DIST. NO.	STATE	PROJECT NO.	CROSS NO.	CROSS SHEETS
3	COLO.	259 H(I) #1&2	1	

INDEX OF SHEETS

COLORADO
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
F. A. P. 259 H(I) CONST. DIV. NO. 1 & 2
STATE HIGHWAY NO. 6

CHAFFEE COUNTY

CONVENTIONAL SIGNS

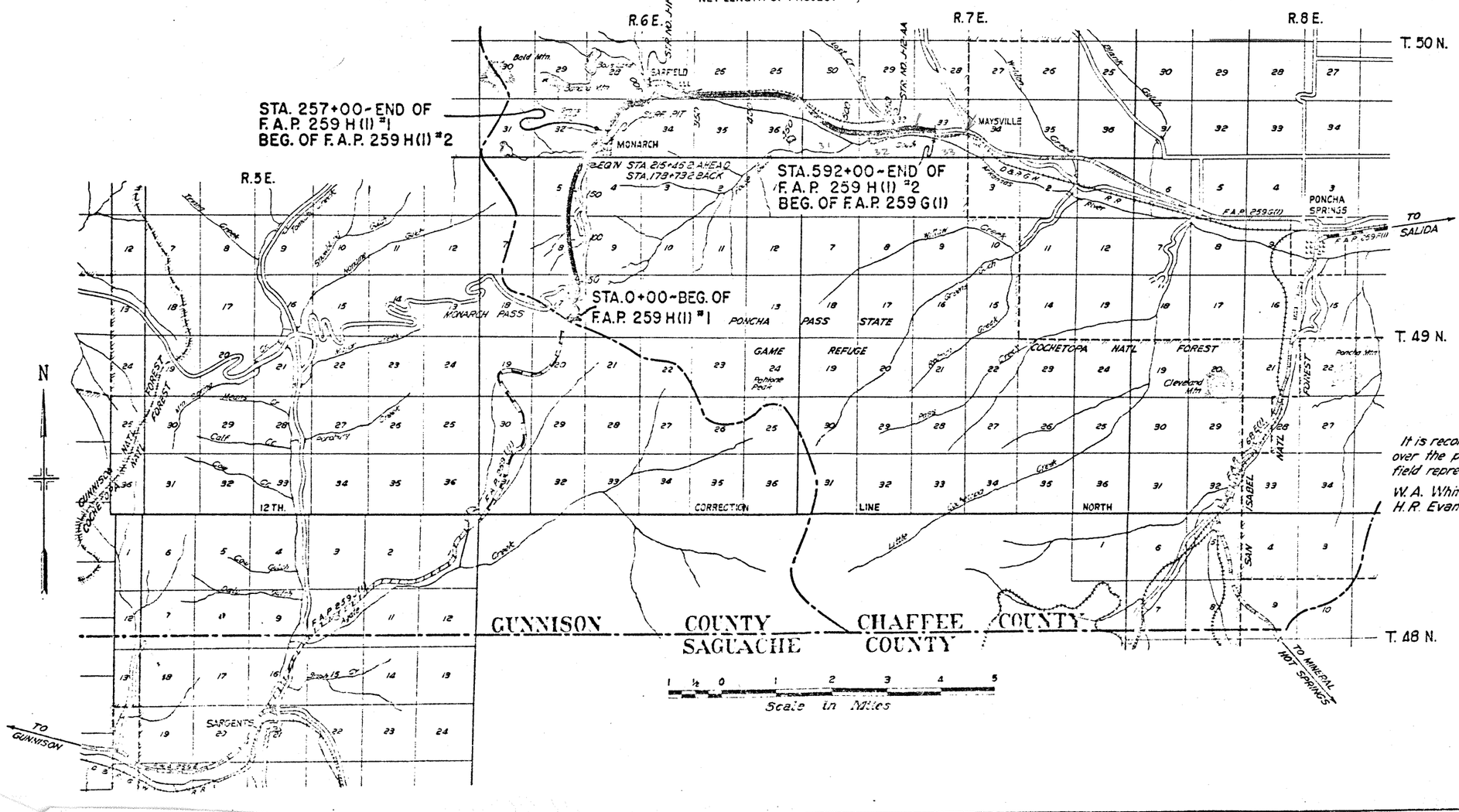
- Center Line of Survey
- Right of Way Lines
- Township or Range Lines
- Section Lines
- One Quarter Section Lines
- One Sixteenth Section Lines
- Barbed Wire Fence
- Combination Wire Fence
- Guard Fence
- Timber Guard Posts
- Telephone Lines
- Power Lines

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

GROSS LENGTH OF PROJECT / NET LENGTH OF PROJECT } CONST. DIV. NO. 1 22,199.5 FEET = 4.204 MILES CONST. DIV. NO. 2 33,478.0 FEET = 6.340 MILES TOTAL 55,677.5 FEET = 10.544 MILES



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
H. R. Evans Resident " "

RECOMMENDED FOR APPROVAL

ASSISTANT ENGINEER

APPROVED

STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DIST. ENG. BUREAU PUBLIC ROADS

RECOMMENDED FOR APPROVAL

CHIEF ENG. BUREAU PUBLIC ROADS

APPROVED

DIRECTOR BUREAU PUBLIC ROADS

NOTE:
Alignment and Grades as shown are subject to modification during construction after approval by the Denver Office.
All poles encroaching on the Construction are to be moved by the Owners.
R.O.W. Markers are tabulated on sheet No. 3.
Wire Cable Guard Fence and Timber Guard Posts are tabulated on sheet No. 4.

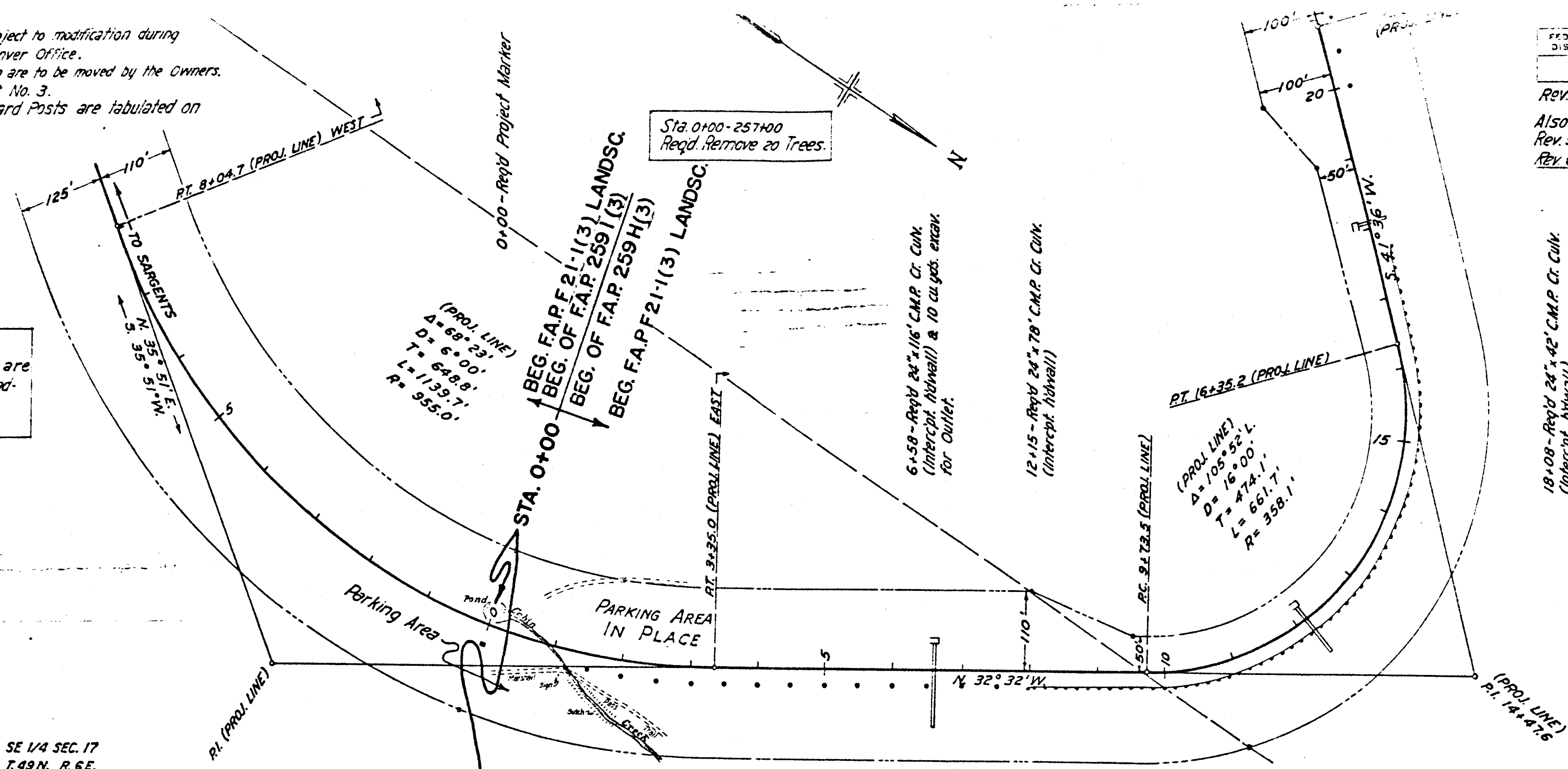
Clearing & Grubbing is very light throughout entire Project.

