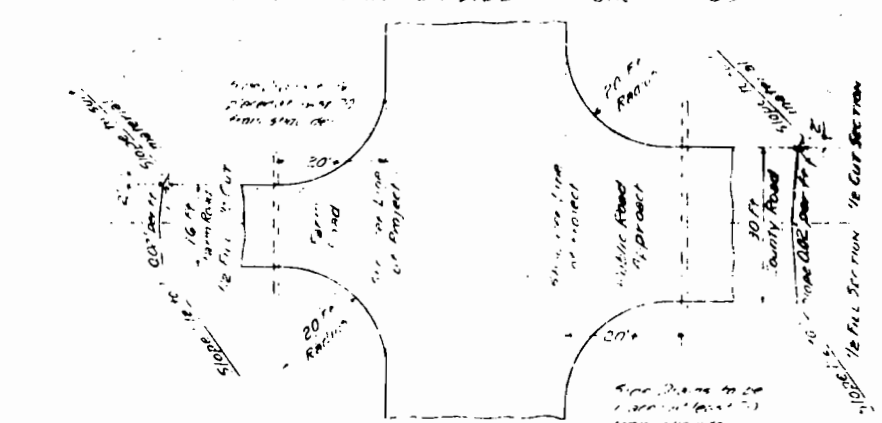
TYPICAL METHOD OF MARKING DETOUR TRAFFIC PERMITTED ON ROAD UNDER CONSTRUCTION



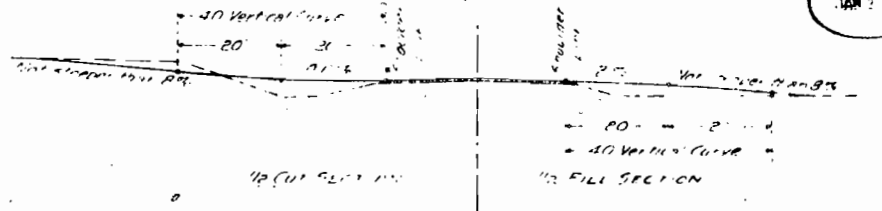
STANDARD M-2-B

STATE	COUNTY	SHEET	DATE
COLORADO			

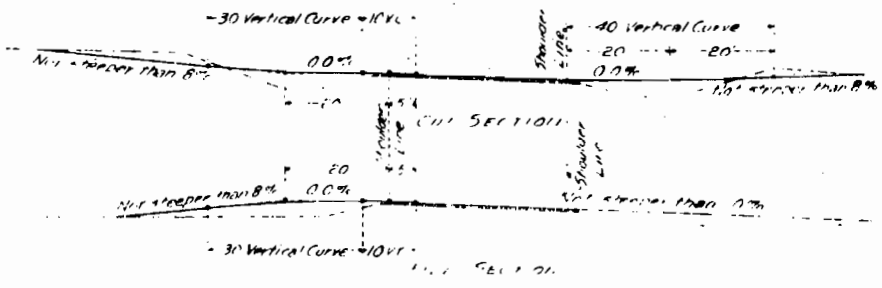
TYPICAL PLAN FOR SIDE APPROACH ROADS



STANDARD CROWNED SECTION



SUPERELEVATED SECTION



GENERAL NOTES FOR HIGHWAY MARKING:
The maximum grades allowable for the limiting grades for the proposed road shall be as follows:
When the length of the approach is determined by the intersection of these grades with the natural ground is such as to develop a property on the grade, the method used, and maximum grades, shall be indicated on the plan, or provided in work order.

GENERAL NOTES FOR ROADWAY CONSTRUCTION TRAFFIC SIGNS

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department adopted August 1, 1935. Whenever traffic is permitted on a road while under construction, the Contractor shall at all times adequately and conspicuously mark any and all hazards 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. Whenever traffic is prohibited from 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. All signs and barricades shall be immediately moved, bridged, removed, or changed to appropriately mark hazards, or conditions altered, corrected or changed by construction progress. The Contractor shall furnish:
(1) All barricade material. It shall always be well painted, as per sketch, and well maintained.
(2) A reflectORIZED arrow of an approved type for each barricade at the ends of the Project, and at other barricades required where traffic is permitted on road under construction.
(3) "SLOW-ROAD UNDER CONSTRUCTION" signs as required.
(4) Any special signs the Department may deem necessary for the protection of traffic over the Project.
(5) 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. 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. Costs of all of the foregoing material and work by the Contractor shall be included in the original contract prices for the Project. 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 J. M. M. M.
Made by J. M. M. M.
Check J. M. M. M.
Check J. M. M. M.

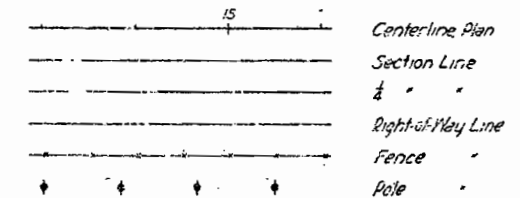
Approved by J. M. M. M.
Date Aug 10, 1935

