

COLORADO
STATE HIGHWAY DEPARTMENT
PLAN AND PROFILE OF PROPOSED
FEDERAL AID PROJECT NO. 259 G(1)
STATE HIGHWAY NO. 6
CHAFFEE COUNTY

INDEX OF SHEETS

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2a SUMMARY OF QUANTITIES
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9 SURFACING PLAN, SELECTED MATERIAL, FENCING & LIST OF GATES.
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13 & 14 " " DOUBLE 14'x14' CONCRETE BOX CULVERT, STA. 702+.
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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

F.A.P. 259 G (1)	{ GROSS LENGTH OF PROJECT } 40,308.9 FEET = 7.634 MILES
	{ NET LENGTH OF PROJECT }
CONNECTION TO PONCHA PASS	{ GROSS LENGTH OF PROJECT } 1457.0 FEET = 0.275 MILES
	{ NET LENGTH OF PROJECT }

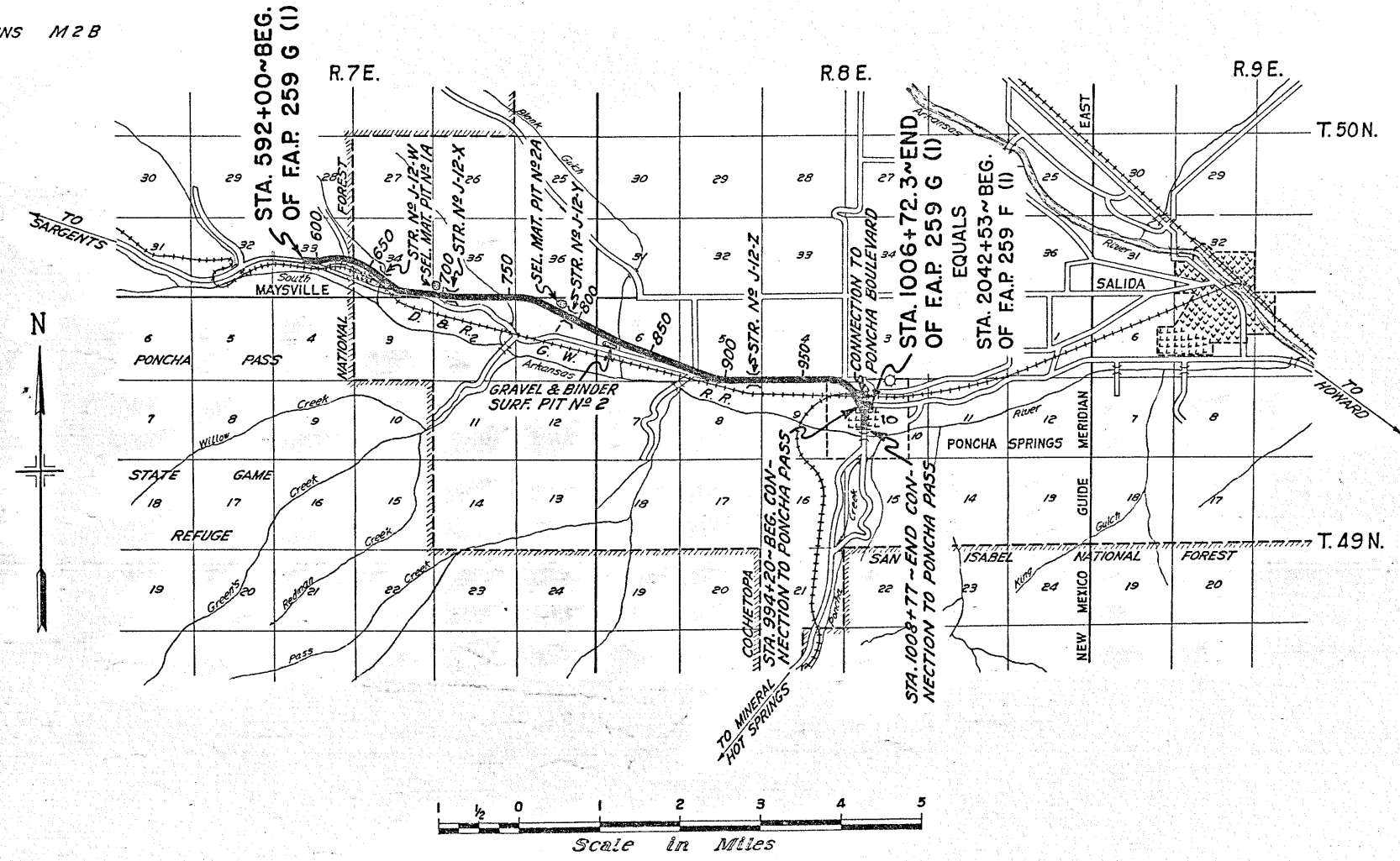
CONVENTIONAL SIGNS

- CENTER LINE OF SURVEY
RIGHT OF WAY LINES
TOWNSHIP OR RANGE LINES
SECTION LINES
ONE QUARTER SECTION LINES
BARBED WIRE FENCE
COMBINATION WIRE FENCE
GUARD FENCE
TIMBER GUARD POSTS
TELEPHONE LINES
POWER LINES

NOTE

It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this department:

W. A. Whitney Division Engineer Salida, Colo.
Glen Soper Resident " " "



RECOMMENDED FOR APPROVAL

APPROVED

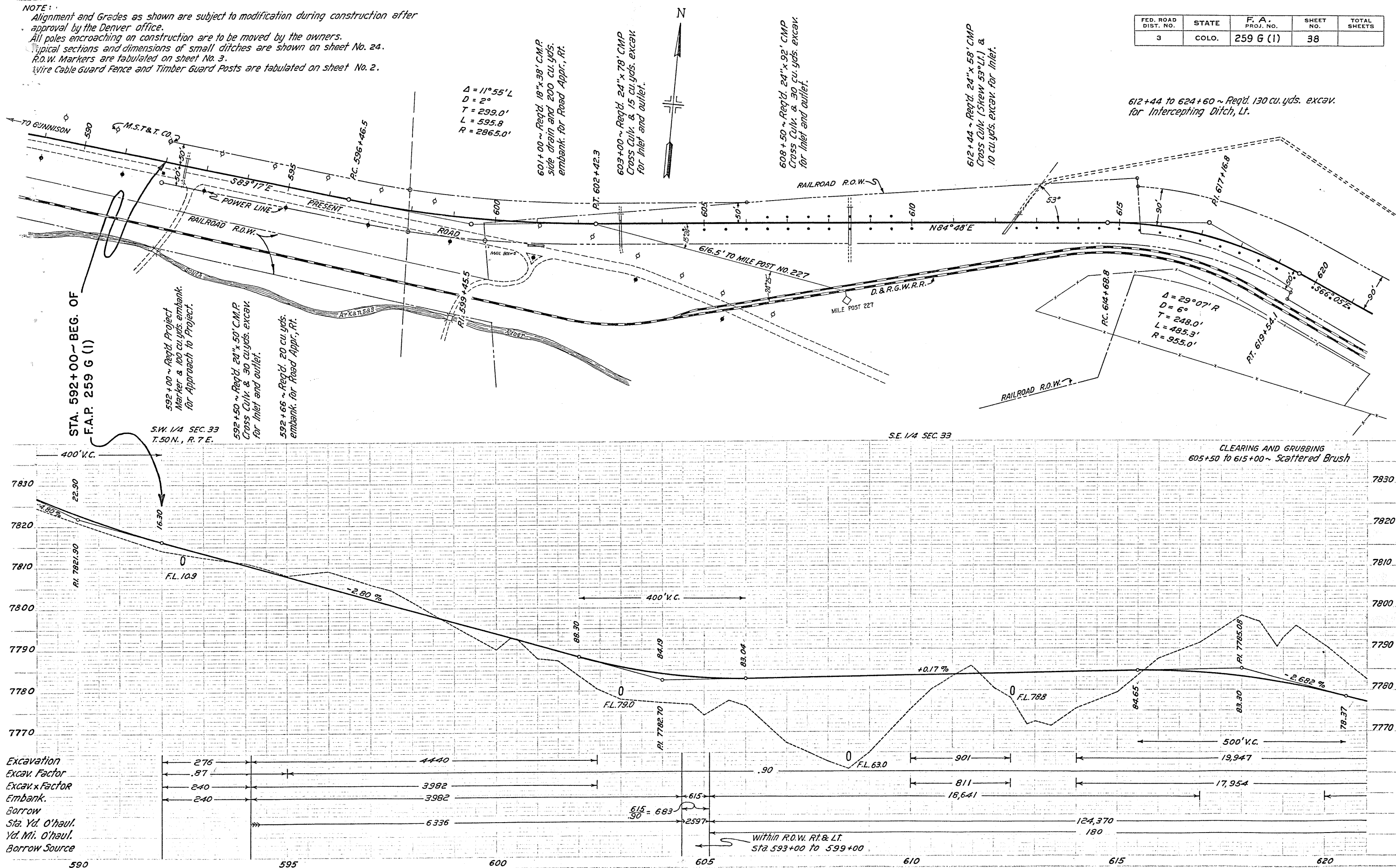
RECOMMENDED FOR APPROVAL

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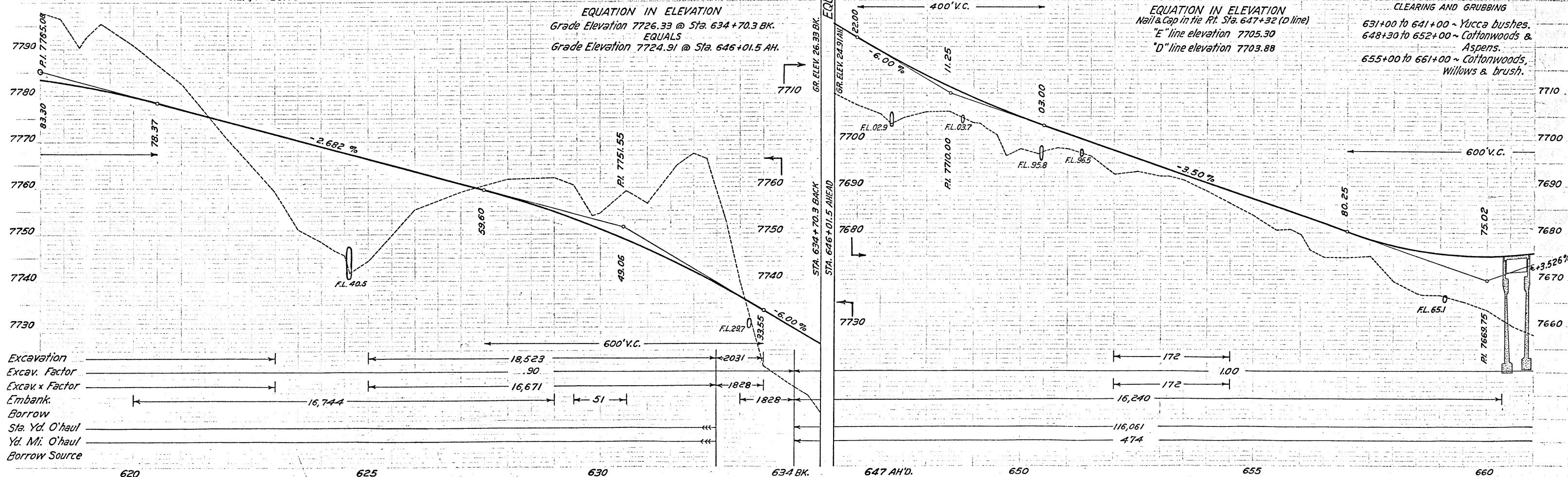
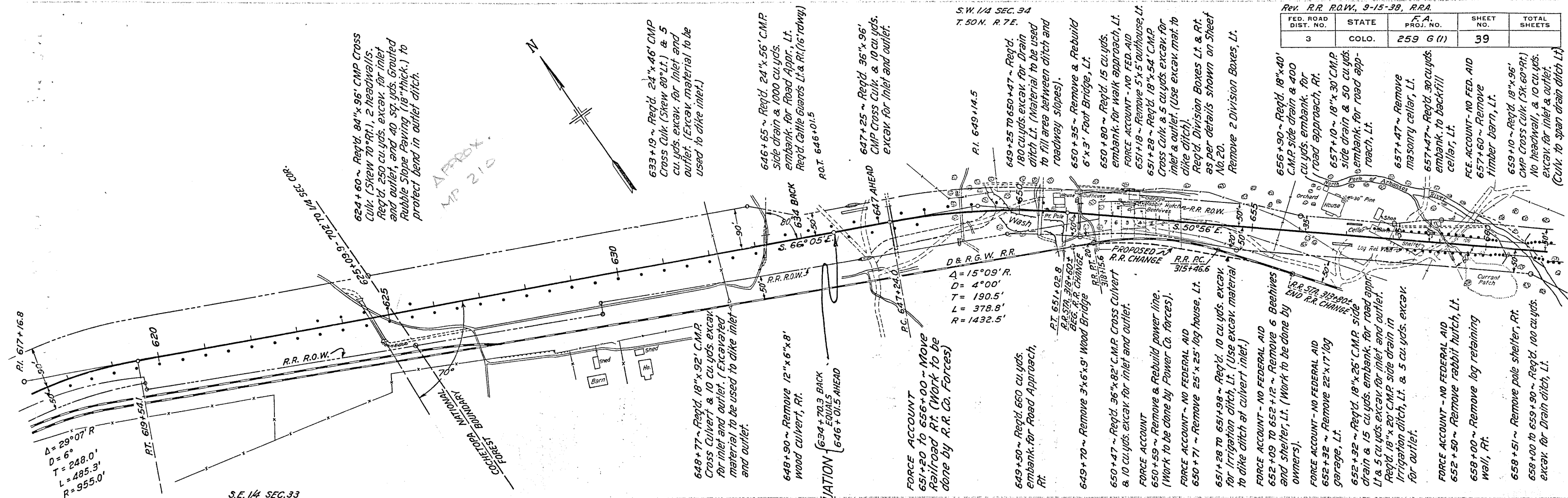
APPROVED