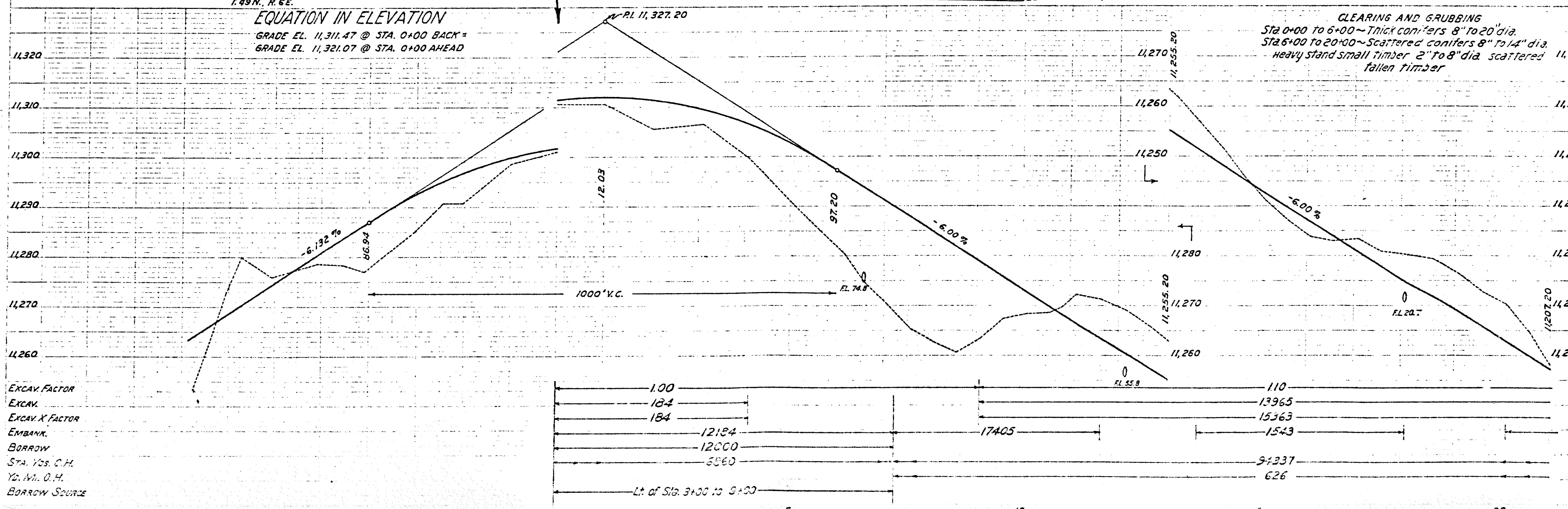
Requirements of F.A.P. F 21-1(3) Landscaping are shown enclosed in a border, except grading quantities which are tabulated on sheet Nº 3.

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 H (1) #1	15	

Rev. 12-7-38 M.T.S.

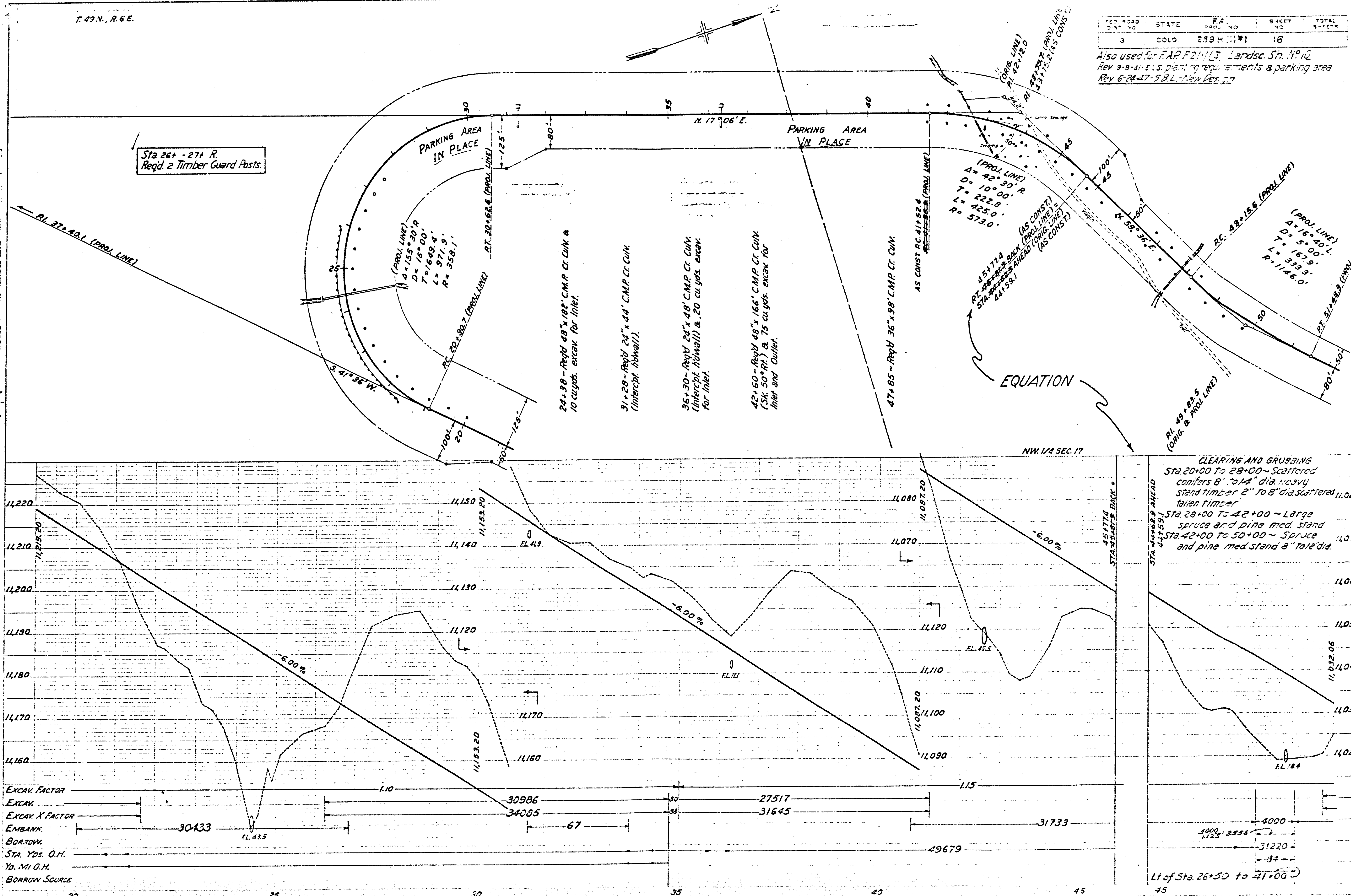
Also used for F.A.P. F 21-1(3) Landsc. Sh. Nº 9
Rev. 9-8-41 - ELS. planting requirements & parking area.
Rev. 6-24-47 - S.B.L. - New Design.





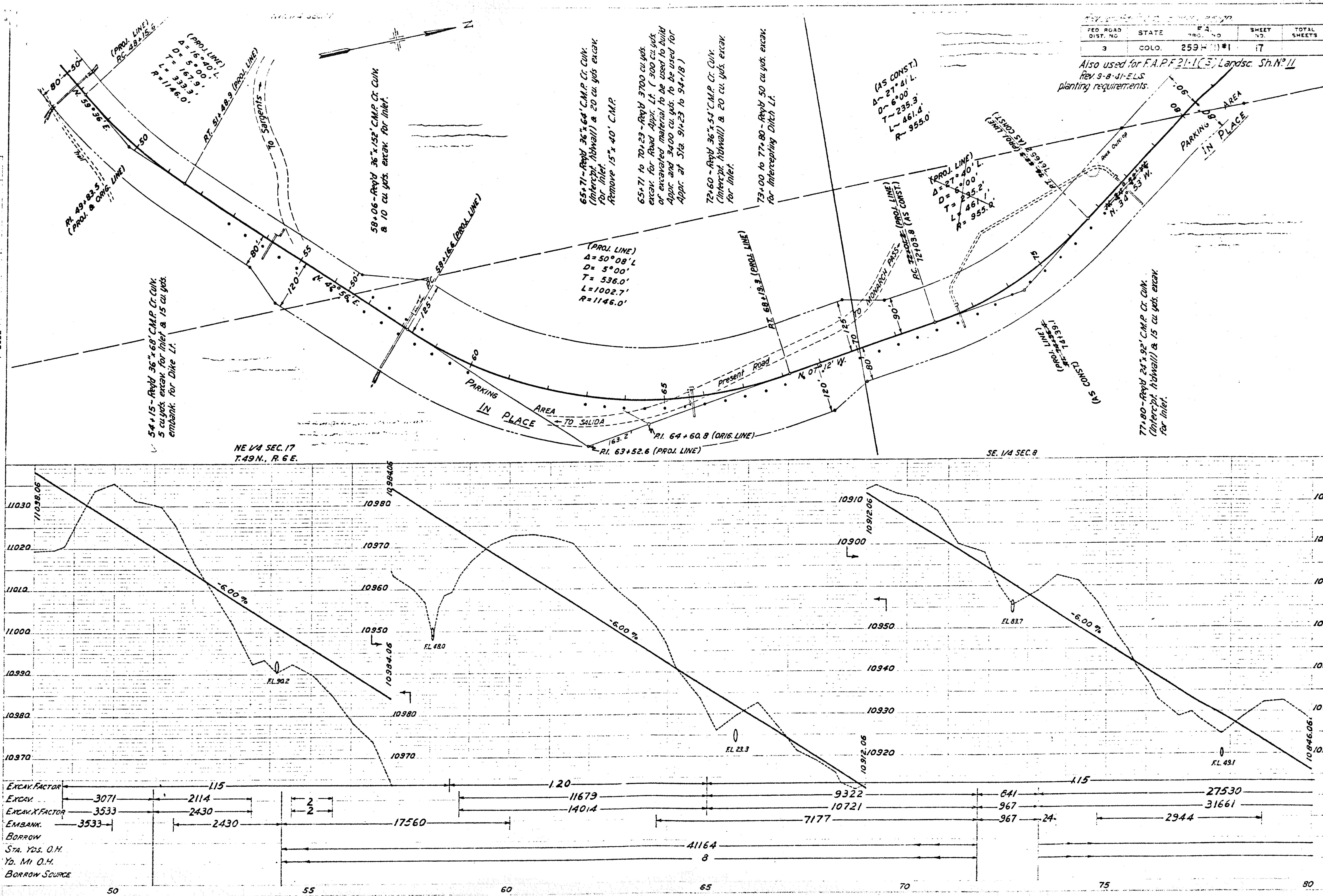
FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 H (1)*1	16	