INDEX OF SHEETS A.W.P. 6008-UNIT N^o.1

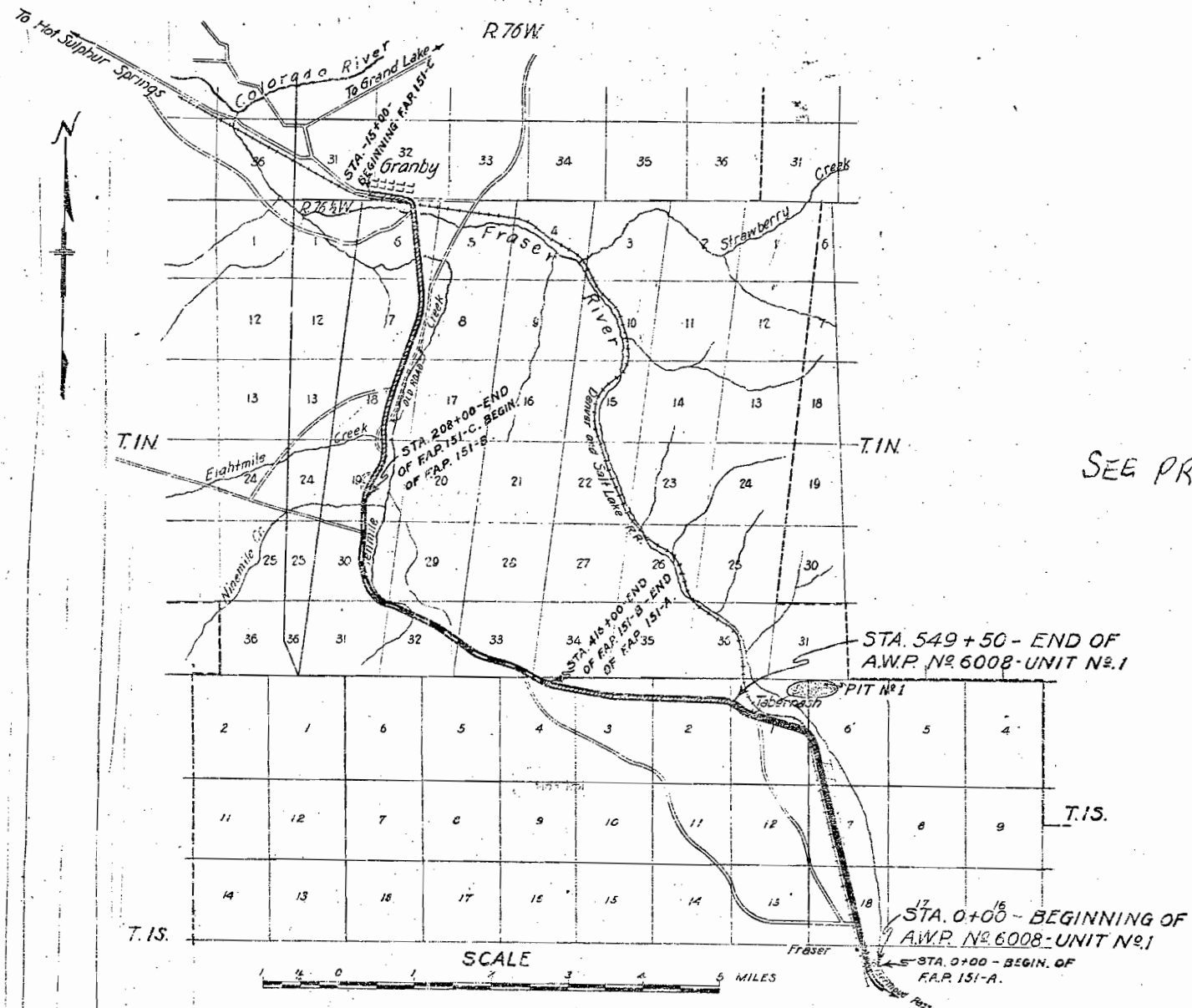
1. TITLE SHEET.
2. TYPICAL SECTION AND SUMMARY.
3. LIST OF STRUCTURES.
4. STANDARD CONCRETE BOX CULVERTS. M-103-D.
5. STANDARD HEADWALLS FOR C.M.P. CULVERTS. M-102-E.
6. STANDARD SUPERELEVATION AND WIDENING. M-1-A.
7. TYPICAL APPROACH ROADS AND TRAFFIC SIGNS. M-2-B.
- 8-15. PLAN AND PROFILE.
- 16-83. CROSS SECTIONS.

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED A.W. PROJECT NO. 6008 STATE HIGHWAY NO. 2 GRAND COUNTY

CONVENTIONAL SIGNS



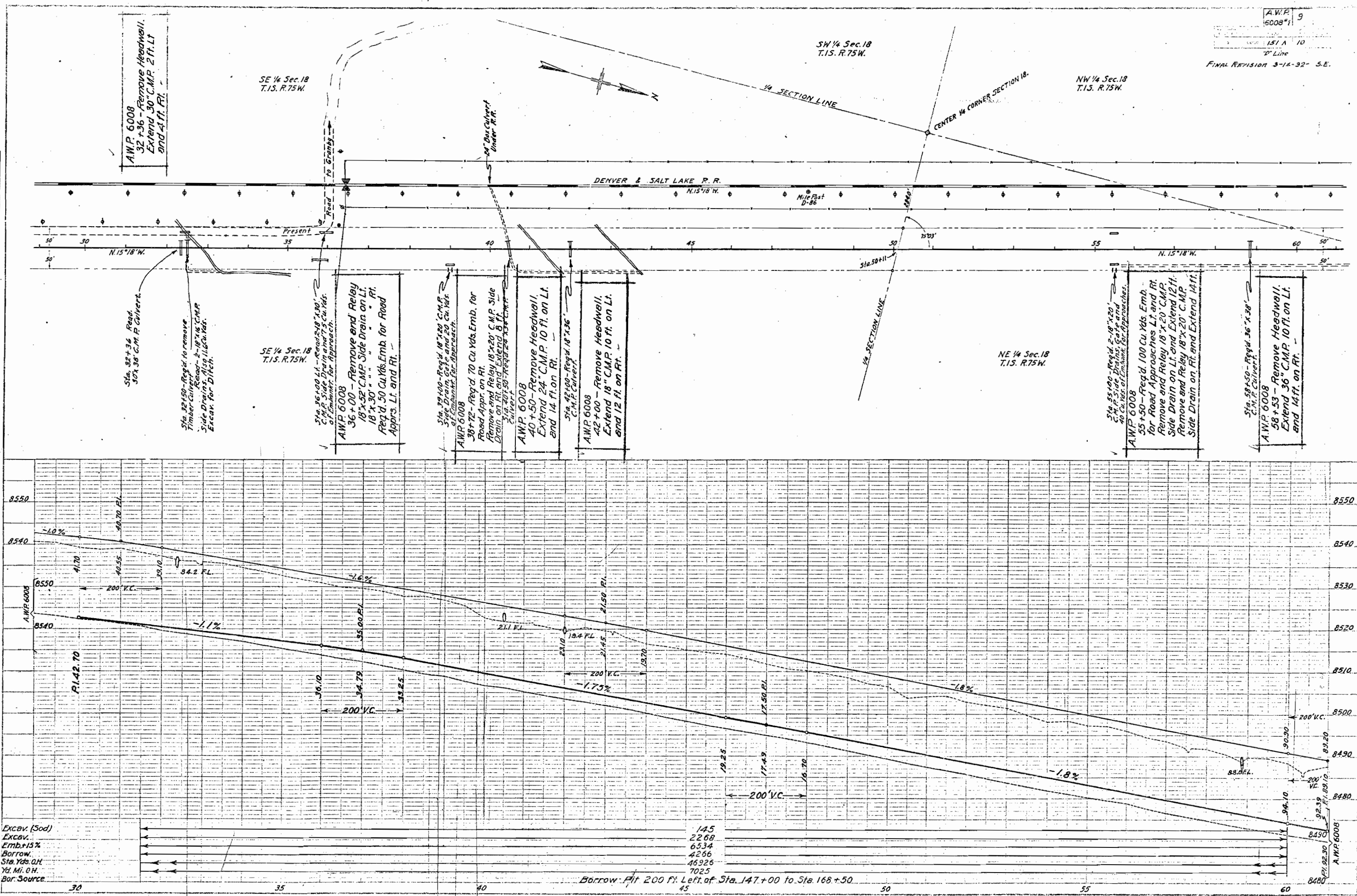
SCALES ON ORIGINAL TRACINGS
ON PLAN, 1 IN. = 100 FT.
ON PROFILE 1 IN. = 100 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
UNIT N^o.1 { GROSS LENGTH OF PROJECT } 22,433.7 FT. = 4.248 MILES
{ NET LENGTH OF PROJECT }