NOTE: Alignment and Grades as shown are subject to modification during construction after approval by the Denver office.
All poles encroaching on construction are to be moved by the owners.
Typical sections and dimensions of small ditches are shown on sheet No. 24.
R.O.W. Markers are tabulated on sheet No. 3.
Wire Cable Guard Fence and Timber Guard Posts are tabulated on sheet No. 2.

612+44 to 624+60 ~ Req'd. 130 cu. yds. excav.
for Intercepting Ditch, Lt.



REV. R.R. R.O.W., 9-15-38, R.R.A.				
FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G (1)	39	



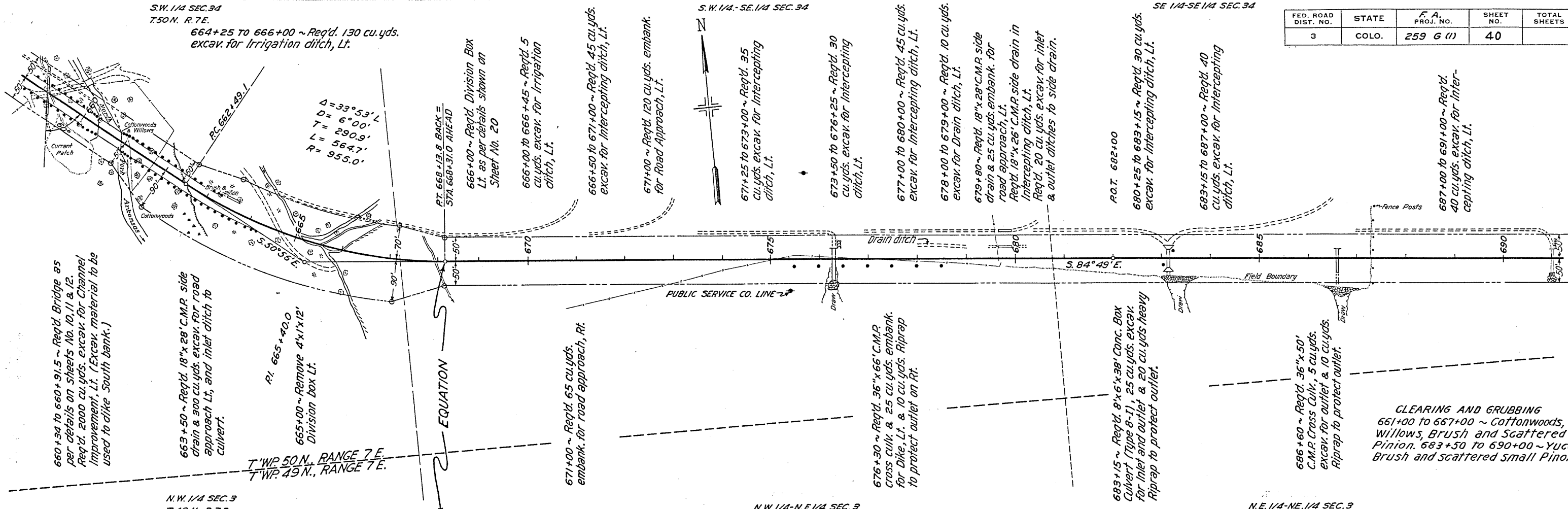
S.W. 1/4 SEC. 34
T.50N. R.7E.

664+25 TO 666+00 ~ Req'd. 130 cu. yds.
excav. for Irrigation ditch, Lt.

S.W. 1/4 - SE. 1/4 SEC. 34

SE 1/4-SE 1/4 SEC. 34

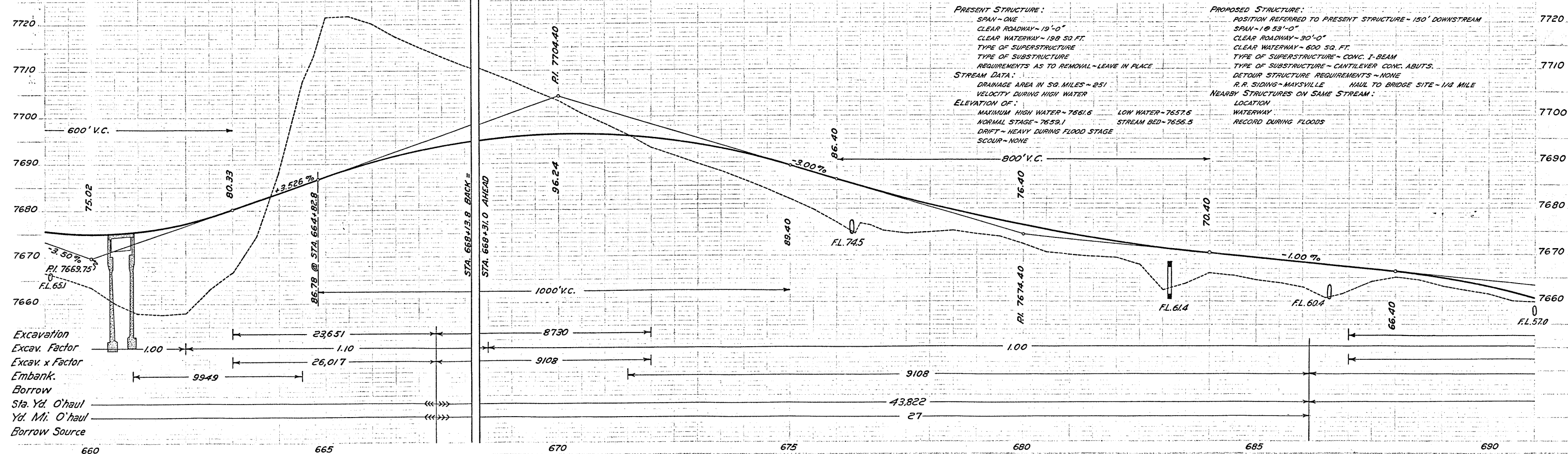
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3	COLO.	259 G (1)	40	



STRUCTURE NOTES FOR BRIDGE STA. 660+34.0 TO 660+91.5 STRUCT. NO. J-12-W (SKEW 60° RT.)

PRESENT STRUCTURE:
SPAN - ONE
CLEAR ROADWAY - 19'-0"
CLEAR WATERWAY - 198 SQ. FT.
TYPE OF SUPERSTRUCTURE
TYPE OF SUBSTRUCTURE
REQUIREMENTS AS TO REMOVAL - LEAVE IN PLACE
STREAM DATA:
DRAINAGE AREA IN SQ. MILES - 251
VELOCITY DURING HIGH WATER
ELEVATION OF:
MAXIMUM HIGH WATER - 7661.6
NORMAL STAGE - 7659.1
DRIFT - HEAVY DURING FLOOD STAGE
SCOUR - NONE

PROPOSED STRUCTURE:
POSITION REFERRED TO PRESENT STRUCTURE - 150' DOWNSTREAM
SPAN - 1 @ 53'-0"
CLEAR ROADWAY - 30'-0"
CLEAR WATERWAY - 600 SQ. FT.
TYPE OF SUPERSTRUCTURE - CONC. I-BEAM
TYPE OF SUBSTRUCTURE - CANTILEVER CONC. ABUTS.
DETOUR STRUCTURE REQUIREMENTS - NONE
R.R. SIDING - MAYSVILLE
HAUL TO BRIDGE SITE - 1 1/4 MILE
NEARBY STRUCTURES ON SAME STREAM:
LOCATION
WATERWAY
RECORD DURING FLOODS

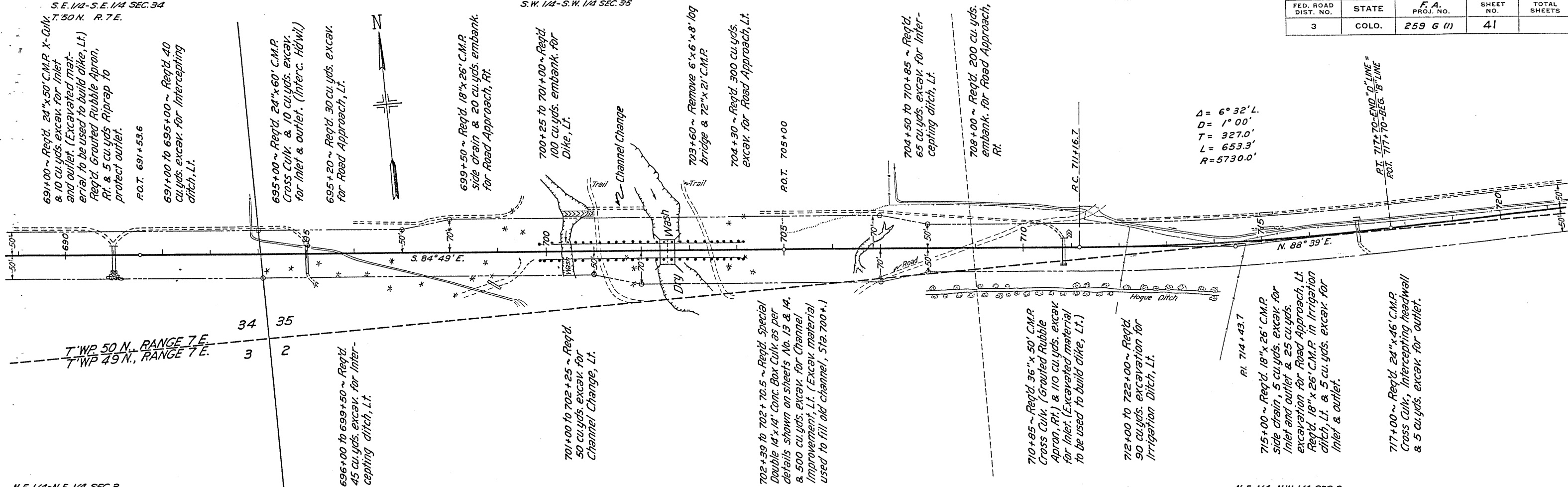


S.E. 1/4-S.E. 1/4 SEC. 34
T. 50 N. R. 7 E.