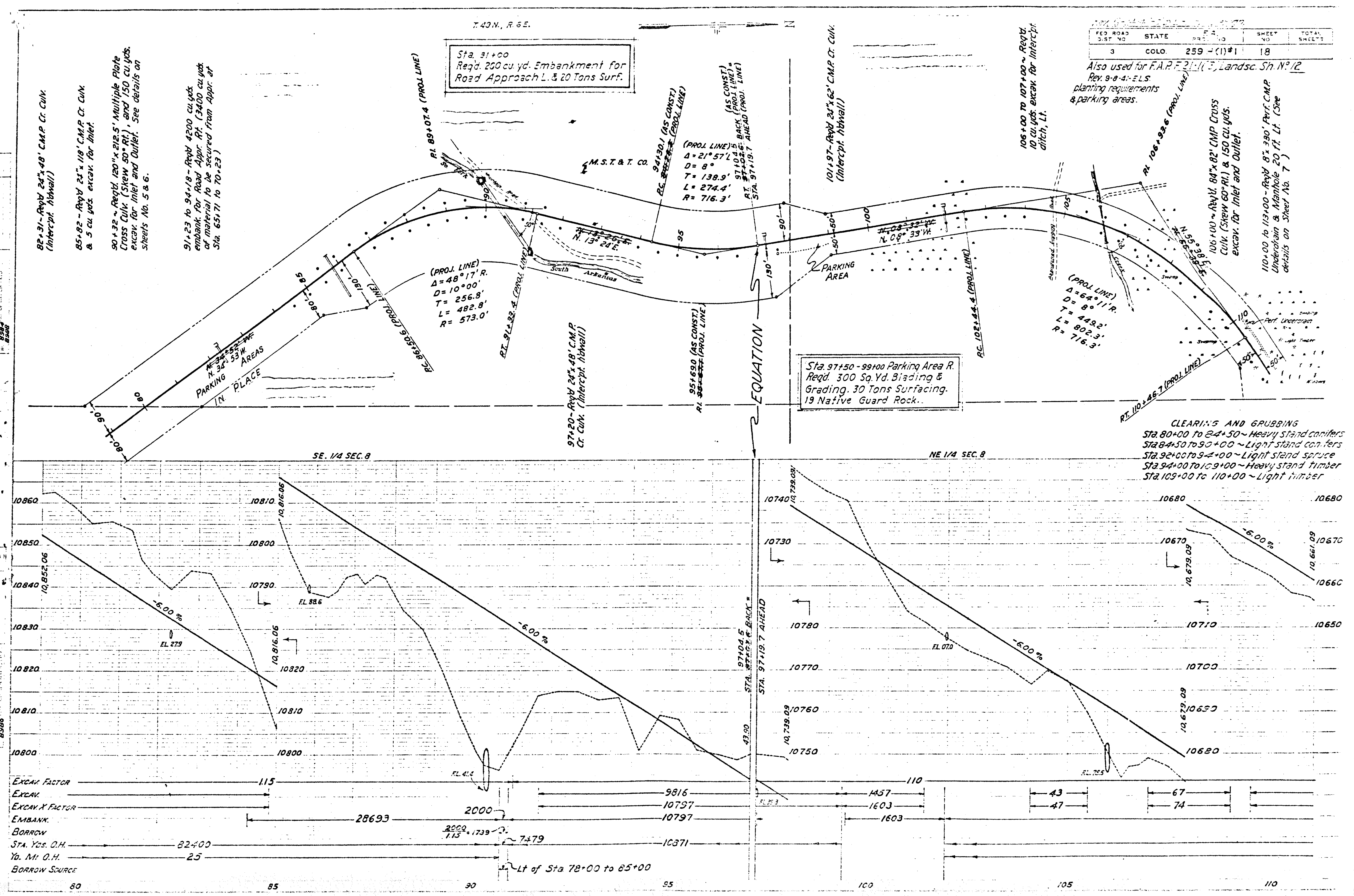
Also used for F.A.P. F21-1(3) Landsc. Sh. No 10
Rev 9-8-41 E.L.S. planting requirements & parking area
Rev 6-24-47-S.B.L.-New Design


T. 49 N., R. 6 E.
Sta. 26+ - 27+ R.
Reqd. 2 Timber Guard Posts.
PARKING AREA IN PLACE
N. 17° 06' E.
PARKING AREA IN PLACE
P.I. 37+40.1 (PROJ. LINE)
S. 41° 36' W.
(PROJ. LINE) Δ = 155° 30' R D = 16° 00' T = 1649.4' L = 971.9' R = 358.1'
P.C. 20+90.7 (PROJ. LINE)
P.T. 30+62.6 (PROJ. LINE)
24+38 - Reqd 48" x 182' C.M.P. Cr. Culv. & 10 cu. yds. excav. for Inlet.
31+28 - Reqd 24" x 44' C.M.P. Cr. Culv. (Intercpt. Hdwall).
36+30 - Reqd 24" x 48' C.M.P. Cr. Culv. (Intercpt. Hdwall) & 20 cu. yds. excav. for Inlet.
42+60 - Reqd 48" x 166' C.M.P. Cr. Culv. (Sk. 50° Rt.) & 75 cu. yds. excav. for Inlet and Outlet.
47+85 - Reqd 36" x 98' C.M.P. Cr. Culv.
AS CONST. P.C. 41+52.4
(PROJ. LINE) Δ = 42° 30' R D = 10° 00' T = 222.8' L = 425.0' R = 573.0'
N. 59° 36' E.
P.C. 48+15.6 (PROJ. LINE)
(PROJ. LINE) Δ = 16° 40' L D = 5° 00' T = 167.9' L = 333.3' R = 1146.0'
P.T. 51+48.9 (PROJ. LINE)
P.I. 49+83.5 (ORIG. & PROJ. LINE)
(ORIG. LINE) P.I. 42+12.0
EQUATION
NW. 1/4 SEC. 17
CLEARING AND GRUBBING
Sta. 20+00 To 28+00 ~ Scattered conifers 8" to 14" dia. Heavy stand timber 2" To 8" dia. scattered fallen timber
Sta. 28+00 To 42+00 ~ Large spruce and pine med. stand
Sta. 42+00 To 50+00 ~ Spruce and pine med. stand 8" Pole dia.
-6.00 %
F.L. 43.5
F.L. 41.9
F.L. 11.1
F.L. 45.5
F.L. 18.4
EXCAV. FACTOR
EXCAV.
EXCAV. X FACTOR
EMBANK.
BORROW.
STA. YDS. O.H.
YD. MI. O.H.
BORROW SOURCE
1.10
1.15
30986
34085
27517
31645
30433
67
31733
49679
4000
31220
34
Lt of Sta. 26+50 to 41+00