SEE PROJ BF 005-3(10)

RECOMMENDED FOR APPROVAL 7/27/36
APPROVED
Chas. V. [Signature]
STATE HIGHWAY ENGINEER

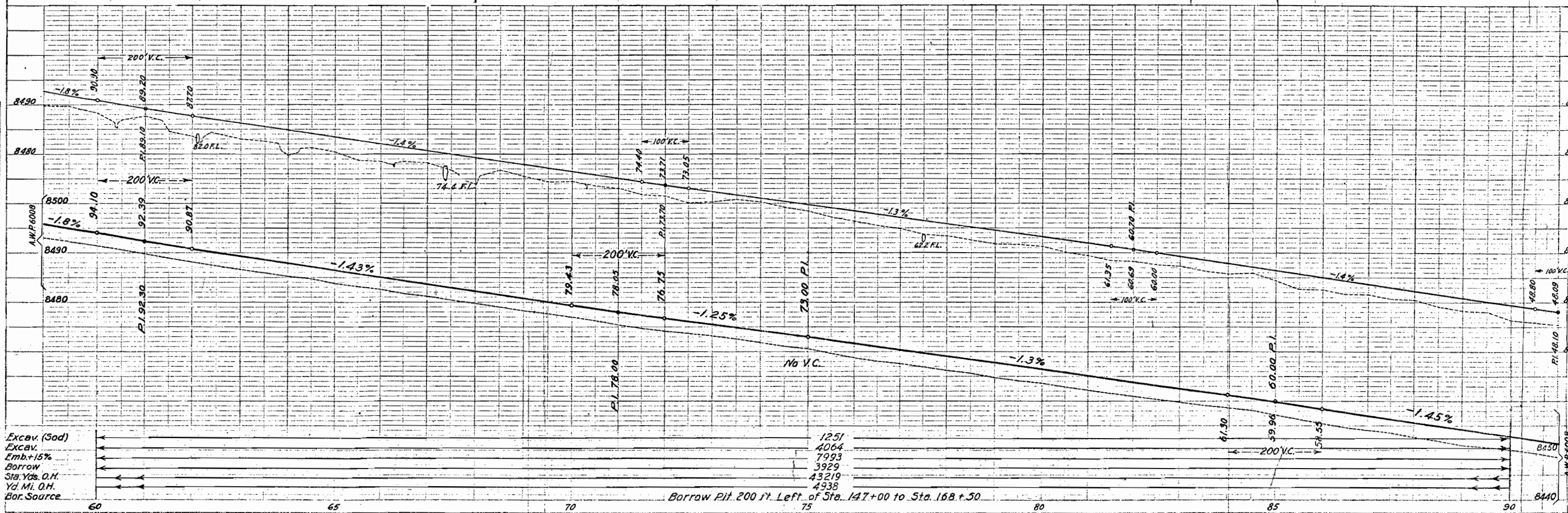
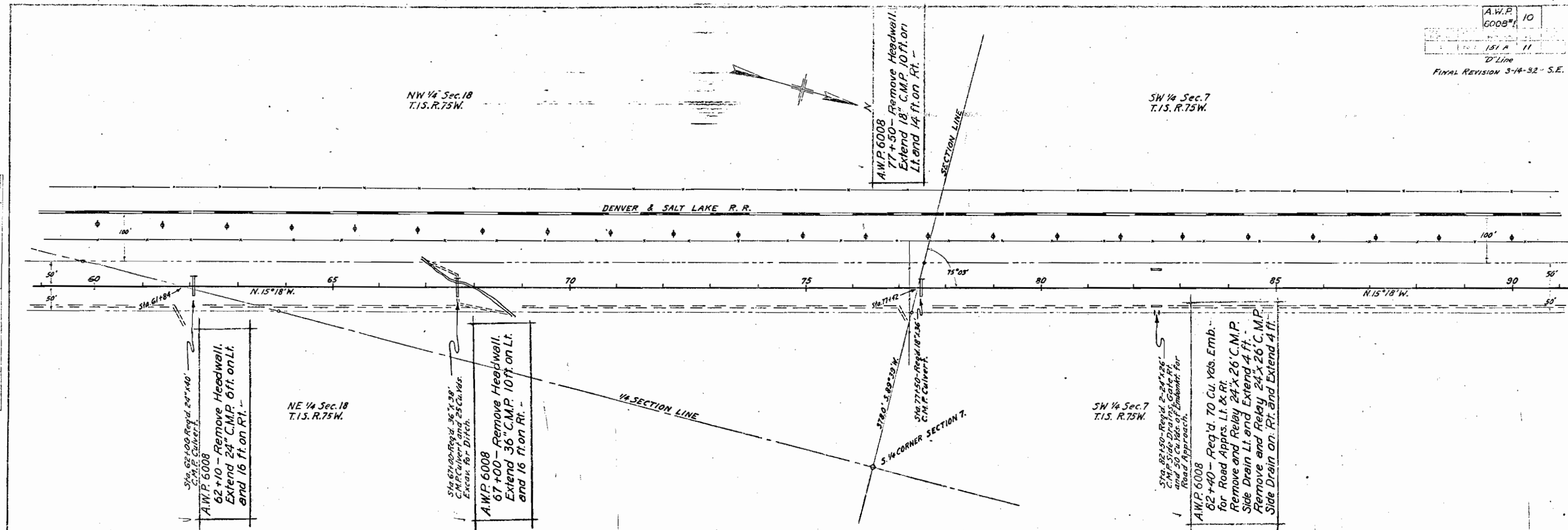
PROFILE	REPORTED	BY	DATE
NO	NOTES: 1. 10/11/68 2. 11/11/68 3. 12/11/68 4. 1/11/69 5. 2/11/69 6. 3/11/69 7. 4/11/69 8. 5/11/69 9. 6/11/69 10. 7/11/69 11. 8/11/69 12. 9/11/69 13. 10/11/69 14. 11/11/69 15. 12/11/69 16. 1/11/70 17. 2/11/70 18. 3/11/70 19. 4/11/70 20. 5/11/70 21. 6/11/70 22. 7/11/70 23. 8/11/70 24. 9/11/70 25. 10/11/70 26. 11/11/70 27. 12/11/70 28. 1/11/71 29. 2/11/71 30. 3/11/71 31. 4/11/71 32. 5/11/71 33. 6/11/71 34. 7/11/71 35. 8/11/71 36. 9/11/71 37. 10/11/71 38. 11/11/71 39. 12/11/71 40. 1/11/72 41. 2/11/72 42. 3/11/72 43. 4/11/72 44. 5/11/72 45. 6/11/72 46. 7/11/72 47. 8/11/72 48. 9/11/72 49. 10/11/72 50. 11/11/72 51. 12/11/72 52. 1/11/73 53. 2/11/73 54. 3/11/73 55. 4/11/73 56. 5/11/73 57. 6/11/73 58. 7/11/73 59. 8/11/73 60. 9/11/73 61. 10/11/73 62. 11/11/73 63. 12/11/73 64. 1/11/74 65. 2/11/74 66. 3/11/74 67. 4/11/74 68. 5/11/74 69. 6/11/74 70. 7/11/74 71. 8/11/74 72. 9/11/74 73. 10/11/74 74. 11/11/74 75. 12/11/74 76. 1/11/75 77. 2/11/75 78. 3/11/75 79. 4/11/75 80. 5/11/75 81. 6/11/75 82. 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PLAN	SECTION	DATE
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NOTE BOOK	151 A	11
BY		
NO.		