S.W. 1/4-S.W. 1/4 SEC. 35

S.E. 1/4-S.W. 1/4 SEC. 35

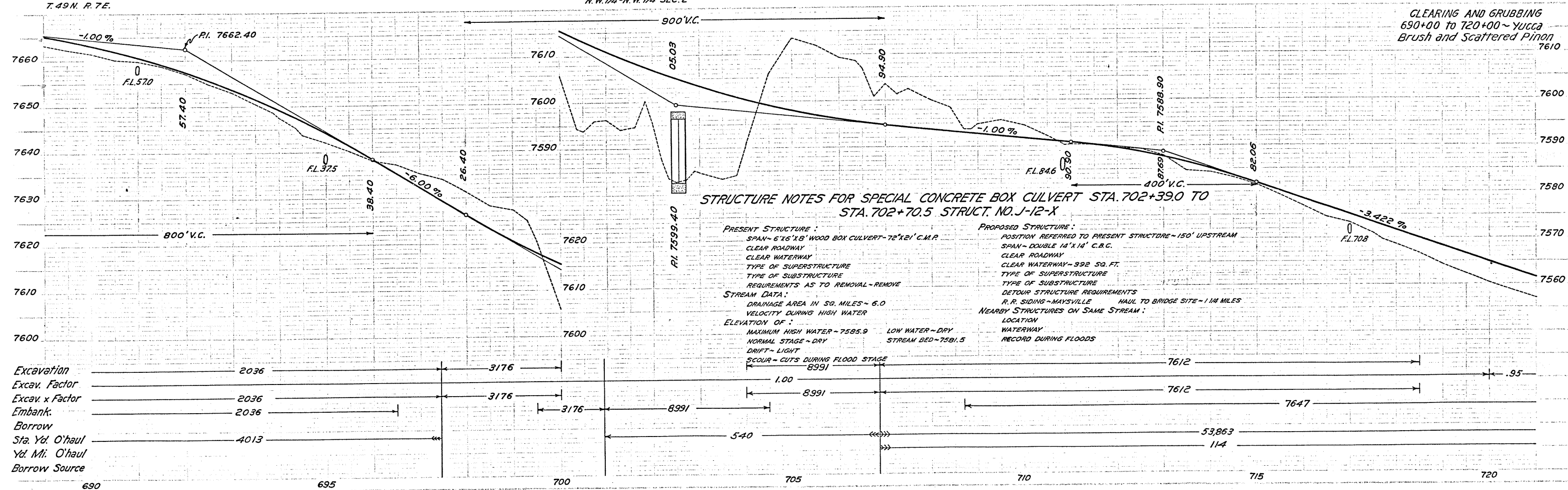
FED. ROAD DIST. NO.	STATE	F. A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G (1)	41	



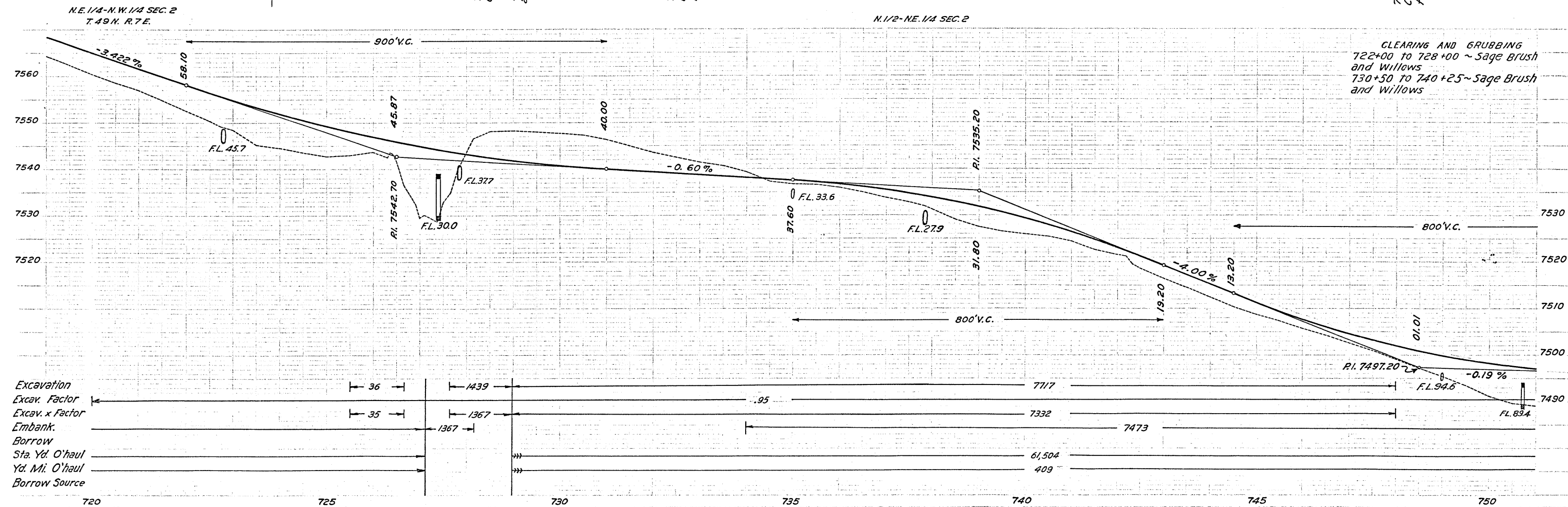
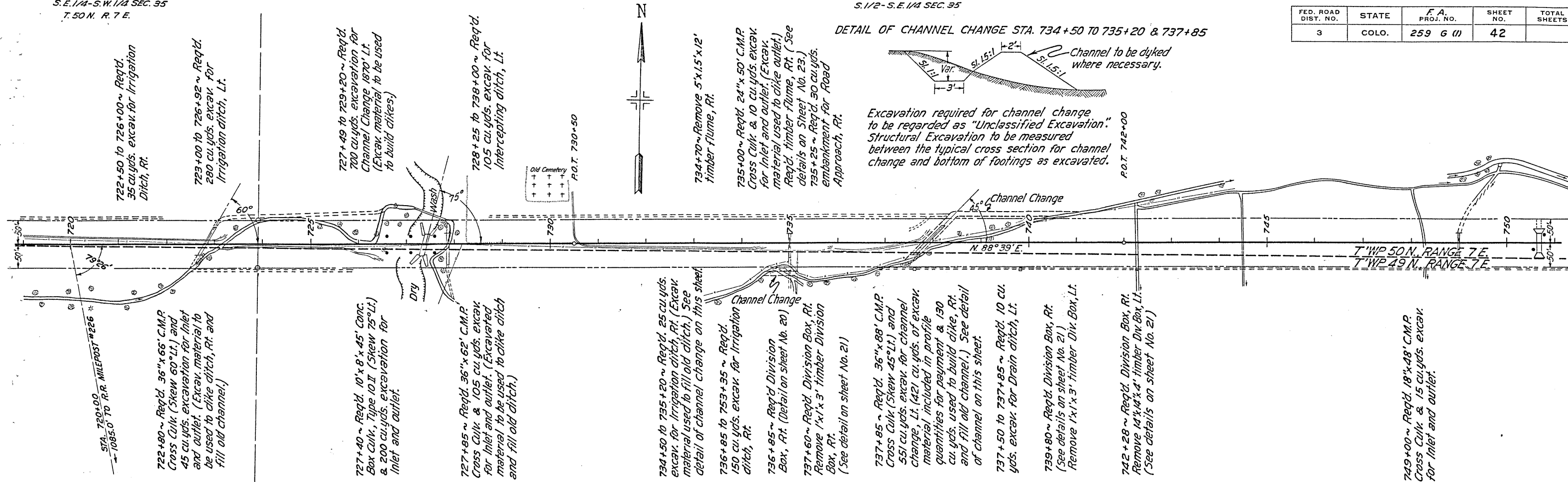
N.E. 1/4-N.E. 1/4 SEC. 3
T. 49 N. R. 7 E.

N.W. 1/4-N.W. 1/4 SEC. 2

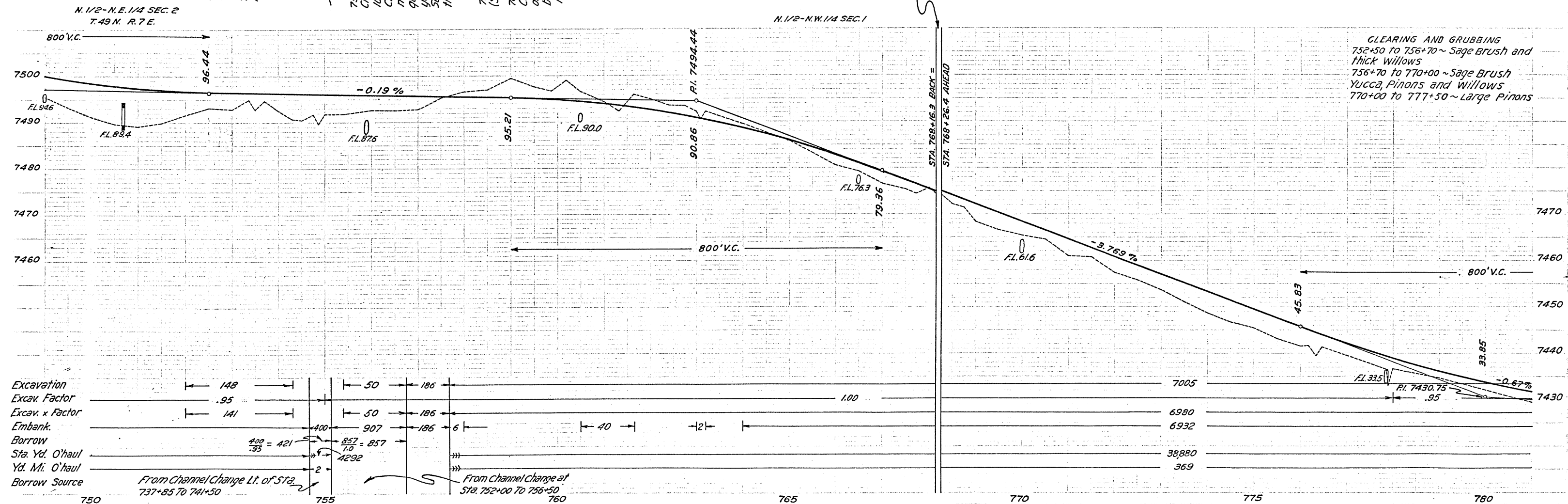
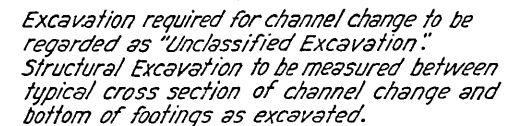
N.E. 1/4-N.W. 1/4 SEC. 2