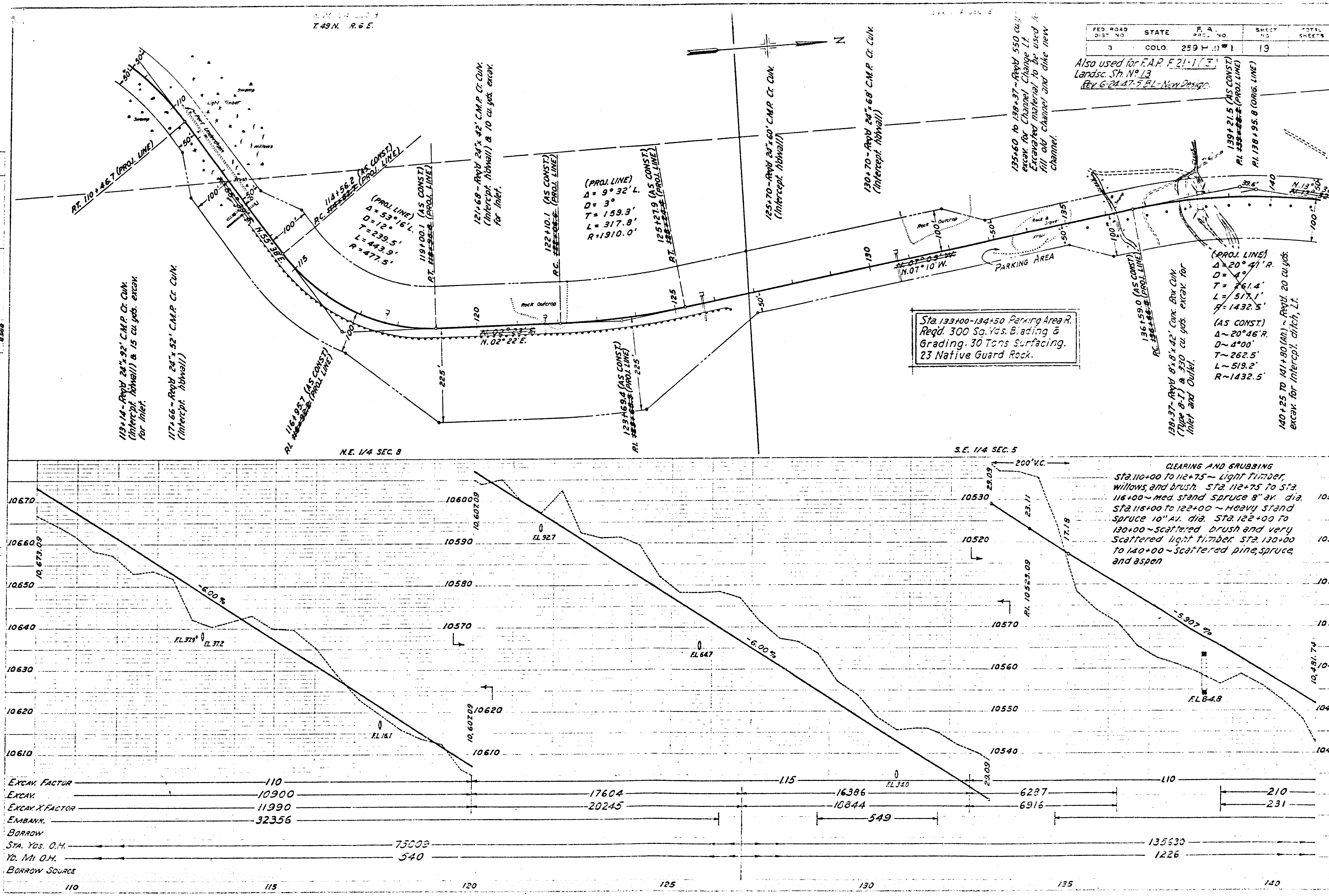
FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 H (1) #1	17	

Also used for F.A.P. F 21-1(3) Landsc. Sh. No. 11
Rev. 9-8-41-E.L.S.
planting requirements.