PROFILE	SECTION	DATE
AWP 6008	10	11
NOTE BOOK	151 A	11
BY		
NO.		

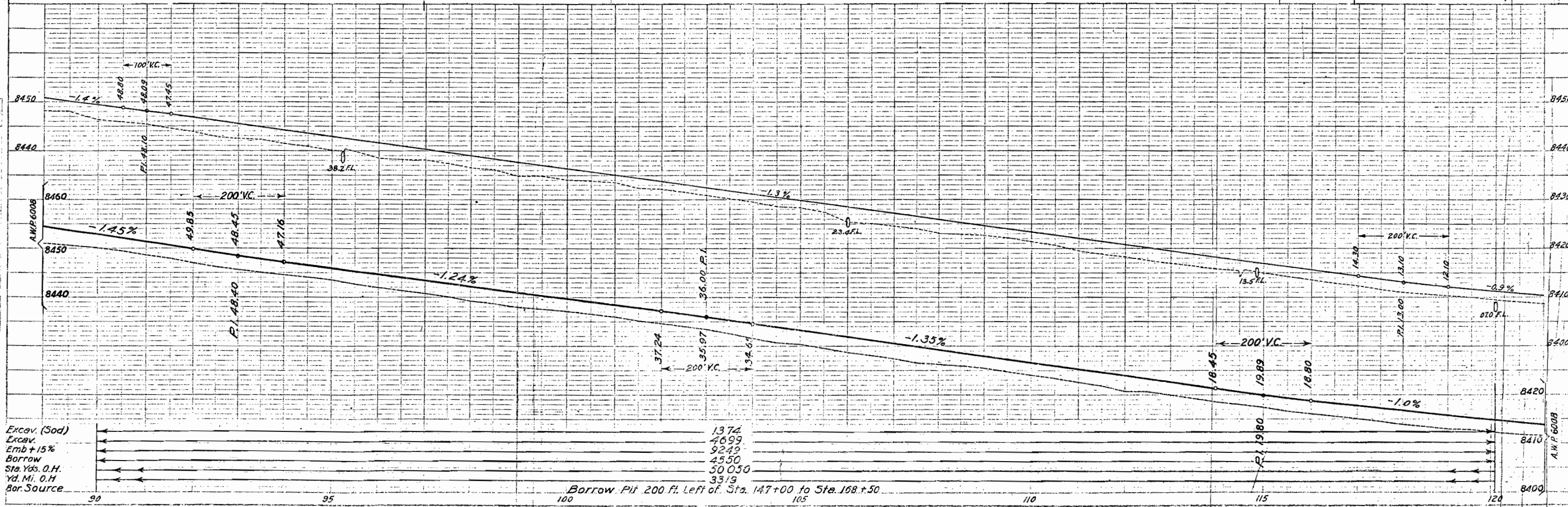
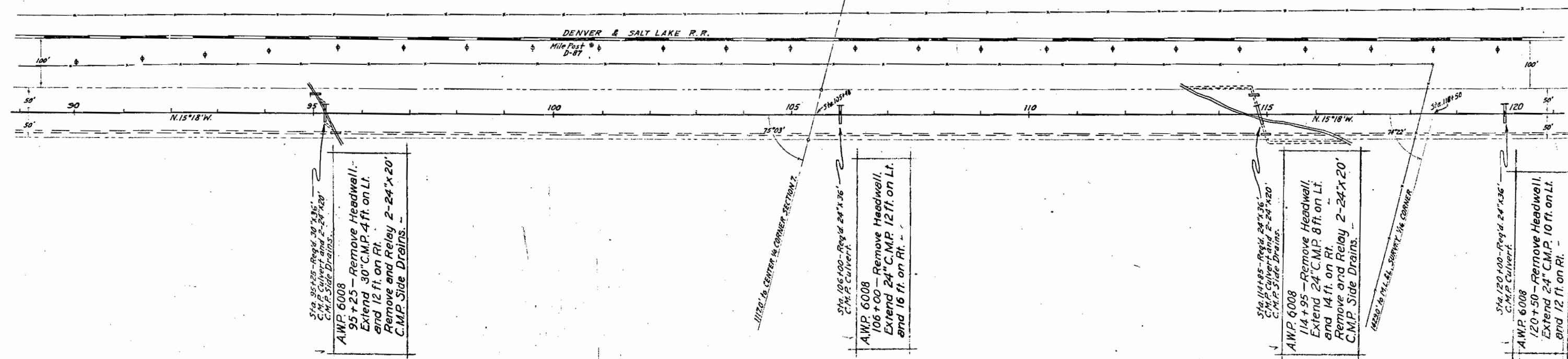
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151 A 11
D Line
FINAL REVISION 3-14-92 - S.E.



Borrow Pit 200 ft Left of Sta. 147+00 to Sta. 168+50

SW 1/4 Sec. 7
T.15. R.75W.