FED. ROAD DIST. NO.	STATE	F. A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 6 (1)	42	



DETAIL OF CHANNEL CHANGE, STA. 770+

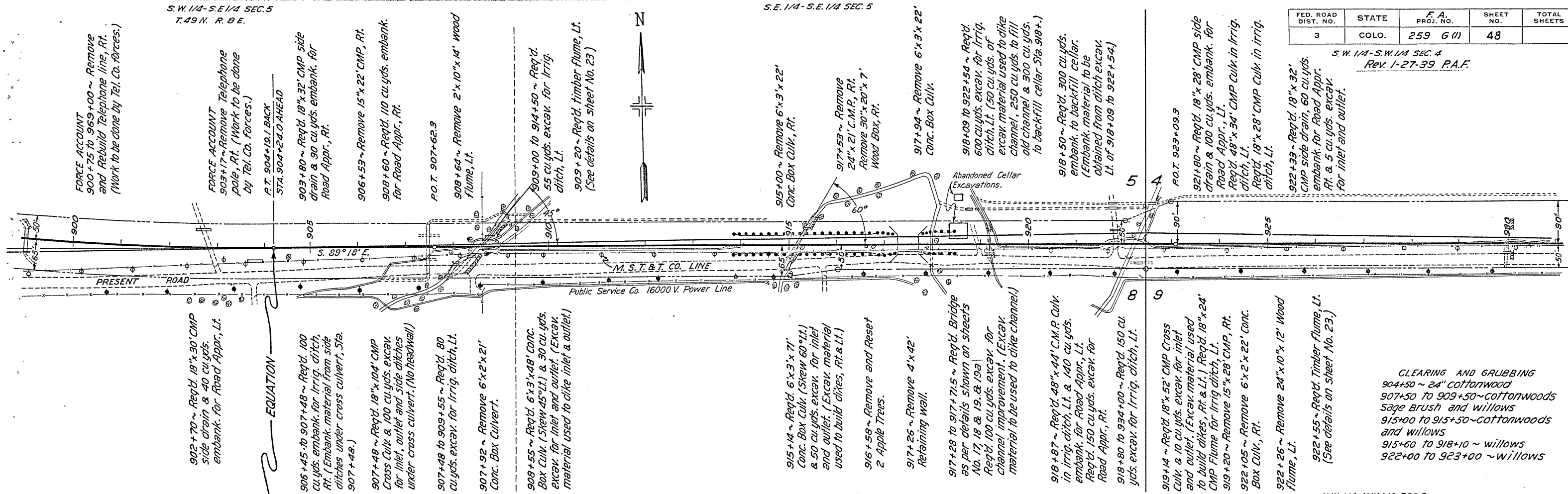


S.W. 1/4-S.E. 1/4 SEC. 5
T. 49 N. R. 8 E.

S.E. 1/4-S.E. 1/4 SEC. 5

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G (1)	48	

S.W. 1/4-S.W. 1/4 SEC. 4
Rev. 1-27-39 P.A.F.



N.W. 1/4-N.E. 1/4 SEC. 8

N.E. 1/4-N.E. 1/4 SEC. 8

N.W. 1/4-N.W. 1/4 SEC. 9

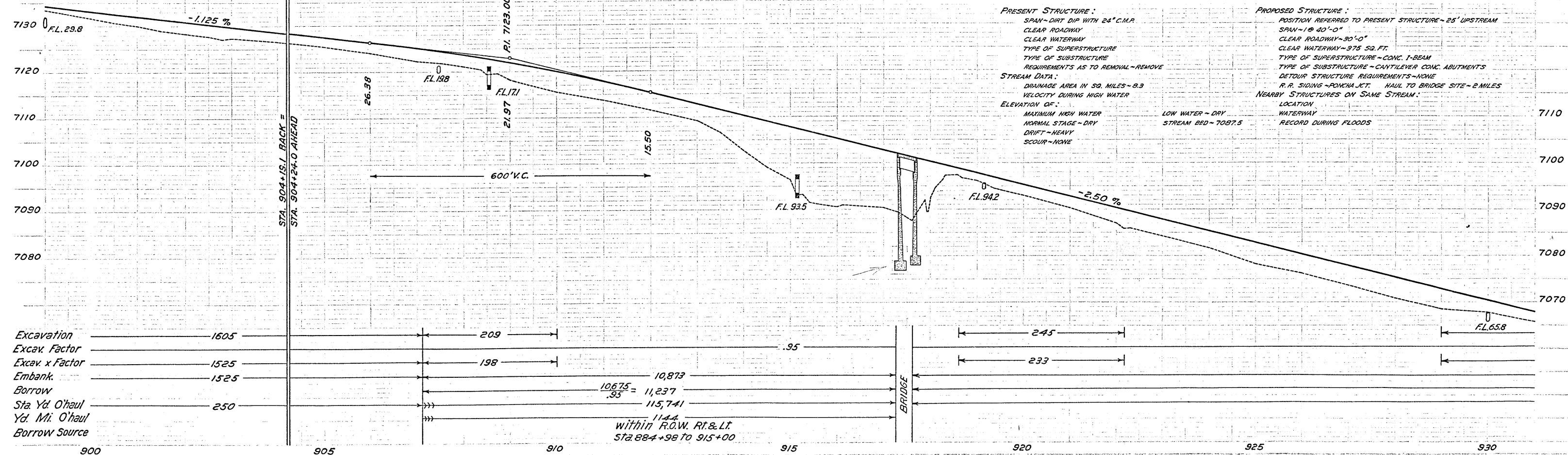
STRUCTURE NOTES FOR BRIDGE STA. 917+28.0 TO 917+71.5 STRUCT. NO. J-12-Z

PRESENT STRUCTURE:
SPAN-DIRT DIP WITH 24" C.M.P.
CLEAR ROADWAY
CLEAR WATERWAY
TYPE OF SUPERSTRUCTURE
TYPE OF SUBSTRUCTURE
REQUIREMENTS AS TO REMOVAL-REMOVE

STREAM DATA:
DRAINAGE AREA IN SQ. MILES-0.3
VELOCITY DURING HIGH WATER
ELEVATION OF:
MAXIMUM HIGH WATER
NORMAL STAGE-DRY
DRIFT-HEAVY
SCOUR-NONE

PROPOSED STRUCTURE:
POSITION REFERRED TO PRESENT STRUCTURE-25' UPSTREAM
SPAN-1 @ 40'-0"
CLEAR ROADWAY-30'-0"
CLEAR WATERWAY-375 SQ. FT.
TYPE OF SUPERSTRUCTURE-CONC. I-BEAM
TYPE OF SUBSTRUCTURE-CANTILEVER CONC. ABUTMENTS
DETOUR STRUCTURE REQUIREMENTS-NONE
R.R. SIDING-PONCHA JCT. HAUL TO BRIDGE SITE-2 MILES
NEARBY STRUCTURES ON SAME STREAM:
LOCATION
WATERWAY
RECORD DURING FLOODS

LOW WATER ~ DRY
STREAM BED ~ 7087.5

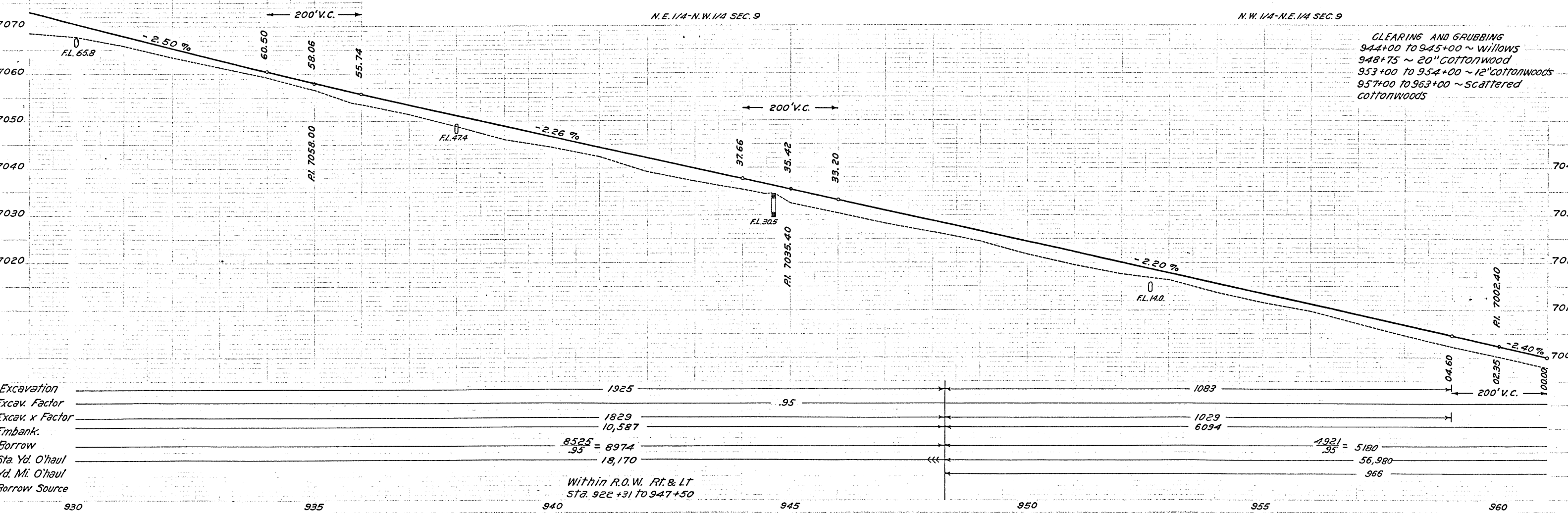
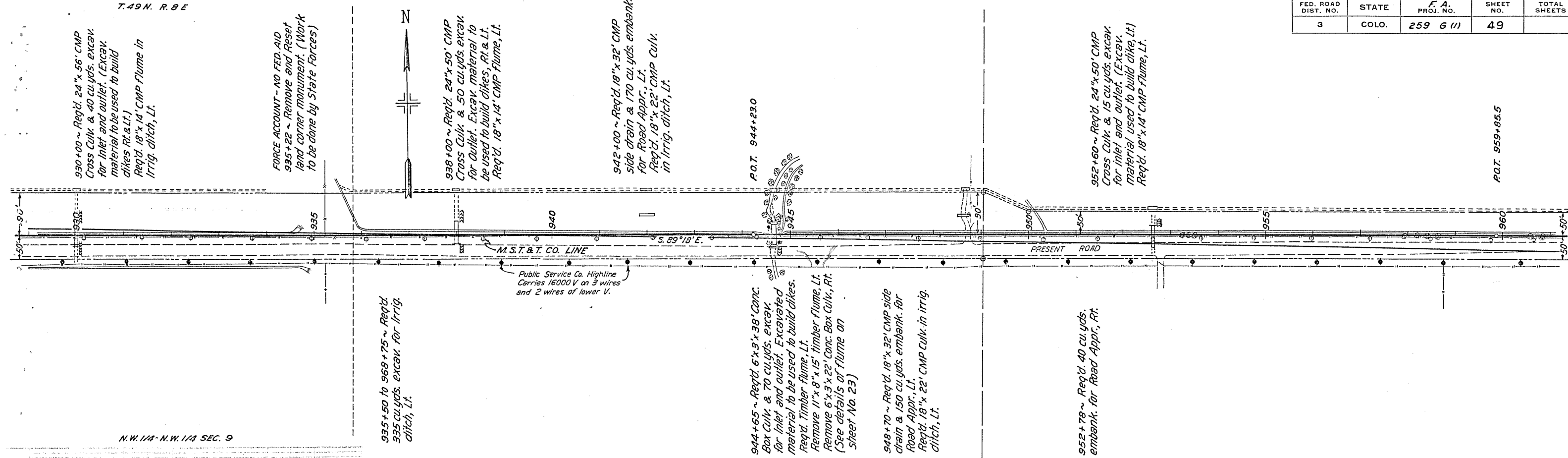