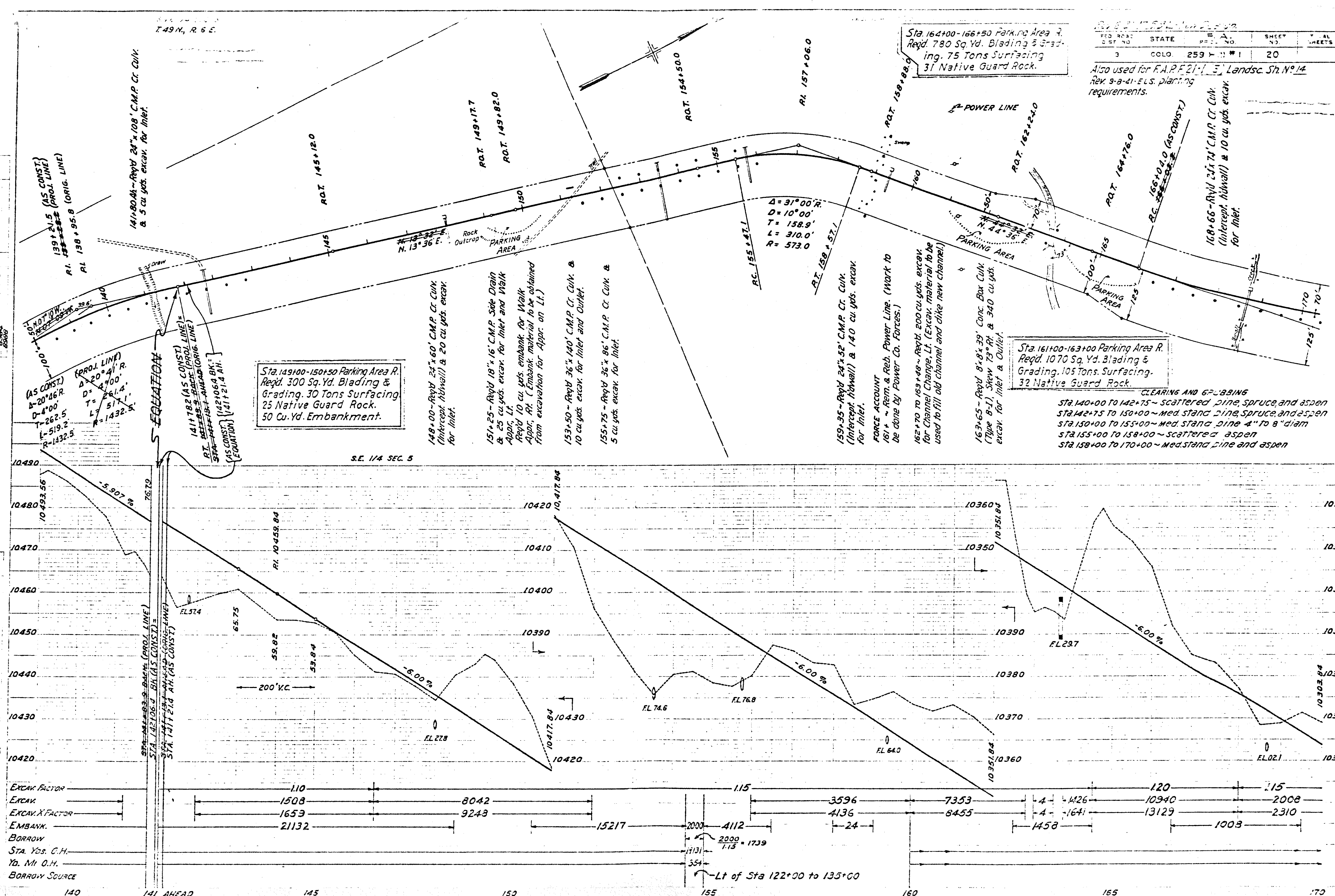




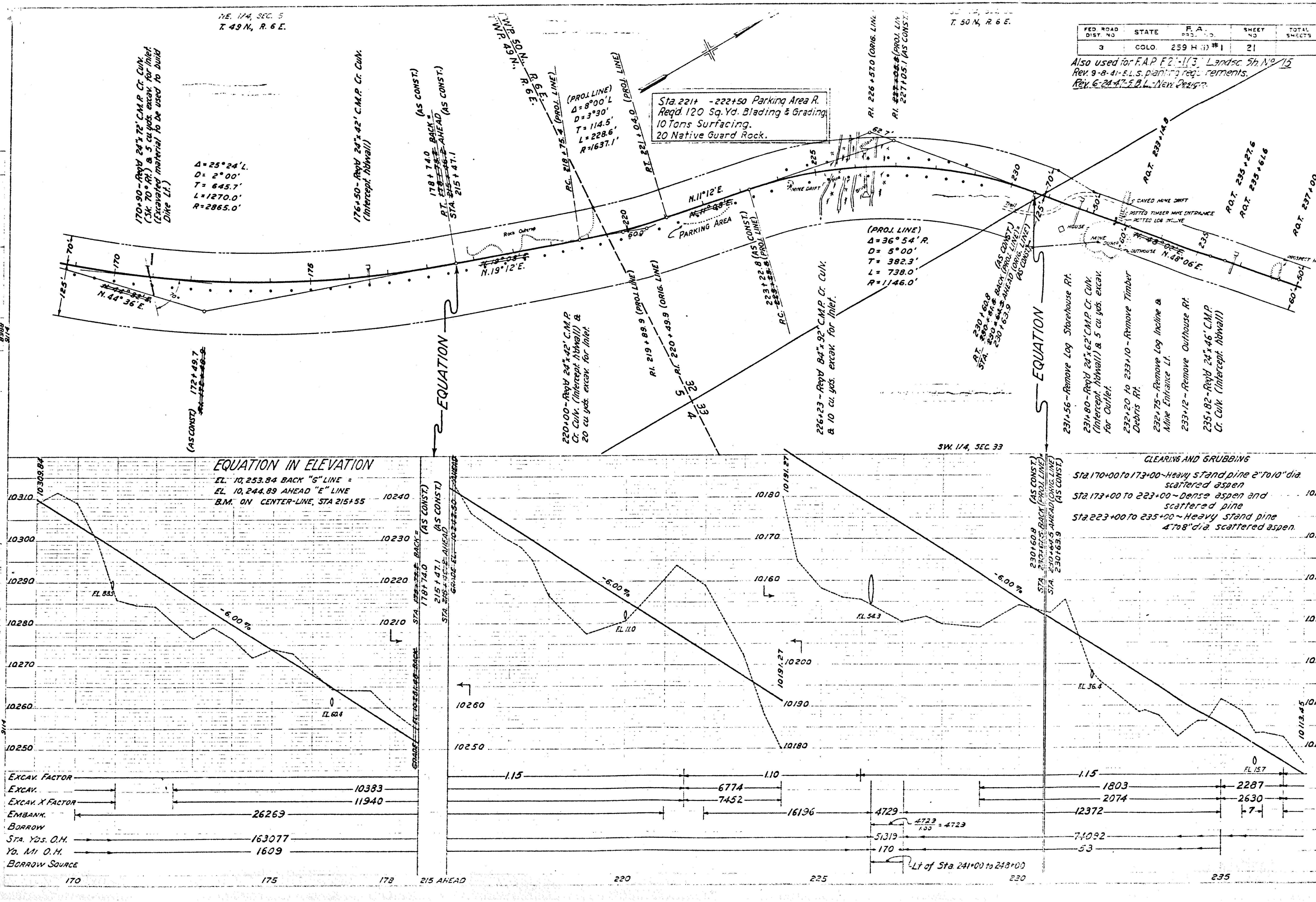
T. 40 N., R. 6 E.
N
| FED. ROAD DIST. NO. | STATE | F.A. PROJ. NO. | SHEET NO. | TOTAL SHEETS |
| 3 | COLO. | 259 -(1)#1 | 18 | |
Also used for F.A.P. F 21-1(3), Landsc. Sh. No 12
Rev. 9-8-41-E.L.S. planting requirements & parking areas.
Sta. 31+00 Reqd. 200 cu. yd. Embankment for Road Approach L. & 20 Tons Surf.
82+31 - Reqd 24"x48' C.M.P. Cr. Culv. (Intercpt. hdwall)
85+82 - Reqd 24"x118' C.M.P. Cr. Culv. & 5 cu. yds. excav. for Inlet.
90+32 ~ Reqd. 120"x212.5' Multiple Plate Cross Culv. (Skew 50° Rt.), and 150 cu. yds. excav. for Inlet and Outlet. See details on sheets No. 5 & 6.
91+23 to 94+18 - Reqd 4200 cu. yds. embank. for Road Appr. Rt. (3400 cu. yds. of material to be secured from Appr. at Sta. 65+71 to 70+23)
P.I. 89+07.4 (PROJ. LINE)
P.C. 86+50.6 (PROJ. LINE)
(PROJ. LINE) Δ = 48°17' R. D = 10°00' T = 256.8' L = 482.8' R = 573.0'
P.T. 91+33.4 (PROJ. LINE)
97+20 - Reqd 24"x48' C.M.P. Cr. Culv. (Intercpt. hdwall)
M.S.T. & T. CO.
94+30.1 (AS CONST.) P.C. (PROJ. LINE)
(PROJ. LINE) Δ = 21°57' L D = 8° T = 138.9' L = 274.4' R = 716.3'
95+69.0 (AS CONST.) P.I. (PROJ. LINE)
97+04.5 (AS CONST.) BACK (PROJ. LINE) = P.T. STA. 97+19.7 AHEAD (PROJ. LINE)
EQUATION
N. 34° 53' W.
PARKING AREAS IN PLACE
N. 13° 24' E.
South Arkansas
N. 08° 33' W.
PARKING AREA
101+97 - Reqd 24"x62' C.M.P. Cr. Culv. (Intercpt. hdwall)
Sta. 97+50 - 99+00 Parking Area R. Reqd. 300 Sq. Yd. Blading & Grading. 30 Tons Surfacing. 19 Native Guard Rock.
106+00 to 107+00 ~ Reqd. 10 cu. yds. excav. for Intercpt. ditch, Lt.
P.C. 102+44.4 (PROJ. LINE)
P.I. 106+93.6 (PROJ. LINE)
(PROJ. LINE) Δ = 64°11' R. D = 8° T = 449.2' L = 802.3' R = 716.3'
N. 55°38' E.
Abandoned Logging Road
Creek
Swamp
Perf. Underdrain
Light Timber
Willows
106+00 ~ Reqd. 84"x82' CMP Cross Culv. (Skew 60° Rt.) & 150 cu. yds. excav. for Inlet and Outlet.
110+00 to 113+00 - Reqd 8"x330' Perf. C.M.P. Underdrain & Manhole 20 ft. Lt. (See details on Sheet No. 7)
P.T. 110+46.7 (PROJ. LINE)
CLEARING AND GRUBBING
Sta. 80+00 to 84+50 ~ Heavy stand conifers
Sta. 84+50 to 90+00 ~ Light stand conifers
Sta. 92+00 to 94+00 ~ Light stand spruce
Sta. 94+00 to 109+00 ~ Heavy stand timber
Sta. 109+00 to 110+00 ~ Light timber
SE. 1/4 SEC. 8
NE 1/4 SEC. 8
10860 10850 10840 10830 10820 10810 10800
10,852.06
-6.00 %
EL. 27.9
10,816.06
10810 10800 10790 10820 10810 10800
FL 88.6
-6.00 %
FL 41.4
STA. 97+04.5 BACK = STA. 97+19.7 AHEAD
43.90
10,739.09
10740 10730 10780 10770 10760 10750
-6.00 %
FL 07.0
FL 75.5
10680 10670 10710 10700 10690 10680
10,679.09
-6.00 %
10,661.09
10680 10670 10660 10650
EXCAV. FACTOR 1.15 110
EXCAV. 9816 1457 43 67
EXCAV. X FACTOR 10797 1603 47 74
EMBANK. 28693 2000 10797 1603
BORROW 2000/1.15 = 1739
STA. YDS. O.H. 82400 7+79 10371
YD. MI. O.H. 25
BORROW SOURCE Lt of Sta 78+00 to 85+00
80 85 90 95 100 105 110



FED. ROAD DIST. NO. 9 | STATE COLO. | F.A. PROJ. NO. 259 H (1)#1 | SHEET NO. 19 | TOTAL SHEETS
Also used for F.A.P. F 21-1(3)
Landsc. Sh. Nº 13
Rev. 6-24-47-5 BL-New Design
T.49 N. R.6 E.
N
RT. 110+46.7 (PROJ. LINE)
Light Timber
Swamp
Willows
Brush
N.55°38'E.
P.C. 114+56.2 (AS CONST.) (PROJ. LINE)
(PROJ. LINE) Δ = 53°16' L. D = 12° T = 239.5' L = 443.9' R = 477.5'
P.T. 119+00.1 (AS CONST.) (PROJ. LINE)
121+68 ~ Reqd 24" x 42' C.M.P. Cr. Culv. (Intercpt. hdwall) & 10 cu. yds. excav. for Inlet.
P.C. 122+10.1 (AS CONST.) (PROJ. LINE)
(PROJ. LINE) Δ = 9°32' L. D = 3° T = 159.3' L = 317.8' R = 1910.0'
P.T. 125+27.9 (AS CONST.) (PROJ. LINE)
125+70 ~ Reqd 24" x 60' C.M.P. Cr. Culv. (Intercpt. hdwall)
130+70 ~ Reqd 24" x 68' C.M.P. Cr. Culv. (Intercpt. hdwall)
135+60 to 138+37 ~ Reqd 550 cu. yds. excav. for Channel Change Lt. Excavated material to be used to fill old channel and dike new channel.
P.I. 139+21.5 (AS CONST.) (PROJ. LINE)
P.I. 138+95.8 (ORIG. LINE)
N.13°36'E.
Rock Outcrop
Rock & Gravel
PARKING AREA
N.07°10'W.
N.02°22'E.
Sta. 133+00-134+50 Parking Area R. Reqd. 300 Sq. Yds. Blading & Grading. 30 Tons Surfacing. 23 Native Guard Rock.
P.C. 136+59.0 (AS CONST.) (PROJ. LINE)
(PROJ. LINE) Δ = 20°41' R. D = 4° T = 261.4' L = 517.1' R = 1432.5'
(AS CONST.) Δ ~ 20°46' R. D ~ 4°00' T ~ 262.5' L ~ 519.2' R ~ 1432.5'
138+37 ~ Reqd 8' x 8' x 42' Conc. Box Culv. (Type 8-1) & 330 cu. yds. excav. for Inlet and Outlet.
140+25 to 141+80 (Rt.) ~ Reqd. 20 cu. yds. excav. for Intercpt. ditch, Lt.
113+14 ~ Reqd 24" x 92' C.M.P. Cr. Culv. (Intercpt. hdwall) & 15 cu. yds. excav. for Inlet.
117+66 ~ Reqd 24" x 52' C.M.P. Cr. Culv. (Intercpt. hdwall)
P.I. 116+95.7 (AS CONST.) (PROJ. LINE)
P.I. 123+69.4 (AS CONST.) (PROJ. LINE)
N.E. 1/4 SEC. 8
S.E. 1/4 SEC. 5
CLEARING AND GRUBBING
Sta. 110+00 to 112+75 ~ Light timber, willows, and brush. Sta. 112+75 to Sta. 116+00 ~ Med. stand spruce 8" av. dia. Sta. 116+00 to 122+00 ~ Heavy stand spruce 10" av. dia. Sta. 122+00 to 130+00 ~ Scattered brush and very scattered light timber. Sta. 130+00 to 140+00 ~ Scattered pine, spruce, and aspen
200' V.C.
-6.00 %
-6.00 %
-5.907 %
10,673.09
10,607.09
P.I. 10,523.09
10,481.74
F.L. 37.9 F.L. 37.2
F.L. 16.1
F.L. 92.7
F.L. 64.7
F.L. 34.0
F.L. 84.8
EXCAV. FACTOR 1.10 1.15 1.10
EXCAV. 10900 17604 16386 6237 210
EXCAV. X FACTOR 11990 20245 18844 6916 231
EMBANK. 32356 549
BORROW
STA. YDS. O.H. 75003 135630
YD. MI. O.H. 540 1226
BORROW SOURCE
110 115 120 125 130 135 140