NW 1/4 Sec. 7
T.15. R.75W.



MICROFILMED

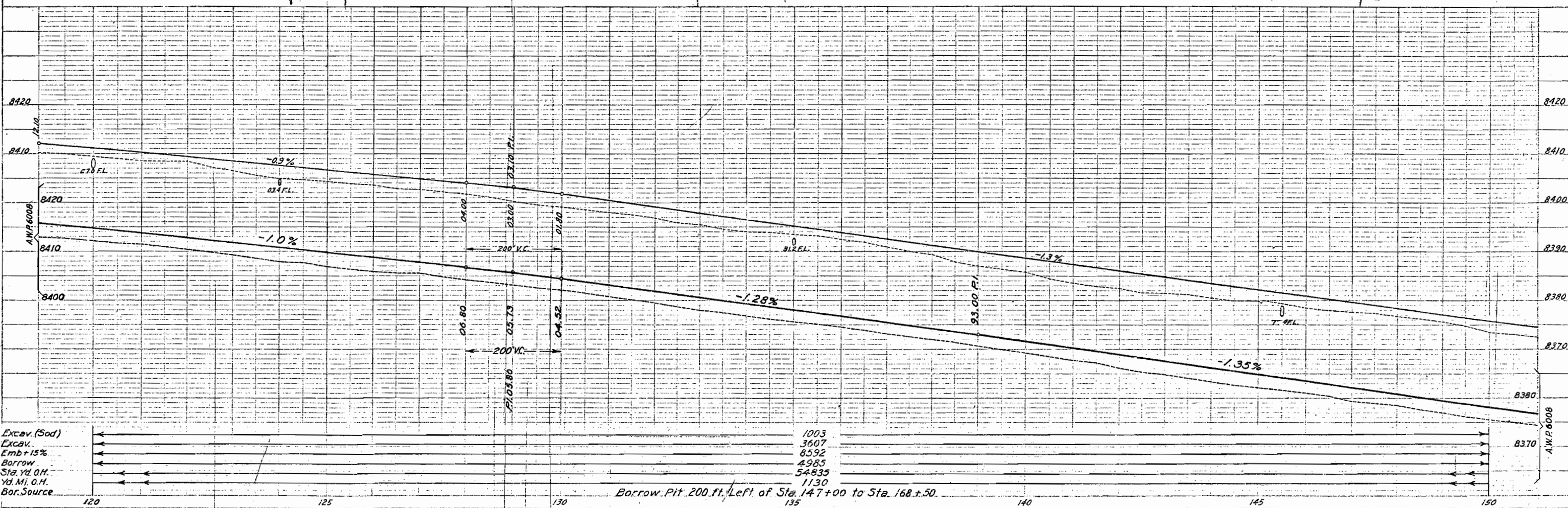
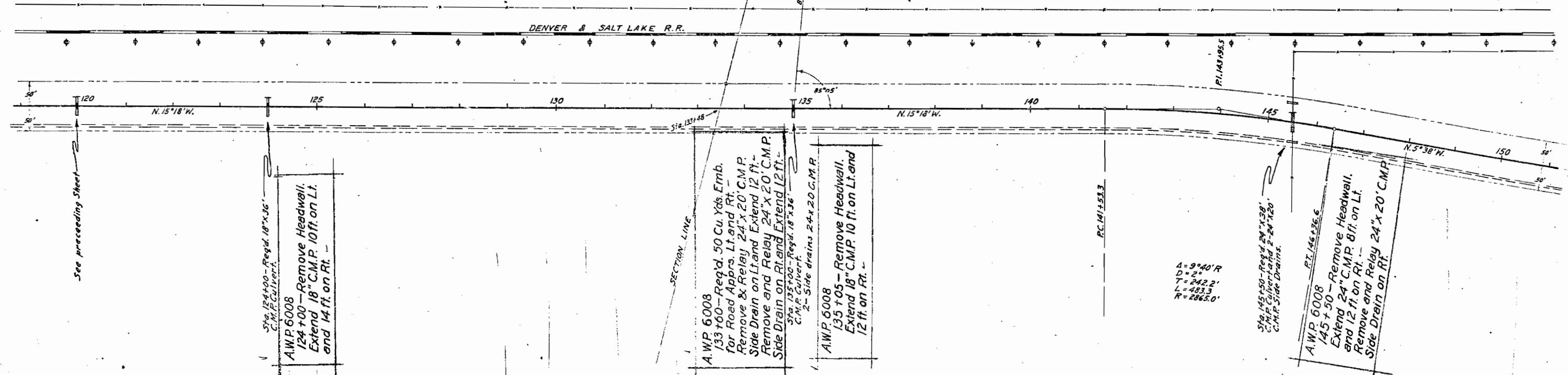
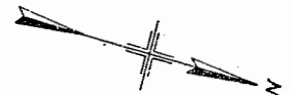
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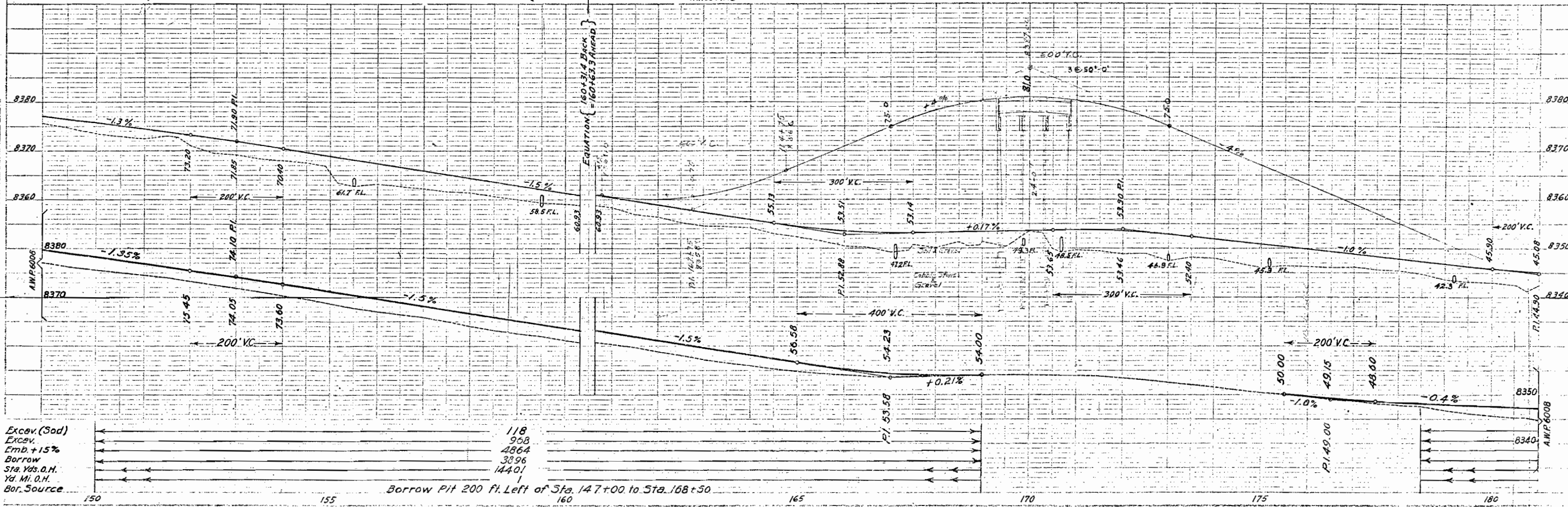
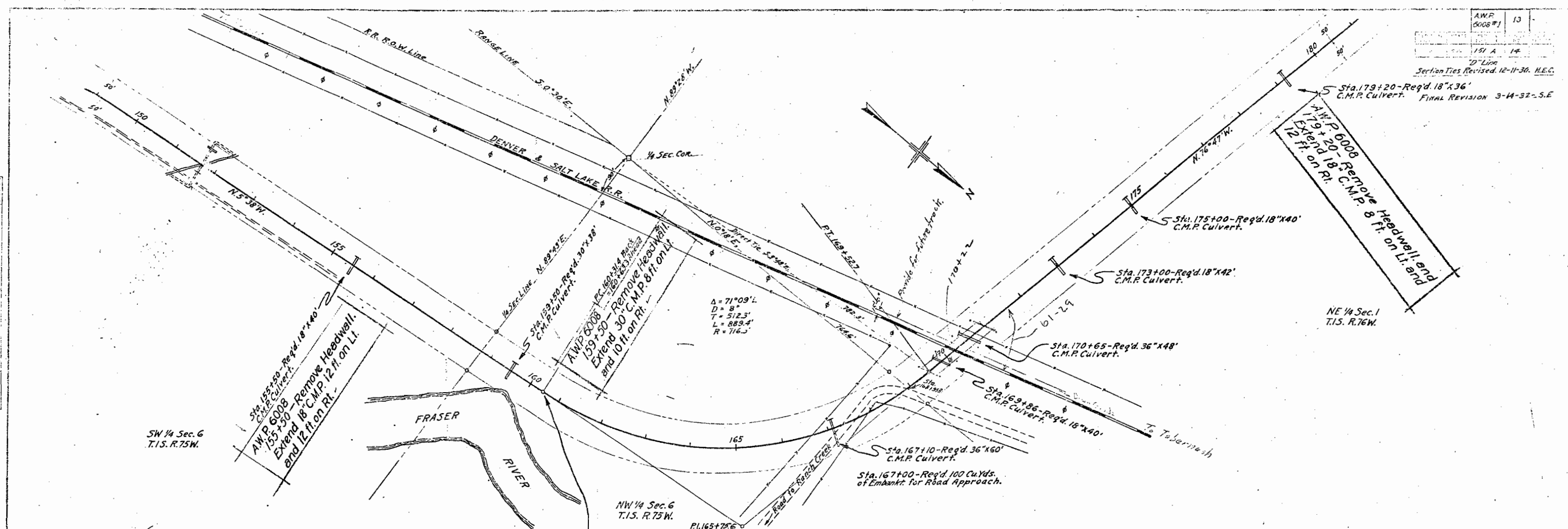
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T.1S. R.75W.