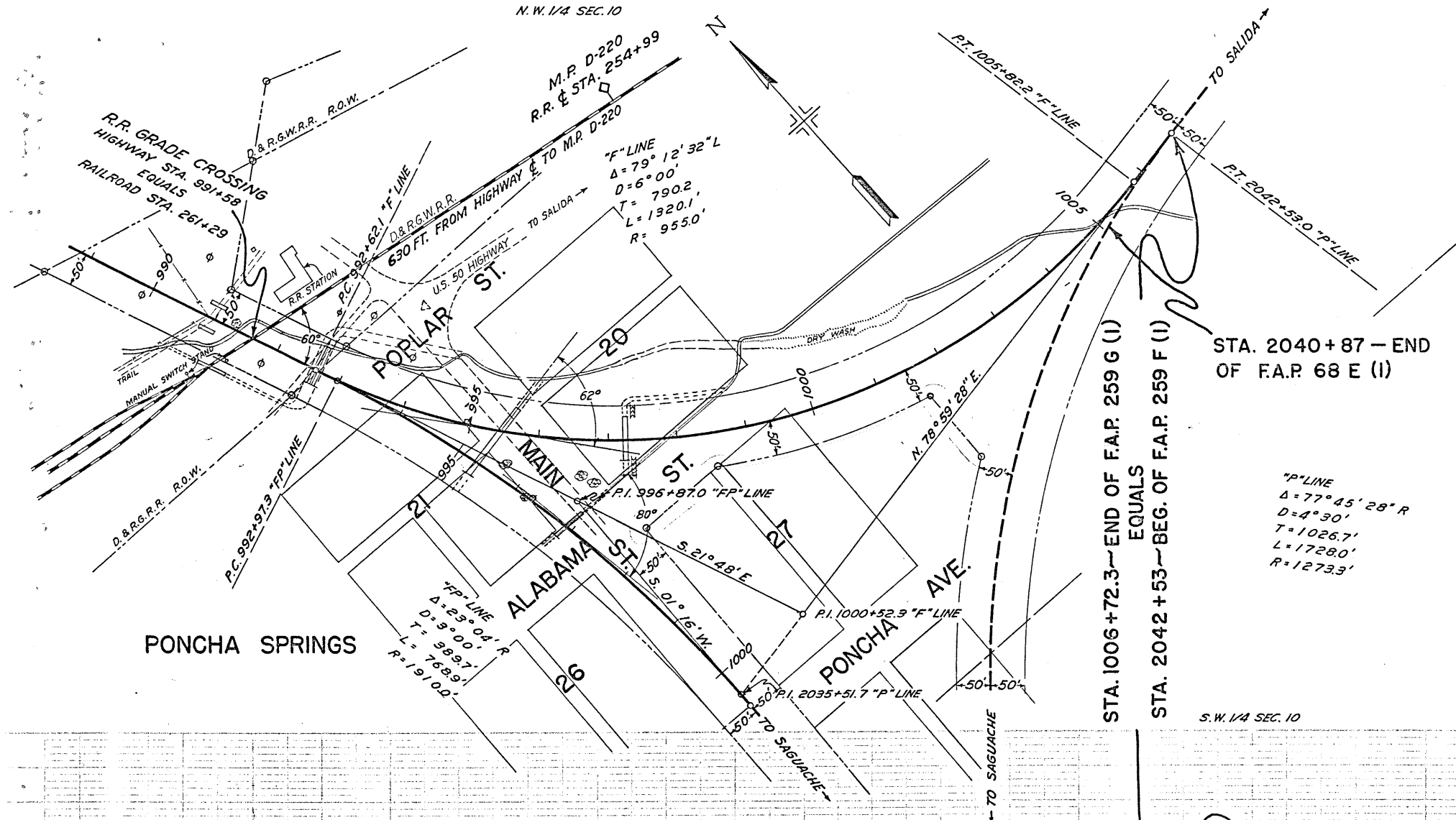
S.W. 1/4-S.W. 1/4 SEC. 4
T. 49 N. R. 8 E

S.E. 1/4-S.W. 1/4 SEC. 4

S.W. 1/4-S.E. 1/4 SEC. 4

FED. ROAD DIST. NO.	STATE	F. A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 6 (1)	49	





991+00 ~ Req'd. 18"x26" CMP side drain & 15 cu yds. embank. for Road Approach, Lt.

992+62 ~ Req'd. Dbl. 48"x60" CMP Cross Culv. & 375 cu yds. excav. for Channel Change.

FORCE ACCOUNT
994+60 to 1010+ ~ Remove and Rebuild Telephone Line (Work to be done by Tel. Co. forces.)

994+54 ~ Remove 18"x27" CMP, 83' Lt.

994+90 ~ Remove 1'x3' Sign, Lt.

991+44 ~ Req'd. 36"x44" CMP Cross Culv. under Railroad tracks, 65' Rt., F.L. = 22.3 & 115 cu yds. excav. for inlet and outlet. (No headwall on CMP cross culvert.)

FORCE ACCOUNT
991+58 ~ Req'd. Railroad Grade Crossing (Work to be done by R.R. Co. forces.)
991+85 ~ Remove and Rebuild RR. Teleg. Line (Work to be done by Teleg. Co. forces.)

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G (I)	51	

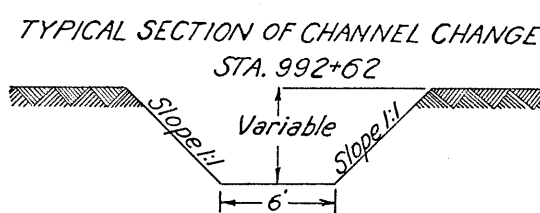
REV. R.O.W. 9-19-38 ~ M.T.G.

FORCE ACCOUNT
995+ ~ Remove and Rebuild Power line. (Work to be done by Power Co. forces.)

995+47 ~ Req'd. 36"x118" CMP Cross Culv. (Slew 62° Lt.) & 15 cu yds. excav. for inlet and outlet. (Culvert to extend under connection to Poncha Pass.)

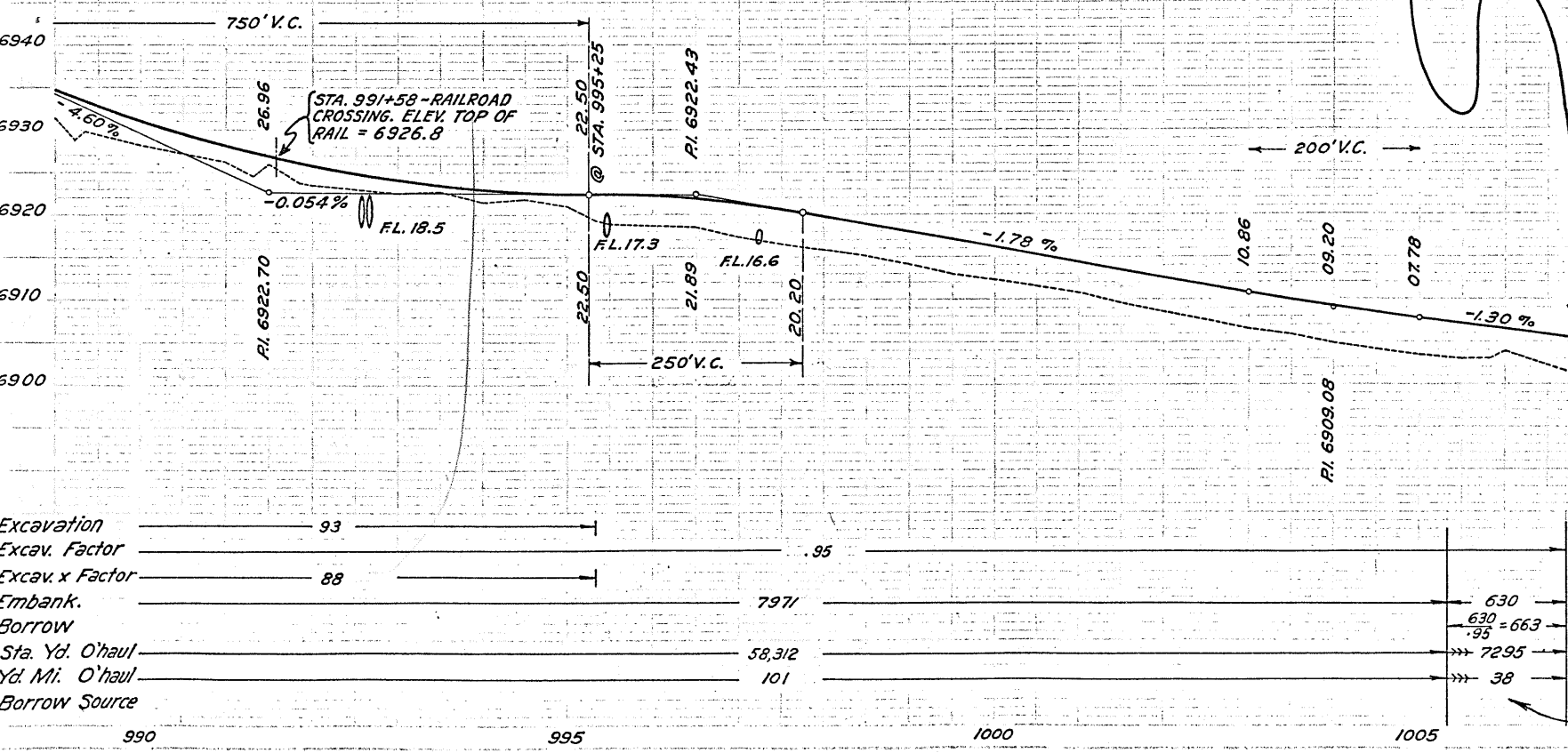
997+24 ~ Req'd. 18"x64" CMP Cross Culv. & 20 cu yds. excav. for inlet and outlet. (Excav. mat. used to dike inlet & outlet.)

997+24 to 998+90 ~ Req'd. 15 cu yds. excav. for Irrigation ditch, Lt.



Excavation required for channel change to be included in "Unclassified Excavation." Structural Excavation to be measured between the typical cross section for channel change and bottom of footings as excavated.

CLEARING AND GRUBBING
991+29 ~ 4' Cottonwood.