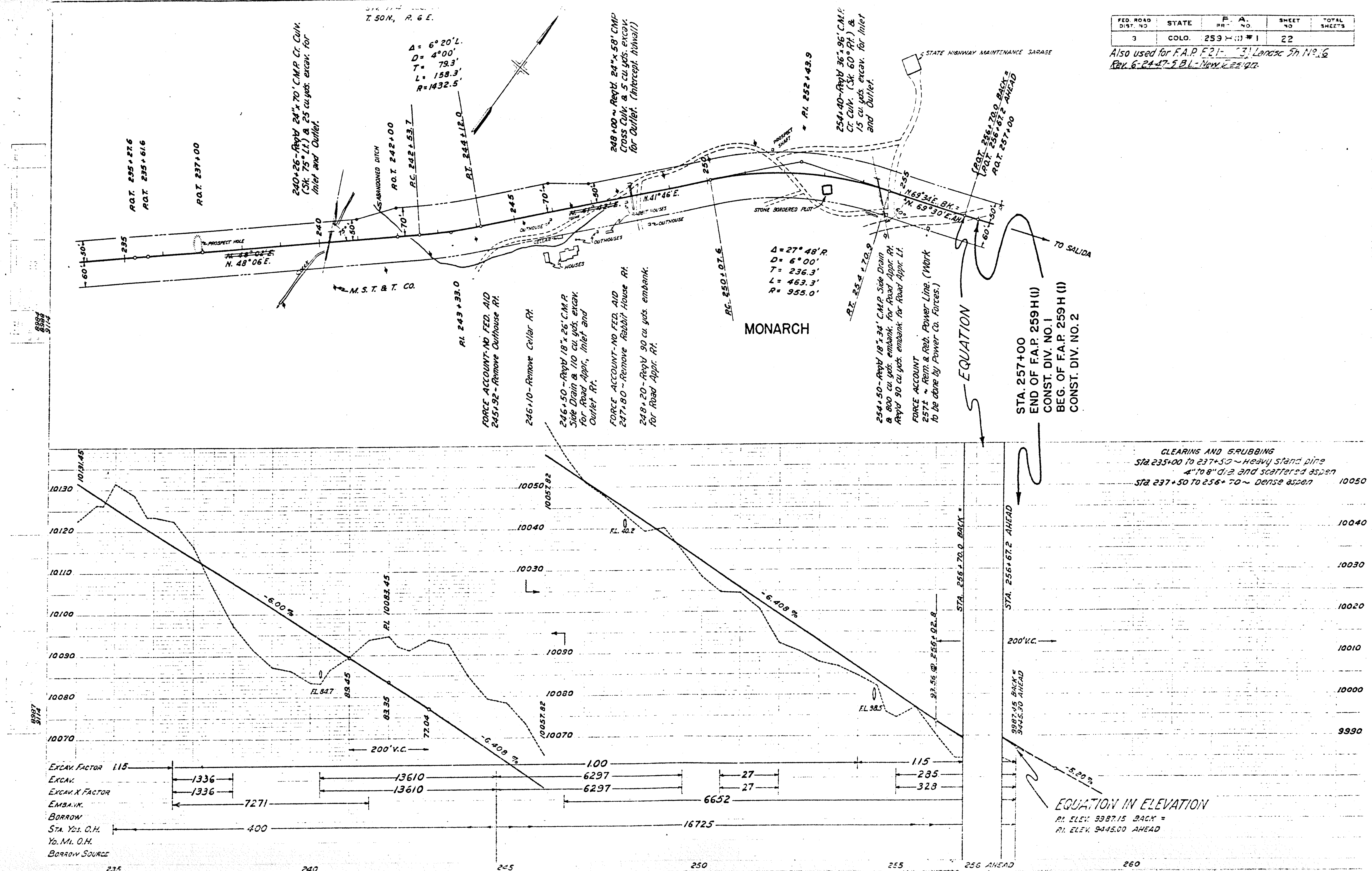
T. 49 N., R. 6 E.
FED. ROAD DIST. NO. 3 | STATE COLO. | F.A. PROJ. NO. 259 | SHEET NO. 20
Also used for F.A.P. F21-(E) Landsc. Sh. Nº 14
Rev. 9-8-41-E.L.S. planting requirements.
Sta. 164+00-166+50 Parking Area R. Reqd. 780 Sq. Yd. Blading & Grading. 75 Tons Surfacing 31 Native Guard Rock.
POWER LINE
139+21.5 (AS CONST.) (PROJ. LINE)
P.I. 138+95.8 (ORIG. LINE)
141+80 Ak.- Reqd 24" x 108' C.M.P. Cr. Culv. & 5 cu. yds. excav. for Inlet.
P.O.T. 145+12.0
P.O.T. 149+17.7
P.O.T. 149+82.0
P.O.T. 154+50.0
P.I. 157+06.0
P.O.T. 158+88.0
P.O.T. 162+24.0
P.O.T. 164+76.0
166+04.0 (AS CONST.) P.C.
168+66 - Reqd 24" x 74' C.M.P. Cr. Culv. (Intercept. hdwall) & 10 cu. yds. excav. for Inlet.
N. 13° 36' E.
Rock Outcrop
PARKING AREA
N. 44° 36'
Δ = 31° 00' R.
D = 10° 00'
T = 158.9'
L = 310.0'
R = 573.0
P.C. 155+47.1
P.T. 158+57.1
N. 07° 10' W.
(AS CONST.) Δ = 20° 46' R. D = 4° 00' T = 262.5' L = 519.2' R = 1432.5
(PROJ. LINE) Δ = 20° 41' R. D = 4° 00' T = 261.4' L = 517.1' R = 1432.5'
EQUATION
141+78.2 (AS CONST.) =
P.T. (PROJ. LINE)
(ORIG. LINE)
142+06.4 BK. = 141+21.4 AH. (AS CONST. EQUATION)
Sta. 149+00-150+50 Parking Area R. Reqd. 300 Sq. Yd. Blading & Grading. 30 Tons Surfacing. 25 Native Guard Rock. 50 Cu. Yd. Embankment.
148+00 - Reqd 24" x 60' C.M.P. Cr. Culv. (Intercept. hdwall) & 20 cu. yds. excav. for Inlet.
151+25 - Reqd 18" x 16' C.M.P. Side Drain & 25 cu. yds. excav. for Inlet and Walk Appr. Lt. Reqd 10 cu. yds. embank. for Walk Appr. Rt. (Embank. material to be obtained from excavation for Appr. on Lt.)
153+50 - Reqd 36" x 140' C.M.P. Cr. Culv. & 10 cu. yds. excav. for Inlet and Outlet.
155+75 - Reqd 36" x 86' C.M.P. Cr. Culv. & 5 cu. yds. excav. for Inlet.
159+35 - Reqd 24" x 52' C.M.P. Cr. Culv. (Intercept. hdwall) & 140 cu. yds. excav. for Inlet.
FORCE ACCOUNT
161+ ~ Rem. & Reb. Power Line. (Work to be done by Power Co. Forces.)
162+70 to 163+48 - Reqd. 200 cu. yds. excav. for Channel Change, Lt. (Excav. material to be used to fill old channel and dike new channel.)
163+65 - Reqd 8' x 8' x 39' Conc. Box Culv. (Type 8-1), Skew 73° Rt. & 340 cu. yds. excav. for Inlet & Outlet.
Sta. 161+00-163+00 Parking Area R. Reqd. 1070 Sq. Yd. Blading & Grading. 105 Tons Surfacing. 32 Native Guard Rock.
CLEARING AND GRUBBING
Sta. 140+00 to 142+75 ~ scattered pine, spruce, and aspen
Sta. 142+75 to 150+00 ~ med. stand pine, spruce, and aspen
Sta. 150+00 to 155+00 ~ med. stand pine 4" to 8" diam
Sta. 155+00 to 158+00 ~ scattered aspen
Sta. 158+00 to 170+00 ~ med. stand pine and aspen
S.E. 1/4 SEC. 5
-5.907 %
-6.00 %
200' V.C.
P.I. 10459.84
10493.56
76.79
65.75
59.82
53.84
F.L. 57.4
F.L. 27.8
F.L. 74.6
F.L. 76.8
F.L. 64.0
F.L. 29.7
F.L. 02.1
10417.84
10351.84
10303.84
STA. 142+06.4 BK. (AS CONST.) =
STA. 141+21.4 AH. (AS CONST.)
EXCAV. FACTOR: 1.10 / 1.15 / 1.20 / 1.15
EXCAV.: 1508 / 8042 / 3596 / 7353 / 4 / 1426 / 10940 / 2008
EXCAV. X FACTOR: 1653 / 9248 / 4136 / 8455 / 4 / 1641 / 13129 / 2310
EMBANK.: 21132 / 15217 / 2000 / 4112 / 24 / 1458 / 1008
BORROW: 2000/1.15 = 1739
STA. YDS. O.H.: 13131
YD. MI. O.H.: 354
BORROW SOURCE: Lt of Sta 122+00 to 135+00
140 141 AHEAD 145 150 155 160 165 170