SW 1/4 Sec. 6
T.1S. R.75W.

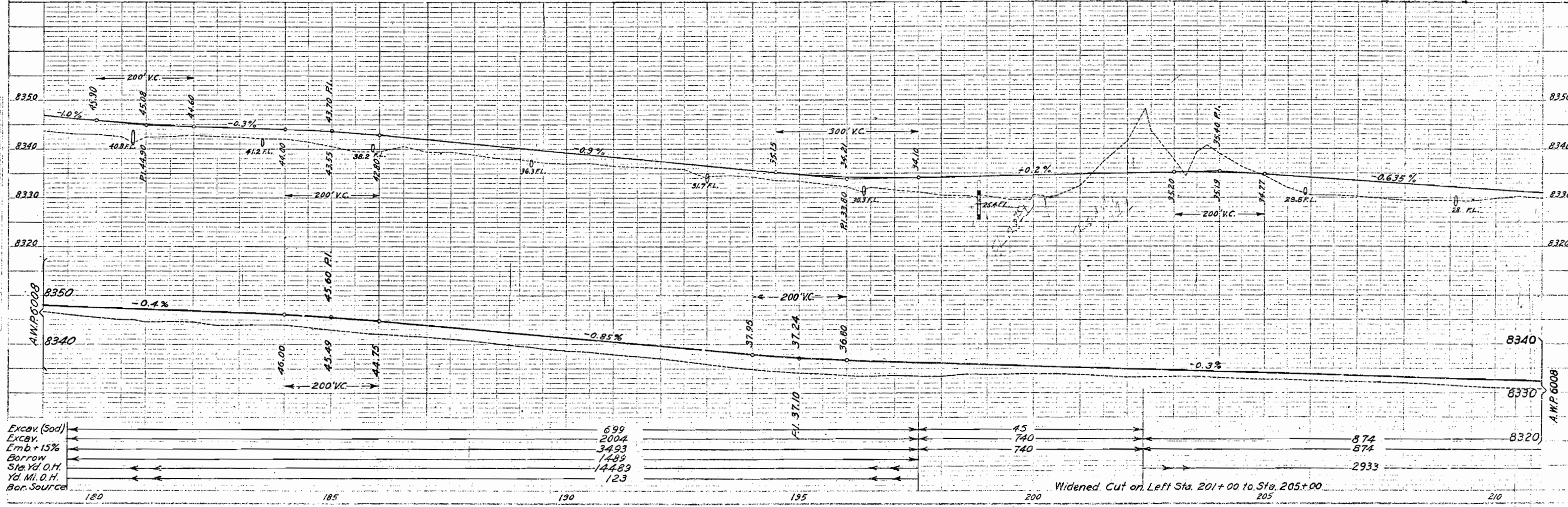
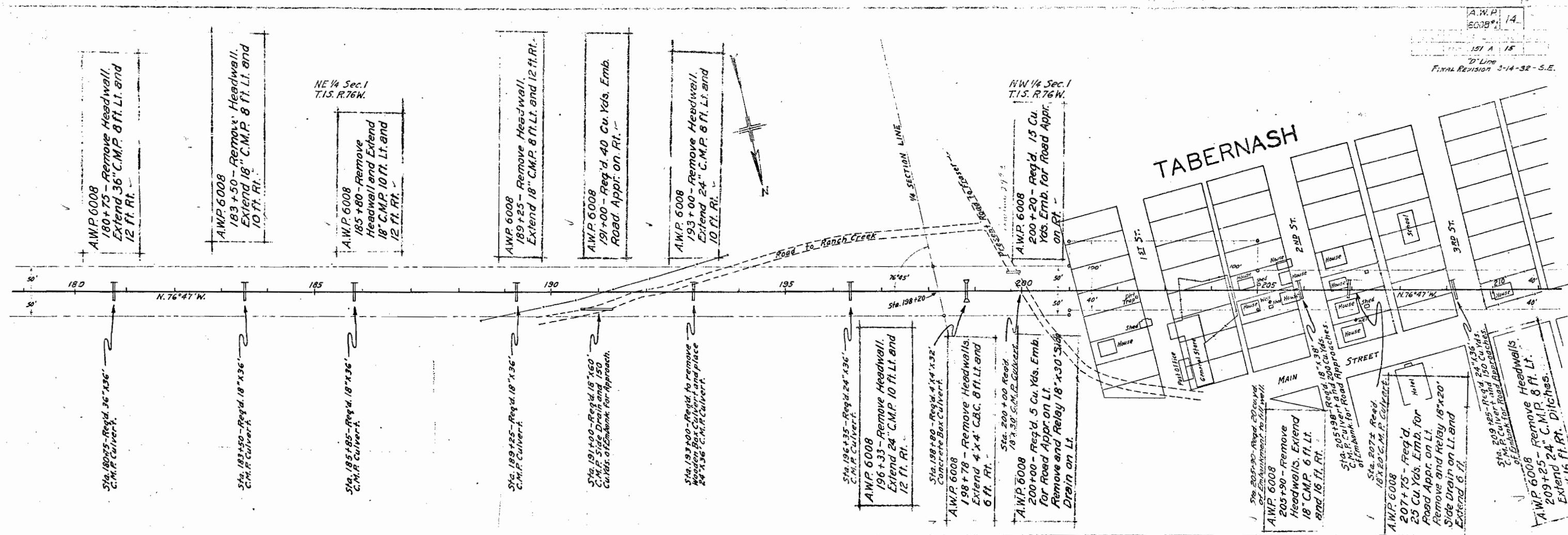
A.W.P.
6008*1
12
151 A 13
D'Line
FINAL REVISION 3-14-32-S.E.