EQUATION IN ELEVATION
ELEV. 6905.54 @ STA. 1006+72.3 OF F.A.P. 259 G (I)
EQUALS
ELEV. 7449.11 @ STA. 2042+53 OF F.A.P. 259 F (I)

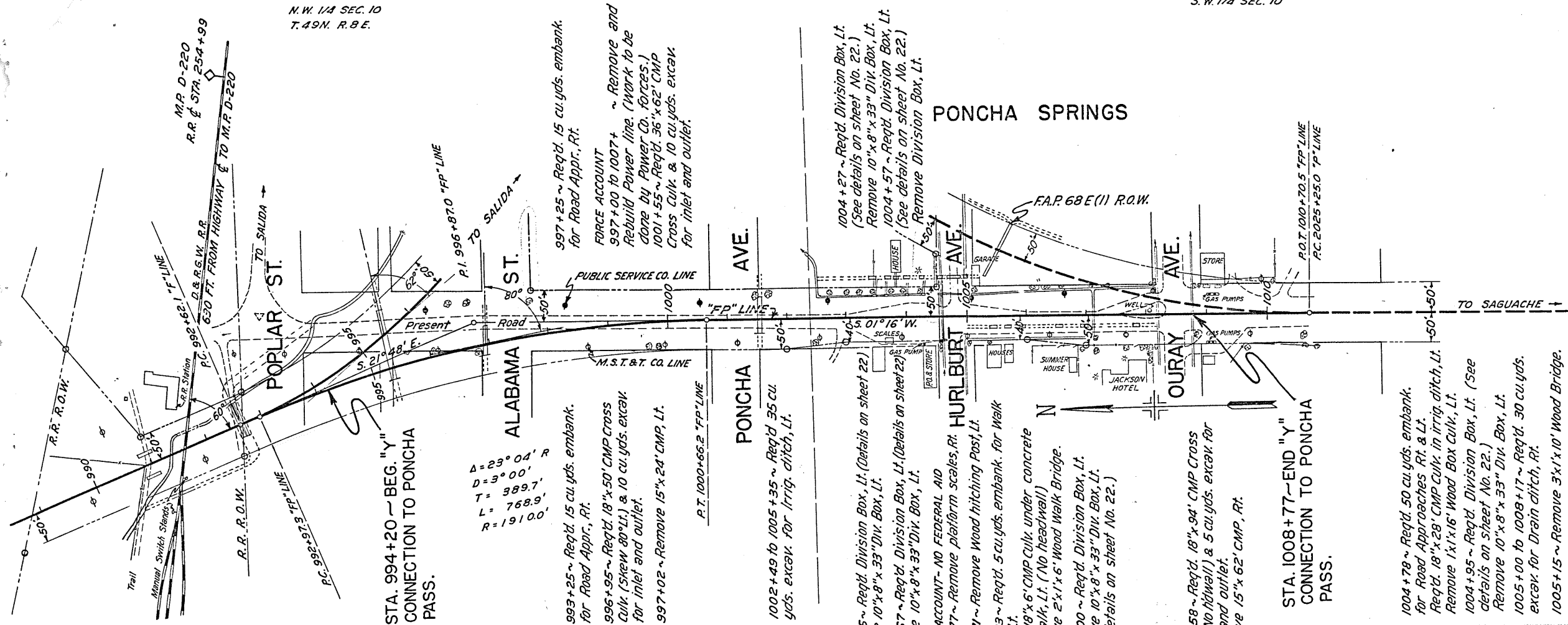
From pit 100' Lt. of Sta. 998+00

N.W. 1/4 SEC. 10
T. 49N. R. 8E.

S.W. 1/4 SEC. 10

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G (1)	52	

REV. R.O.W. 9-19-38 A.Z.



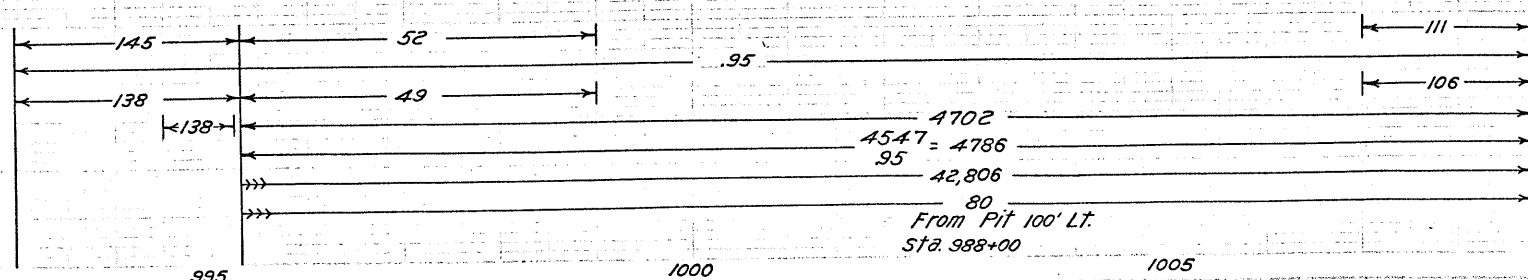
1004+78 ~ Req'd. 50 cu yds. embank. for Road Approaches Rt. & Lt. Req'd. 18" x 28' CMP Culk in irrig. ditch, Lt. Remove 1' x 16' Wood Box Culk, Lt. 1004+95 ~ Req'd. Division Box, Lt. (See details on sheet No. 22.) Remove 10" x 8" x 33" Div. Box, Lt. 1005+00 to 1008+17 ~ Req'd. 30 cu yds. excav. for Drain ditch, Rt. 1005+15 ~ Remove 3' x 1' x 10' Wood Bridge. 1005+45 ~ Req'd. 18" x 10' CMP side drain & 10 cu yds. embank. for Walk Appr., Rt. 1005+58 ~ Remove Wood hitching post, Rt. 1005+70 ~ Req'd. 18" x 10' CMP side drain & 10 cu yds. embank. for Walk Appr., Rt. 1005+93 ~ Req'd. 18" x 26' CMP side drain & 30 cu yds. embank. for Road Appr., Rt. 1006+53 ~ Req'd. 18" x 26' CMP side drain & 30 cu yds. embank. for Road Appr., Rt. Remove 4' x 13' Plank Bridge, Rt. 1006+77 ~ Remove 6" x 14' Iron pipe with 3' x 4' x 14' Conc. slab, Rt. 1006+95 ~ Req'd. 18" x 10' CMP side drain & 10 cu yds. embank. for Walk Appr., Rt. 1007+11 ~ Remove 8" x 8" x 40' Wood Box 1007+81 ~ Req'd. 18" x 10' CMP side drain & 10 cu yds. embank. for Walk Appr., Rt. 1007+86 ~ Remove Sign on Rt.

CLEARING AND GRUBBING
995+00 to 998+00 ~ COTTONWOODS

EQUATION IN ELEVATION
ELEV. 6916.05 @ STA. 1010+70.5 OF F.A.P. 259 G (1)
EQUALS
ELEV. 7459.62 @ STA. 2025+25 OF F.A.P. 68 E (1)

6930
6920
6910
6900

Excavation
Excav. Factor
Excav. x Factor
Embank.
Borrow
Sta. Yd. O'haul
Yd. Mi. O'haul
Borrow Source



FED-AID	259-601	5	247
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REQUIREMENTS