FED. ROAD DIST. NO. 3 | STATE COLO. | F.A. PROJ. NO. 259 H (1) #1 | SHEET NO. 21 | TOTAL SHEETS
Also used for F.A.P. F21-1(3) Landsc. Sh. No. 15
Rev. 9-8-41-E.L.S. planting requirements.
Rev. 6-24-47-S.B.L.-New Design.
NE. 1/4, SEC. 5
T. 49 N., R. 6 E.
T. 50 N., R. 6 E.
SW. 1/4, SEC. 33
W.P. 50 N. R. 6 E.
W.P. 49 N. R. 6 E.
170+90-Reqd 24"x 72' C.M.P. Cr. Culv. (Sk. 70° Rt.) & 5 cu yds. excav. for Inlet. (Excavated material to be used to build Dike Lt.)
Δ=25°24'L. D=2°00' T=645.7' L=1270.0' R=2865.0'
176+50-Reqd 24"x 42' C.M.P. Cr. Culv. (Intercept. hdwall)
P.T. STA. 178+74.0 BACK = 215+47.1 AHEAD (AS CONST.)
(AS CONST.) 172+49.7
N. 44° 36' E.
N. 19° 12' E.
N. 11° 12' E.
N. 48° 06' E.
Rock Outcrop
PARKING AREA
(PROJ. LINE) Δ=8°00'L D=3°30' T=114.5' L=228.6' R=1637.1'
P.C. 218+75.4 (PROJ. LINE)
P.T. 221+04.0 (PROJ. LINE)
P.I. 219+89.9 (PROJ. LINE)
P.I. 220+49.9 (ORIG. LINE)
P.C. 223+22.8 (AS CONST.) (PROJ. LINE)
Sta. 221+ -222+50 Parking Area R.
Reqd. 120 Sq. Yd. Blading & Grading
10 Tons Surfacing.
20 Native Guard Rock.
220+00-Reqd 24"x 42' C.M.P. Cr. Culv. (Intercept. hdwall) & 20 cu. yds. excav. for Inlet.
226+23-Reqd 84"x 92' C.M.P. Cr. Culv. & 10 cu. yds. excav. for Inlet.
P.I. 226+57.0 (ORIG. LINE)
P.I. 227+05.1 (PROJ. LINE) (AS CONST.)
(PROJ. LINE) Δ=36°54'R. D=5°00' T=382.3' L=738.0' R=1146.0'
P.T. STA. 230+60.8 BACK (AS CONST.) (PROJ. LINE) = 230+63.9 AHEAD (ORIG. LINE) (AS CONST.)
MINE DRIFT
Trail
HOUSE
MINE DUMP
OUTHOUSE
CAVED MINE DRIFT
ROTTED TIMBER MINE ENTRANCE
ROTTED LOG INCLINE
PROSPECT HOLE
R.O.T. 233+14.8
R.O.T. 235+27.6
R.O.T. 235+61.6
R.O.T. 237+00
EQUATION
231+56-Remove Log Storehouse Rt.
231+80-Reqd 24"x 62' C.M.P. Cr. Culv. (Intercept. hdwall) & 5 cu. yds. excav. for Outlet.
232+20 to 233+10-Remove Timber Debris Rt.
232+75-Remove Log Incline & Mine Entrance Lt.
233+12-Remove Outhouse Rt.
235+82-Reqd 24"x 46' C.M.P. Cr. Culv. (Intercept. hdwall)
EQUATION IN ELEVATION
EL. 10,253.84 BACK "G" LINE =
EL. 10,244.89 AHEAD "E" LINE
B.M. ON CENTER-LINE, STA 215+55
CLEARING AND GRUBBING
Sta. 170+00 to 173+00~Heavy stand pine 2" to 10" dia. scattered aspen
Sta. 173+00 to 223+00~Dense aspen and scattered pine
Sta. 223+00 to 235+00~Heavy stand pine 4" to 8" dia. scattered aspen.
-6.00%
10309.84
10191.27
10113.45
F.L. 88.5
F.L. 60.4
F.L. 11.0
F.L. 54.3
F.L. 36.4
F.L. 15.7
EXCAV. FACTOR 1.15 1.10 1.15
EXCAV. 10383 6774 1803 2287
EXCAV. X FACTOR 11940 7452 2074 2630
EMBANK. 26269 16196 4729 12372 7
BORROW 4729/1.00 = 4729
STA. YDS. O.H. 163077 51319 74082
YD. MI O.H. 1609 170 53
BORROW SOURCE Lt of Sta. 241+00 to 248+00
170 175 178 215 AHEAD 220 225 230 235

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

Also used for F.A.P. F21-(3) Landsc Sh. № 16
Rev. 6-24-47-S.B.L.-New Design.

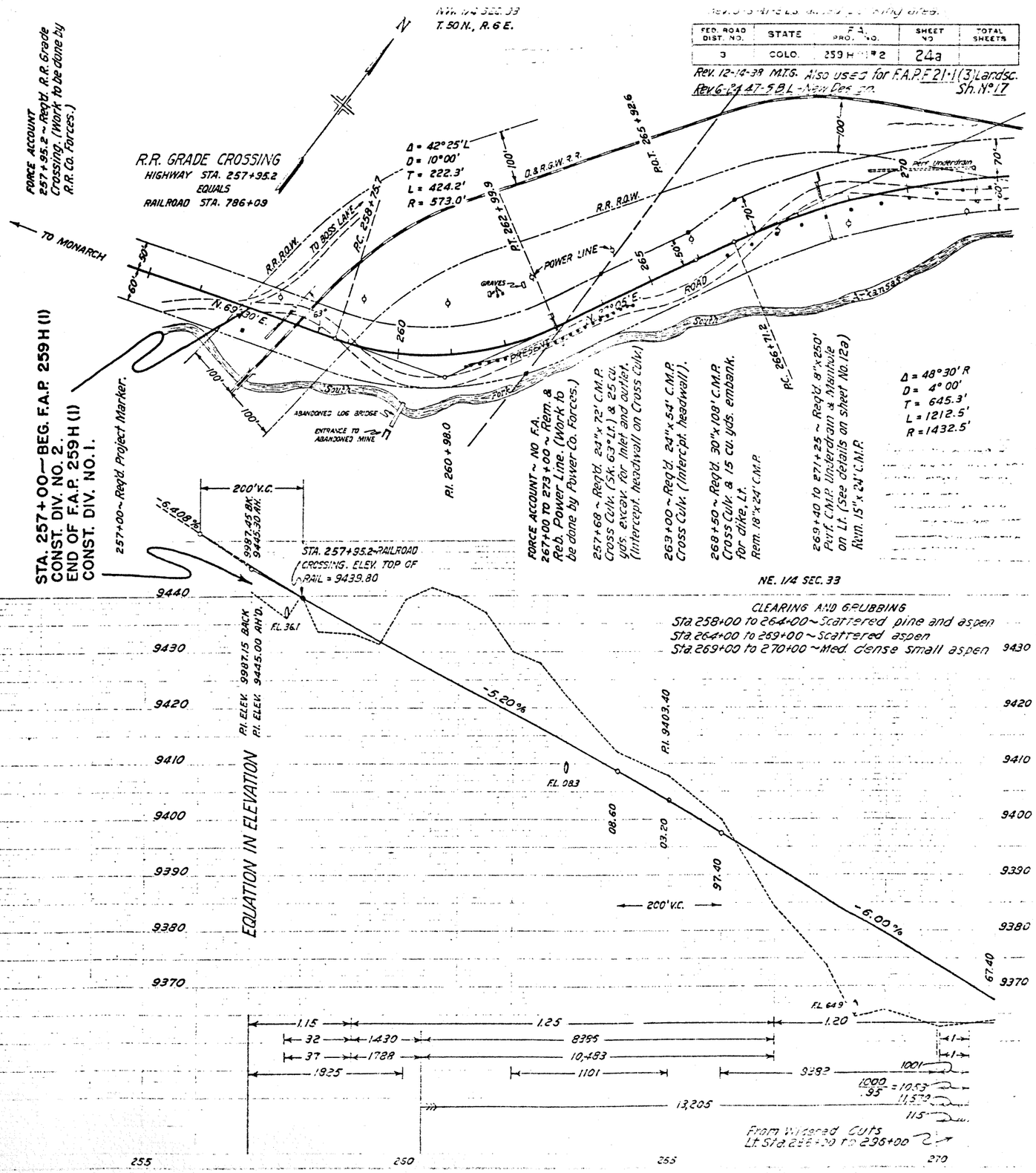


NOTE:
Alignment and grade as shown are subject to modification during construction after approval by the Denver Office.
All poles encroaching on the Construction are to be moved by the Owners.
Guard Fence, Guard Posts and Fencing Requirements are tabulated on sheet No. 2a.
R.O.W. Markers are tabulated on sheet No. 4a.