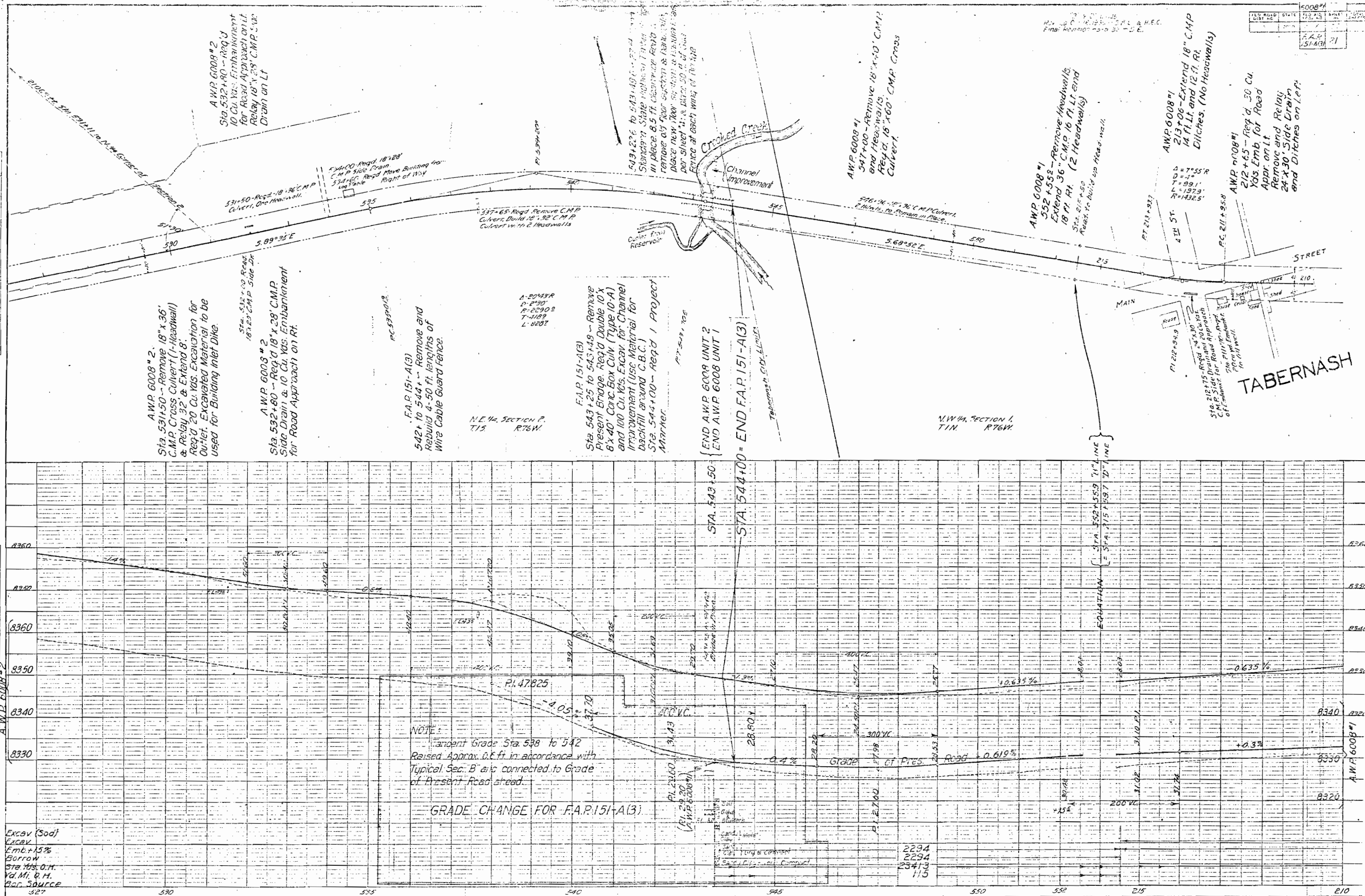


PLAN
SECTION
PROFILE
AWP 6008
180+75 - Remove Headwall
Extend 36" C.M.P. 8 ft. Lt. and
12 ft. Rt.
AWP 6008
183+50 - Remove Headwall
Extend 18" C.M.P. 8 ft. Lt. and
10 ft. Rt.
AWP 6008
185+80 - Remove
Headwall and Extend
18" C.M.P. 10 ft. Lt. and
12 ft. Rt.
AWP 6008
189+25 - Remove Headwall
Extend 18" C.M.P. 8 ft. Lt. and 12 ft. Rt.
AWP 6008
191+00 - Reg'd. 40 Cu. Yds. Emb.
Road. Appr. on Rt.
AWP 6008
193+00 - Remove Headwall
Extend 24" C.M.P. 8 ft. Lt. and
10 ft. Rt.
AWP 6008
196+33 - Remove Headwall.
Extend 24" C.M.P. 10 ft. Lt. and
12 ft. Rt.
AWP 6008
198+78 - Remove Headwalls
Extend 4 x 4 C.B.C. 8 ft. Lt. and
6 ft. Rt.
AWP 6008
200+00 - Reg'd. 5 Cu. Yds. Emb.
for Road Appr. on Lt.
Remove and Relay 18" x 30" Side
Drain on Lt.
AWP 6008
205+90 - Remove
Headwalls Extend
18" C.M.P. 6 ft. Lt.
and 16 ft. Rt.
AWP 6008
207+75 - Reg'd.
25 Cu. Yds. Emb. for
Road Appr. on Lt.
Remove and Relay 18" x 20"
Side Drain on Lt. and
Extend 6 ft.
AWP 6008
209+25 - Remove Headwalls
Extend 24" C.M.P. 8 ft. Lt.
and 16 ft. Rt.

AWP
6008
151 A 15
D Line
FINAL REVISION 3-14-32 - S.E.

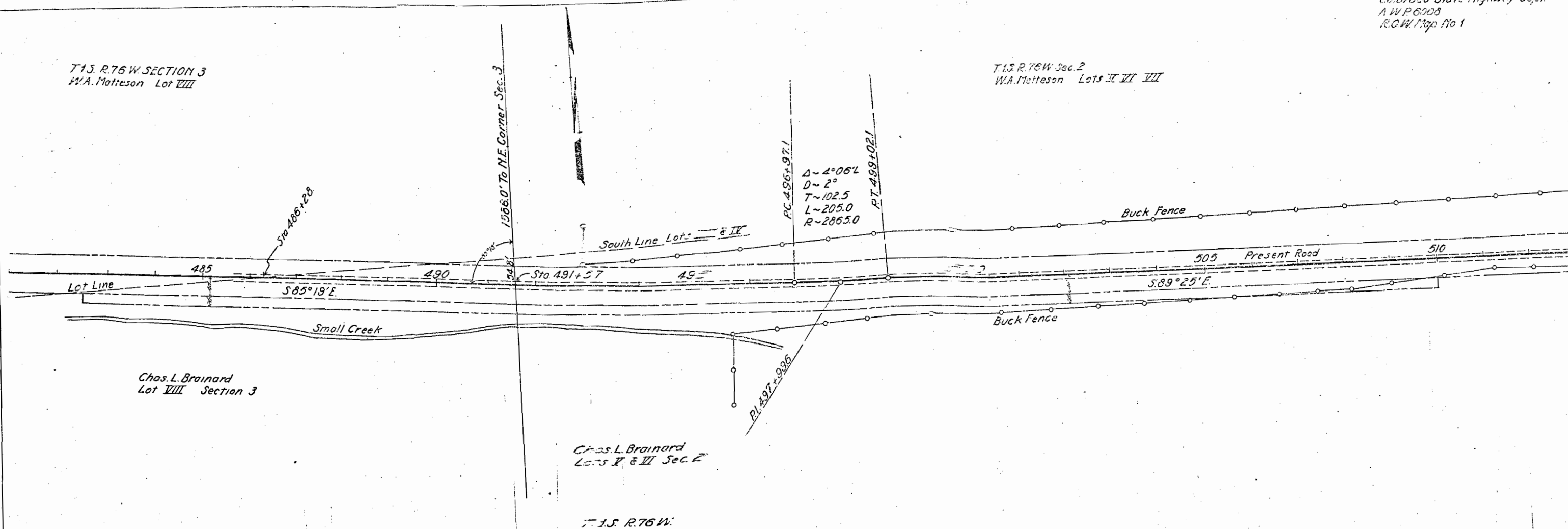


100-443887-100

[illegible][illegible]

T15. R.76 W. SECTION 3
W.A. Matteson Lot VIII

T.I.S. R.T.G.W. Sec. 2
W.A. Matteson Lots IV VI VII



Chas. L. Brainard
Laws II & III Sec. 2

T. 15 R. 76 W.

CHAS. L. BRANNARD