STATION	SIDE	REMOVE FENCE	REBUILD FENCE	STATION	SIDE	BUILD BARBED WIRE	COMB. LIN. FT.
Sta 592+00-968+70 (Outside City Limits)				Sta 592+00-968+70 (Outside City Limits)			
632+18 - 634+20	X	150		632+18 - 634+20	R	202	
631+18 - 647+76	R	425		631+18 - 647+76	R	414	
634+63 - 648+43	R	8		634+63 - 648+43	R	236	
647+19 - 649+00	X	100		647+19 - 649+00	R	181	
648+14 - 649+65	X	66		648+14 - 649+65	R	71	
649+33 - 657+08	X	140		649+33 - 657+08	R	320	
650+12 - 657+65	X	125		650+12 - 657+65	R	53	
657+79 - 659+77	X	70		657+79 - 659+77	R	23	
660+26 - Wing	X	100		660+26 - Wing	R	115	
Wing - 662+30	X	90		Wing - 662+30	R	33	
661+00 - 663+00	X	55		661+00 - 663+00	R	200	
662+30 - 671+82	X	100		662+30 - 671+82	R	952	
663+16 - 671+98	X	90		663+16 - 671+98	R	882	
671+98 - 672+90	X	105		671+98 - 672+90	R	92	
672+14 - 675+07	X	240		672+14 - 675+07	R	293	
675+15 - 677+00	X	120		675+15 - 677+00	R	185	
676+97 - 679+82	X	270		676+97 - 679+82	R	265	
679+70 - 682+48	X	100		679+70 - 682+48	R	318	
682+18 - 682+50	X	90		682+18 - 682+50	R	312	
682+30 - 683+32	X	75		682+30 - 683+32	R	22	
683+30 - 695+12	X	80		683+30 - 695+12	R	22	
693+32 - 699+54	X	935		693+32 - 699+54	R	1182	
695+28 - 701+92	X	1470		695+28 - 701+92	R	564	
699+68 - 702+17	X	60		699+68 - 702+17	R	249	
701+92 - Wing	X	95		701+92 - Wing	R	52	
Wing - 703+42	X	95		Wing - 703+42	R	15	
703+42 - 705+55	X	320		703+42 - 705+55	R	34	
705+55 - 711+50	X	709		705+55 - 711+50	R	52	
711+50 - 715+50	X	158		711+50 - 715+50	R	343	
715+50 - 719+50	X	30		715+50 - 719+50	R	835	
719+50 - 723+46	X	225		719+50 - 723+46	R	727	
723+46 - 727+46	X	150		723+46 - 727+46	R	65	
727+46 - 731+46	X	270		727+46 - 731+46	R	322	
731+46 - 735+46	X	40		731+46 - 735+46	R	770	
735+46 - 739+46	X	123		735+46 - 739+46	R	257	
739+46 - 743+46	X	245		739+46 - 743+46	R	129	
743+46 - 747+46	X	60		743+46 - 747+46	R	741	
747+46 - 751+46	X	246		747+46 - 751+46	R	1174	
751+46 - 755+46	X	590		751+46 - 755+46	R	1376	
755+46 - 759+46	X	36		755+46 - 759+46	R	245	
759+46 - 763+46	X	30		759+46 - 763+46	R	730	
763+46 - 767+46	X	11		763+46 - 767+46	R	1082	
767+46 - 771+46	X	1319		767+46 - 771+46	R	2186	
771+46 - 775+46	X	165		771+46 - 775+46	R	794	
775+46 - 779+46	X	236		775+46 - 779+46	R	754	
779+46 - 783+46	X	550		779+46 - 783+46	R	843+66	
783+46 - 787+46	X	285		783+46 - 787+46	R	846+15	
787+46 - 791+46	X	60		787+46 - 791+46	R	861+85	
791+46 - 795+46	X	310		791+46 - 795+46	R	902+50	
795+46 - 799+46	X	559		795+46 - 799+46	R	902+50	
799+46 - 803+46	X	30		799+46 - 803+46	R	913+58	
803+46 - 807+46	X	1085		803+46 - 807+46	R	918+75	
807+46 - 811+46	X	200		807+46 - 811+46	R	921+76	
811+46 - 815+46	X	336		811+46 - 815+46	R	922+26	
815+46 - 819+46	X	250		815+46 - 819+46	R	941+86	
819+46 - 823+46	X	280		819+46 - 823+46	R	949+56	
823+46 - 827+46	X	82		823+46 - 827+46	R	958+70	
827+46 - 831+46	X			827+46 - 831+46	R	968+70	
831+46 - 835+46	X			831+46 - 835+46	R	978+70	
835+46 - 839+46	X			835+46 - 839+46	R	988+70	
839+46 - 843+46	X			839+46 - 843+46	R	998+70	
843+46 - 847+46	X			843+46 - 847+46	R	1008+70	
847+46 - 851+46	X			847+46 - 851+46	R	1018+70	
851+46 - 855+46	X			851+46 - 855+46	R	1028+70	
855+46 - 859+46	X			855+46 - 859+46	R	1038+70	
859+46 - 863+46	X			859+46 - 863+46	R	1048+70	
863+46 - 867+46	X			863+46 - 867+46	R	1058+70	
867+46 - 871+46	X			867+46 - 871+46	R	1068+70	
871+46 - 875+46	X			871+46 - 875+46	R	1078+70	
875+46 - 879+46	X			875+46 - 879+46	R	1088+70	
879+46 - 883+46	X			879+46 - 883+46	R	1098+70	
883+46 - 887+46	X			883+46 - 887+46	R	1108+70	
887+46 - 891+46	X			887+46 - 891+46	R	1118+70	
891+46 - 895+46	X			891+46 - 895+46	R	1128+70	
895+46 - 899+46	X			895+46 - 899+46	R	1138+70	
899+46 - 903+46	X			899+46 - 903+46	R	1148+70	
903+46 - 907+46	X			903+46 - 907+46	R	1158+70	
907+46 - 911+46	X			907+46 - 911+46	R	1168+70	
911+46 - 915+46	X			911+46 - 915+46	R	1178+70	
915+46 - 919+46	X			915+46 - 919+46	R	1188+70	
919+46 - 923+46	X			919+46 - 923+46	R	1198+70	
923+46 - 927+46	X			923+46 - 927+46	R	1208+70	
927+46 - 931+46	X			927+46 - 931+46	R	1218+70	
931+46 - 935+46	X			931+46 - 935+46	R	1228+70	
935+46 - 939+46	X			935+46 - 939+46	R	1238+70	
939+46 - 943+46	X			939+46 - 943+46	R	1248+70	
943+46 - 947+46	X			943+46 - 947+46	R	1258+70	
947+46 - 951+46	X			947+46 - 951+46	R	1268+70	
951+46 - 955+46	X			951+46 - 955+46	R	1278+70	
955+46 - 959+46	X			955+46 - 959+46	R	1288+70	
959+46 - 963+46	X			959+46 - 963+46	R	1298+70	
963+46 - 967+46	X			963+46 - 967+46	R	1308+70	
967+46 - 971+46	X			967+46 - 971+46	R	1318+70	
971+46 - 975+46	X			971+46 - 975+46	R	1328+70	
975+46 - 979+46	X			975+46 - 979+46	R	1338+70	
979+46 - 983+46	X			979+46 - 983+46	R	1348+70	
983+46 - 987+46	X			983+46 - 987+46	R	1358+70	
987+46 - 991+46	X			987+46 - 991+46	R	1368+70	
991+46 - 995+46	X			991+46 - 995+46	R	1378+70	
995+46 - 999+46	X			995+46 - 999+46	R	1388+70	
999+46 - 1003+46	X			999+46 - 1003+46	R	1398+70	
1003+46 - 1007+46	X			1003+46 - 1007+46	R	1408+70	
1007+46 - 1011+46	X			1007+46 - 1011+46	R	1418+70	
1011+46 - 1015+46	X			1011+46 - 1015+46	R	1428+70	
1015+46 - 1019+46	X			1015+46 - 1019+46	R	1438+70	
1019+46 - 1023+46	X			1019+46 - 1023+46	R	1448+70	
1023+46 - 1027+46	X			1023+46 - 1027+46	R	1458+70	
1027+46 - 1031+46	X			1027+46 - 1031+46	R	1468+70	
1031+46 - 1035+46	X			1031+46 - 1035+46	R	1478+70	
1035+46 - 1039+46	X			1035+46 - 1039+46	R	1488+70	
1039+46 - 1043+46	X			1039+46 - 1043+46	R	1498+70	
1043+46 - 1047+46	X			1043+46 - 1047+46	R	1508+70	
1047+46 - 1051+46	X			1047+46 - 1051+46	R	1518+70	
1051+46 - 1055+46	X			1051+46 - 1055+46	R	1528+70	
1055+46 - 1059+46	X			1055+46 - 1059+46	R	1538+70	
1059+46 - 1063+46	X			1059+46 - 1063+46	R	1548+70	
1063+46 - 1067+46	X			1063+46 - 1067+46	R	1558+70	
1067+46 - 1071+46	X			1067+46 - 1071+46	R	1568+70	
1071+46 - 1075+46	X			1071+46 - 1075+46	R	1578+70	
1075+46 - 1079+46	X			1075+46 - 1079+46	R	1588+70	
1079+46 - 1083+46	X			1079+46 - 1083+46	R	1598+70	
1083+46 - 1087+46	X			1083+46 - 1087+46	R	1608+70	
1087+46 - 1091+46	X			1087+46 - 1091+46	R	1618+70	
1091+46 - 1095+46	X			1091+46 - 1095+46	R	1628+70	
1095+46 - 1099+46	X			1095+46 - 1099+46	R	1638+70	
1099+46 - 1103+46	X			1099+46 - 1103+46	R	1648+70	
1103+46 - 1107+46	X			1103+46 - 1107+46	R	1658+70	
1107+46 - 1111+46	X			1107+46 - 1111+46	R	1668+70	
1111+46 - 1115+46	X			1111+46 - 1115+46	R	1678+70	
1115+46 - 1119+46	X			1115+46 - 1119+46	R	1688+70	
1119+46 - 1123+46	X			1119+46 - 1123+46	R	1698+70	
1123+46 - 1127+46	X			1123+46 - 1127+46	R	1708+70	
1127+46 - 1131+46	X			1127+46 - 1131+46	R	1718+70	
1131+46 - 1135+46	X			1131+46 - 1135+46	R	1728+70	
1135+46 - 1139+46	X			1135+46 - 1139+46	R	1738+70	
1139+46 - 1143+46	X			1139+46 - 1143+46	R	1748+70	
1143+46 - 1147+46	X			1143+46 - 1147+46	R	1758+70	
1147+46 - 1151+46	X			1147+46 - 1151+46	R	1768+70	
1151+46 - 1155+46	X			1151+46 - 1155+46	R	1778+70	
1155+46 - 1159+46	X			1155+46 - 1159+46	R	1788+70	
1159+46 - 1163+46	X			1159+46 - 1163+46	R	1798+70	
1163+46 - 1167+46	X			1163+46 - 1167+46	R	1808+70	
1167+46 - 1171+46	X			1167+46 - 1171+46	R	1818+70	
1171+46 - 1175+46	X			1171+46 - 1175+46	R	1828+70	
1175+46 - 1179+46	X			1175+46 - 1179+46	R	1838+70	
1179+46 - 1183+46	X			1179+46 - 1183+46	R	1848+70	
1183+46 - 1187+46	X			1183+46 - 1187+46	R	1858+70	
1187+46 - 1191+46	X			1187+46 - 1191+46	R	1868+70	
1191+46 - 1195+46	X			1191+46 - 1195+46	R	1878+70	
1195+46 - 1199+46	X			1195+46 - 1199+46	R	1888+70	
1199+46 - 1203+46	X			1199+46 - 1203+46	R	1898+70	
1203+46 - 1207+46	X			1203+46 - 1207+46	R	1908+70	
1207+46 - 1211+46	X						

FAP 259 8 (4)

R.O.W. Markers

Sheet 1 of 100

STATION SIDE No.

970+48

L

1

976+08

L

1

976+83

R

1

991+00

R&L

2

(Connection to Poncha Blvd)

988+48

R

1

990+45

L

1

991+00

L

1

992+48

R

1

992+87

L

1

996+20

R

1

1006+72.3

R&L

2

CONNECTION TO PONCHA PASS

1002+00

R

1

1003+00

R

1

1005+65

L

1

1006+00

R

1

1007+00

R

1

Total ~ 592+00 - 968+70 78

Total ~ 968+70 - 1006+72.3 13

Total ~ CONNECTION TO PUNCHA PASS 5

TOTAL FOR PROJECT

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G(1)	1	247

Rev. 1-27-39 P.A.F.

INDEX OF SHEETS

SHEET NO.	
1	Title Sheet.
2	Summary of Quantities.
3-4	List of Structures.
5	Miscellaneous Quantities, Surfacing, Select Material, Fencing and List of Gates, R.O.W. Markers.
6	Summary Excavation, Embankment, Overhaul Quantities.
8-22	Alignment, Plans, Profile.
23-182	Roadway Cross Sections.
183-220	Structural Excavation.
221-229	Road Approaches, Dikes.
230-247	Ditches.

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 259 G(1) STATE HIGHWAY NO. 6 CHAFFEE COUNTY

CONVENTIONAL SIGNS

CENTER LINE OF SURVEY	_____
RIGHT OF WAY LINES	_____
TOWNSHIP OR RANGE LINES	_____
SECTION LINES	_____
ONE QUARTER SECTION LINES	_____
BARBED WIRE FENCE	_____
COMBINATION WIRE FENCE	_____
GUARD FENCE	_____
TIMBER GUARD POSTS	_____
TELEPHONE LINES	_____
POWER LINES	_____

SCALES ON ORIGINAL TRACINGS

ON PLAN 1 IN. = 100 FT.
ON PROFILE 1 IN. = 100 FT. HORIZONTAL
ON PROFILE 1 IN. = 10 FT. VERTICAL

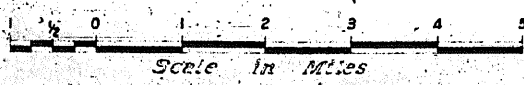
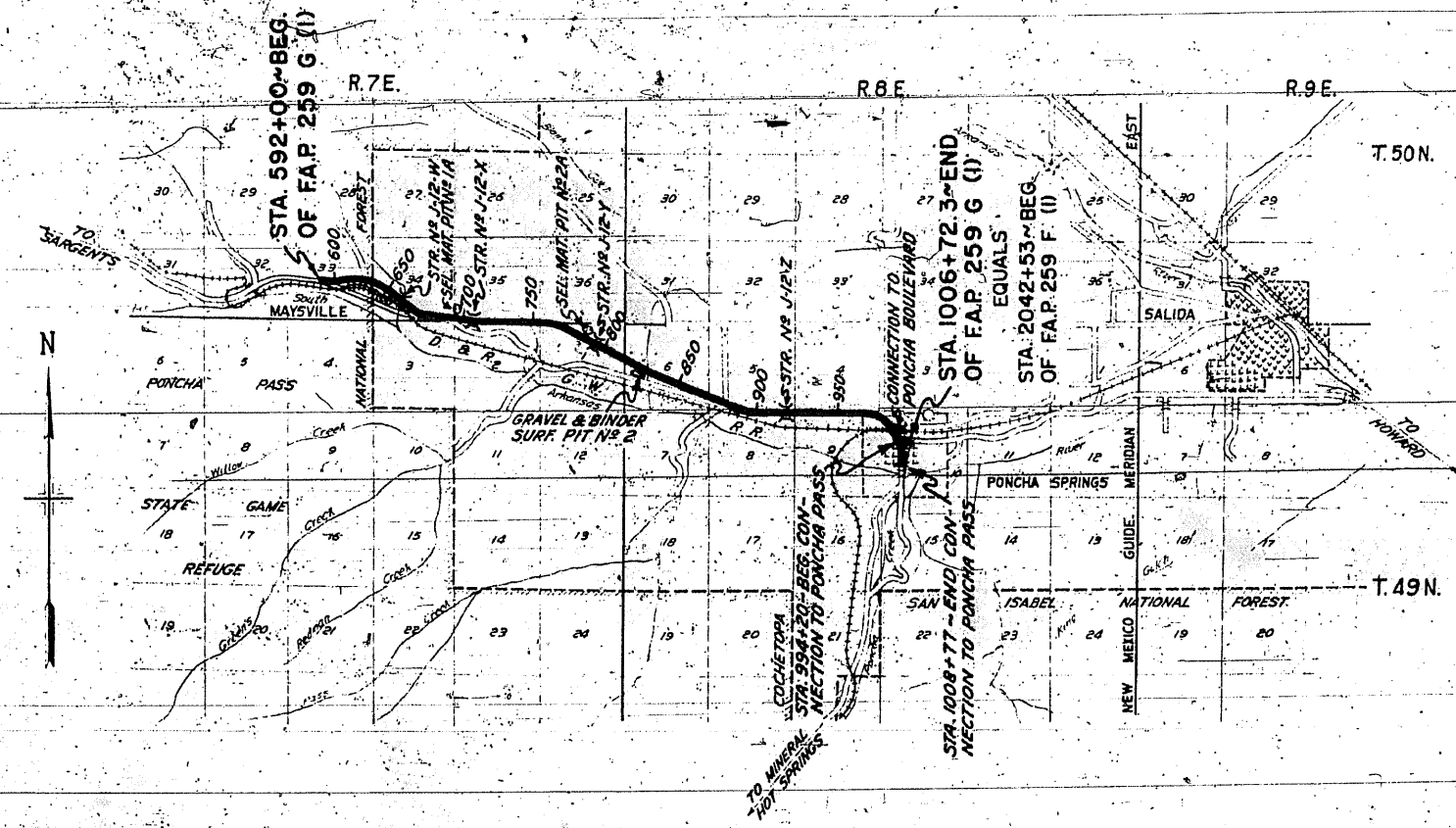
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT 40,308.9 FEET = 7.634 MILES
NET LENGTH OF PROJECT 12.91 = 7.631 M
GROSS LENGTH OF PROJECT 1457.0 FEET = 0.275 MILES
NET LENGTH OF PROJECT