Converts all of the land within the additional right-of-way of Colorado State Highway Federal Aid Project No. 161-1, now known as A.M. Proctor, Jr., Road, to the south of the center line of the said highway, in lots 5 and 6, sec. 2, T. 1. S., R. 7. E., and in lot 8, sec. 2, T. 1. S., R. 7. E., of the 3rd P. M. Said additional right-of-way contains 2.07 acres of the original south right-of-way line of said highway, described as follows:

more particularly, increases of 100 feet.

Beginning at the intersection of the original South Highway - Lay Line and the East Section Line of said Sec. 3, thence Craterline of the highway thence the highway bears N. 61° 01' E., a distance of 461.1 feet, and Station 42+18.75; thence the highway bears N. 61° 01' E., a distance of 1226.0 feet; and the N.W. corner of said Sec. 3 bears N. 61° 01' E., a distance of 210.0 feet; thence along the original south R. O. W. line N. 61° 01' E., for 1474.1 feet; thence on a curve to the left with a radius of 200.0 feet, for 208.3 feet; thence S. 73° 25' E., for 1027.9 feet; thence on a curve to the right with a radius of 200.0 feet, for 207.8 feet; thence S. 73° 25' E., for 1027.9 feet; thence on a curve to the left with a radius of 200.0 feet, for 207.8 feet; thence N. 61° 01' E., for 206.4 feet, to the point of beginning.

There is a small tract of unutilized land to be

Said 100-acre-of-way contains 1.284 acres of uncultivated land to be acquired.