*Length Revised
See Station @
Sta 1394*

NOTE:

It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this department:

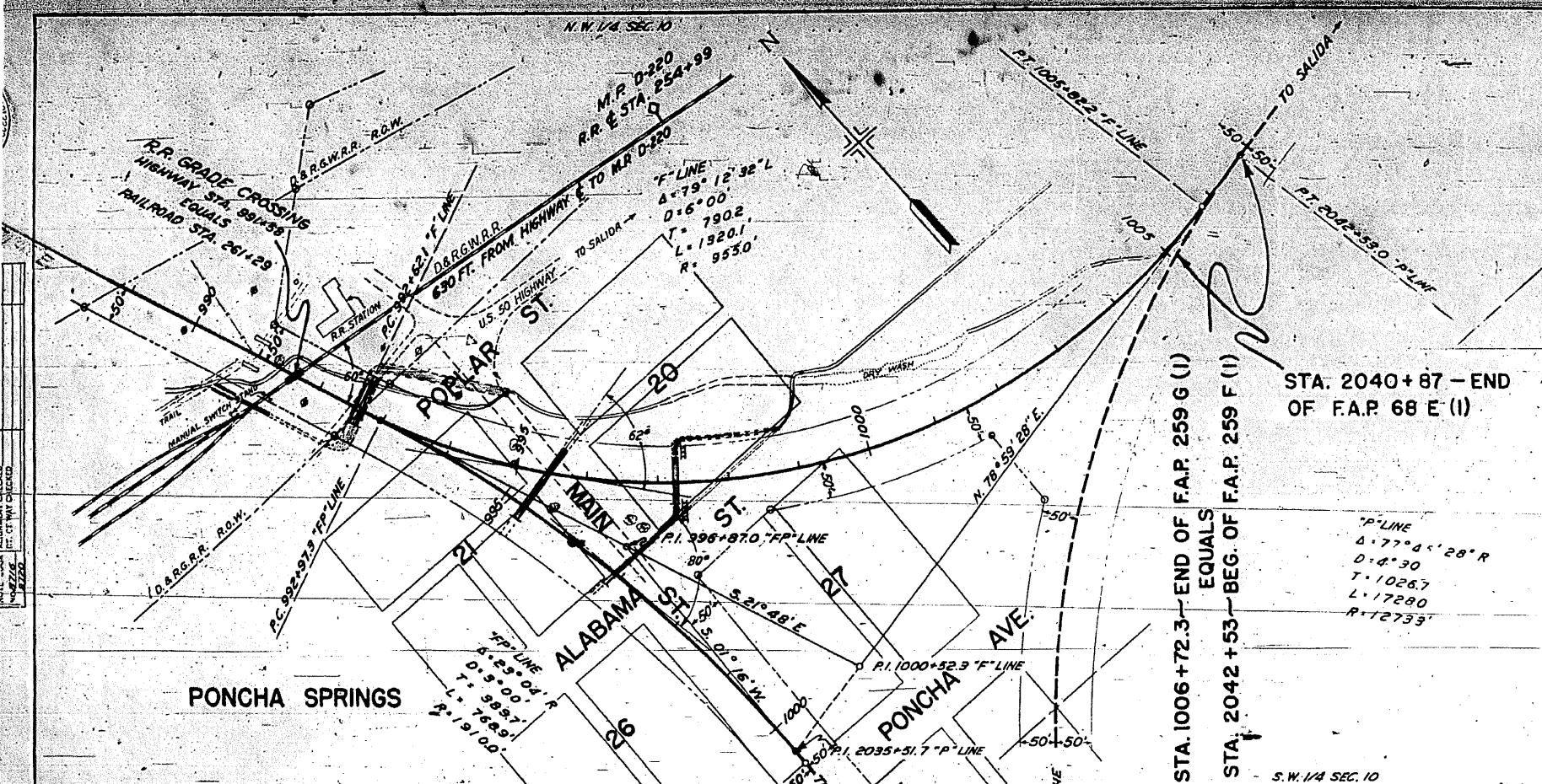
W.A. Whitney Division Engineer Salida, Colo.
J.A. Solmanson Resident " " "



RECOMMENDED FOR APPROVAL
APPROVED
RECOMMENDED FOR APPROVAL
RECOMMENDED FOR APPROVAL
RECOMMENDED FOR APPROVAL
APPROVED
DIRECTOR BUREAU OF PUBLIC ROADS

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G (1)	21	247

REV. R.O.W. 9-19-36 - M.T.G.



STA. 1006+72.3 - END OF F.A.P. 259 G (1)
EQUALS
STA. 2042+53 - BEG. OF F.A.P. 259 F (1)

STA. 2040+87 - END OF F.A.P. 68 E (1)

991+00 - Reg'd. 18' x 26' CMP Side Drain & 15 cu yds. embank. for Road Appr. At.

991+44 - Reg'd. 36' x 44' CMP Cross Culv. under Railroad tracks, 65' R.L. FL = 22.3 & 15 cu yds. excav. for inlet headwall. (No headwall on CMP cross culvert.)

991+58 - Reg'd. Railroad Grade Crossing (Work to be done by R.R. Co. Forces.)

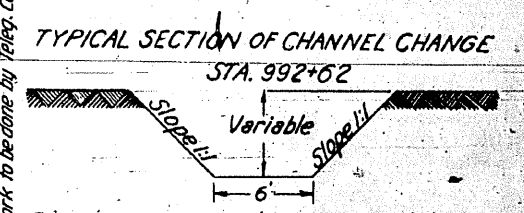
991+85 - Remove and Rebuild RR Telegraph Line (Work to be done by Tele. Co. Forces.)

992+52 - Reg'd. 48' x 60' CMP Cross Culv. & 15 cu yds. excav. for Channel Change

992+60 to 1010 - Remove and Rebuild Telephone Line (Work to be done by Tel. Co. Forces.)

994+54 - Remove 18' x 27' CMP 83' L.

994+90 - Remove 1' x 3' Sign, L.



Excavation required for channel change to be included in Unclassified Excavation. Structural Excavation to be measured between the typical cross section for channel change and bottom of footing as excavated.

CLEARING AND GRUBBING 991+29 - 4' cut in road

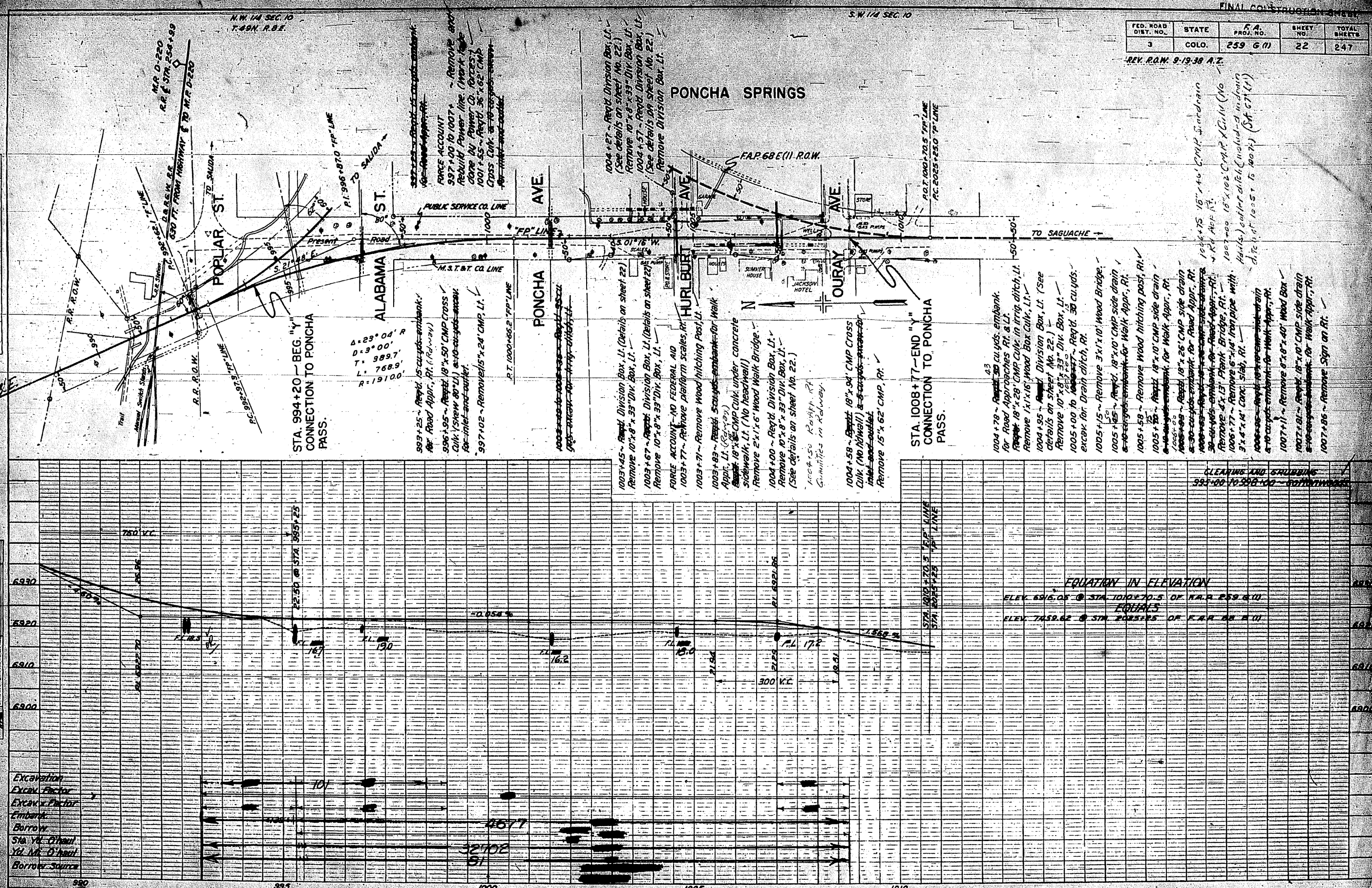


ELEVATION IN ELEVATION
ELEV. 6905.54 @ STA. 1006+72.3 OF F.A.P. 259 G (1)
EQUALS
ELEV. 7449.11 @ STA. 2042+53 OF F.A.P. 259 F (1)



PLAN	DATE	BY	CHKD.
1. PREPARED BY			
2. CHECKED BY			
3. APPROVED BY			

PROFILE	DATE	BY	CHKD.
1. PREPARED BY			
2. CHECKED BY			
3. APPROVED BY			



FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 G (1)	22	247

REV. R.O.W. 9-19-38 A.Z.