Sta 257+00 - 560+00
Reqd. Remove 40 Trees.

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO	TOTAL SHEETS
9	COLO.	259 H [illegible] 2	24a	

Rev. 12-14-38 M.T.S. Also used for F.A.P. F 21-1(3) Landsc. Sh. N° 17
Rev. 6-24-47-S.B.L. - New Design



Excav. Factor	
Excavation	
Excav. x Factor	
Embankment	
Borrow	
Sta. Yard O'haul.	
Yd. Mile O'haul.	
Borrow Source	

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 [illegible]	25a	

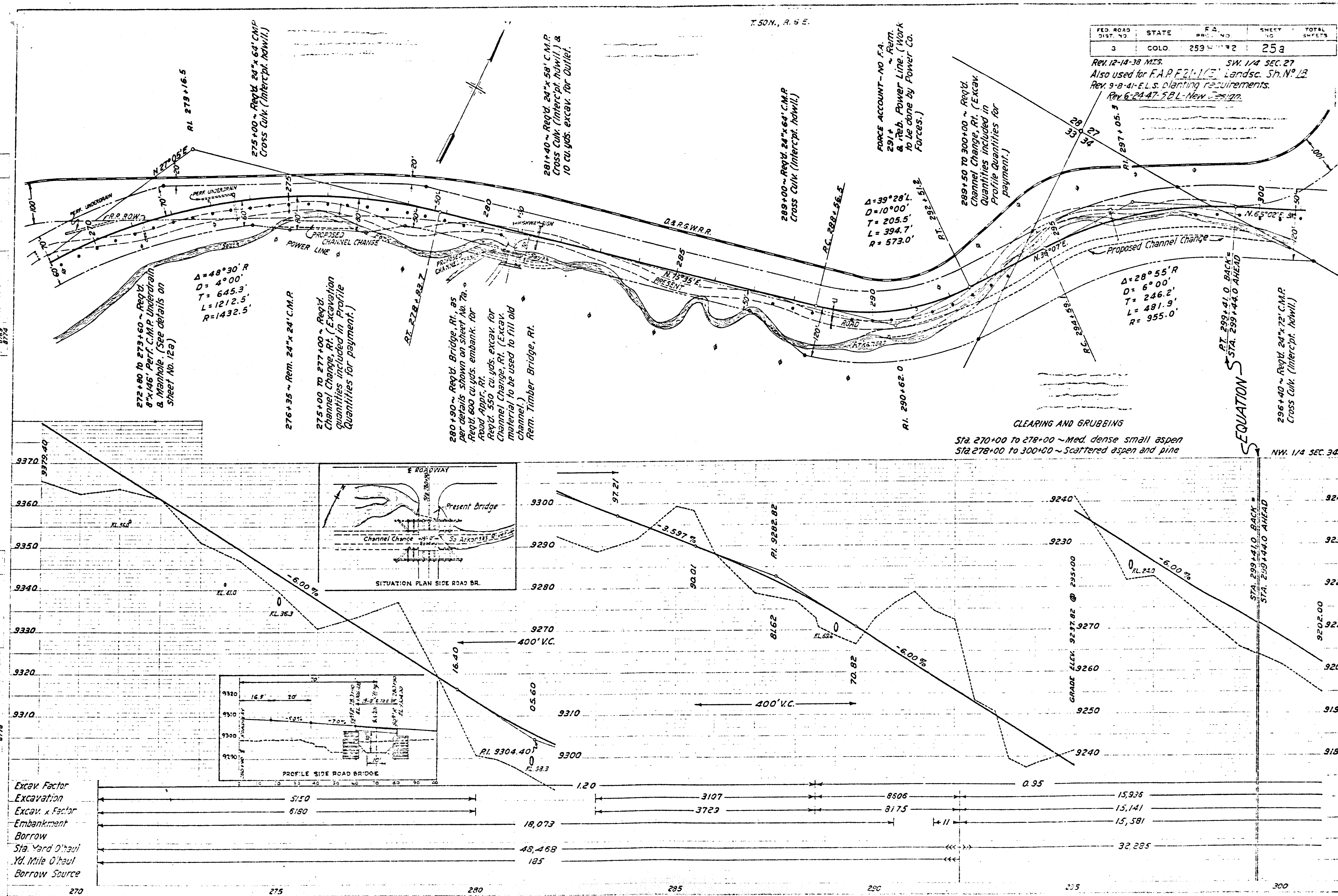
Rev. 12-14-38 M.T.S.

SW. 1/4 SEC. 27

Also used for F.A.P. F21-1(3) Landsc. Sh. N° 18

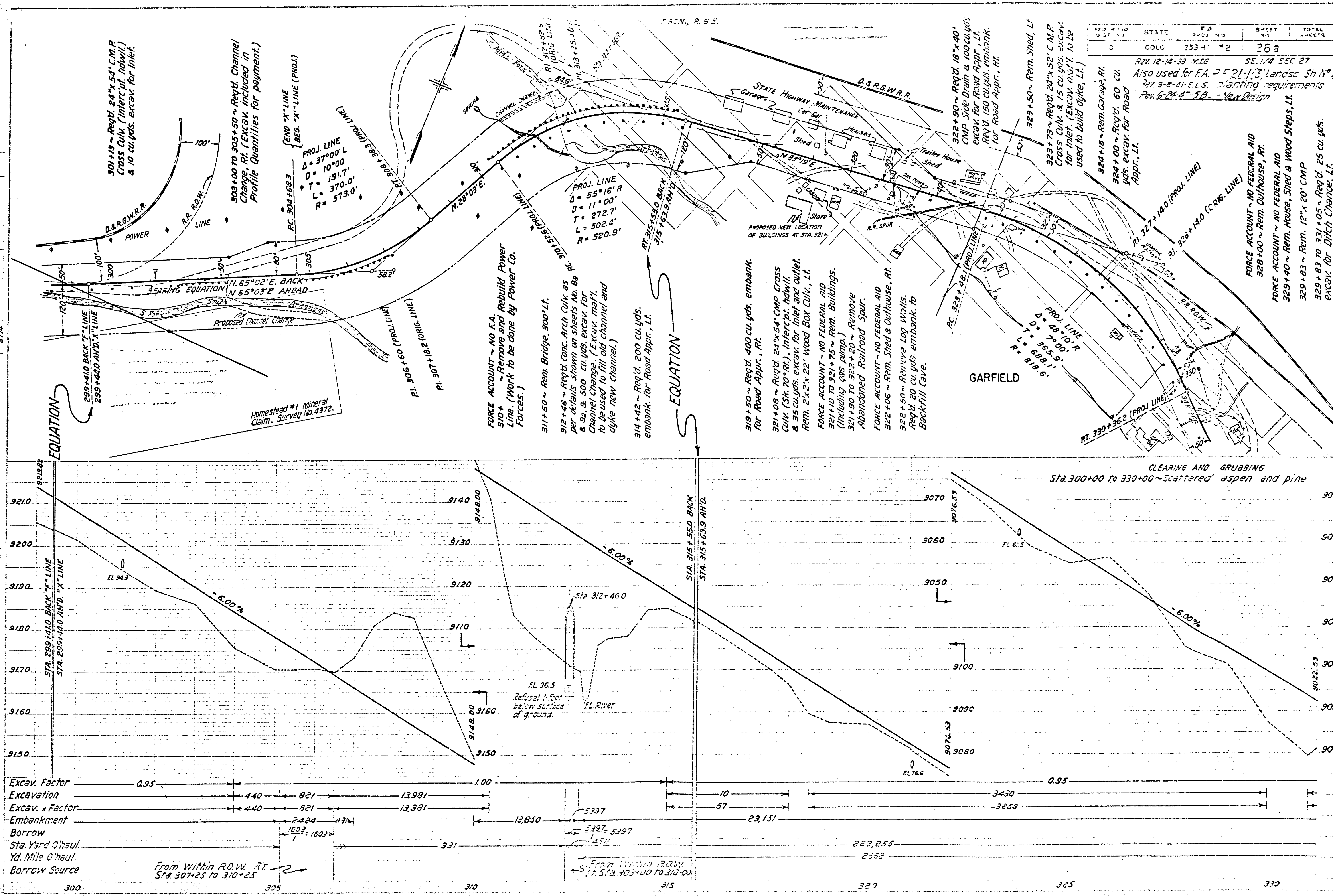
Rev. 9-8-41-E.L.S. planting requirements.

Rev. 6-24-47-S.B.L.-New Design.



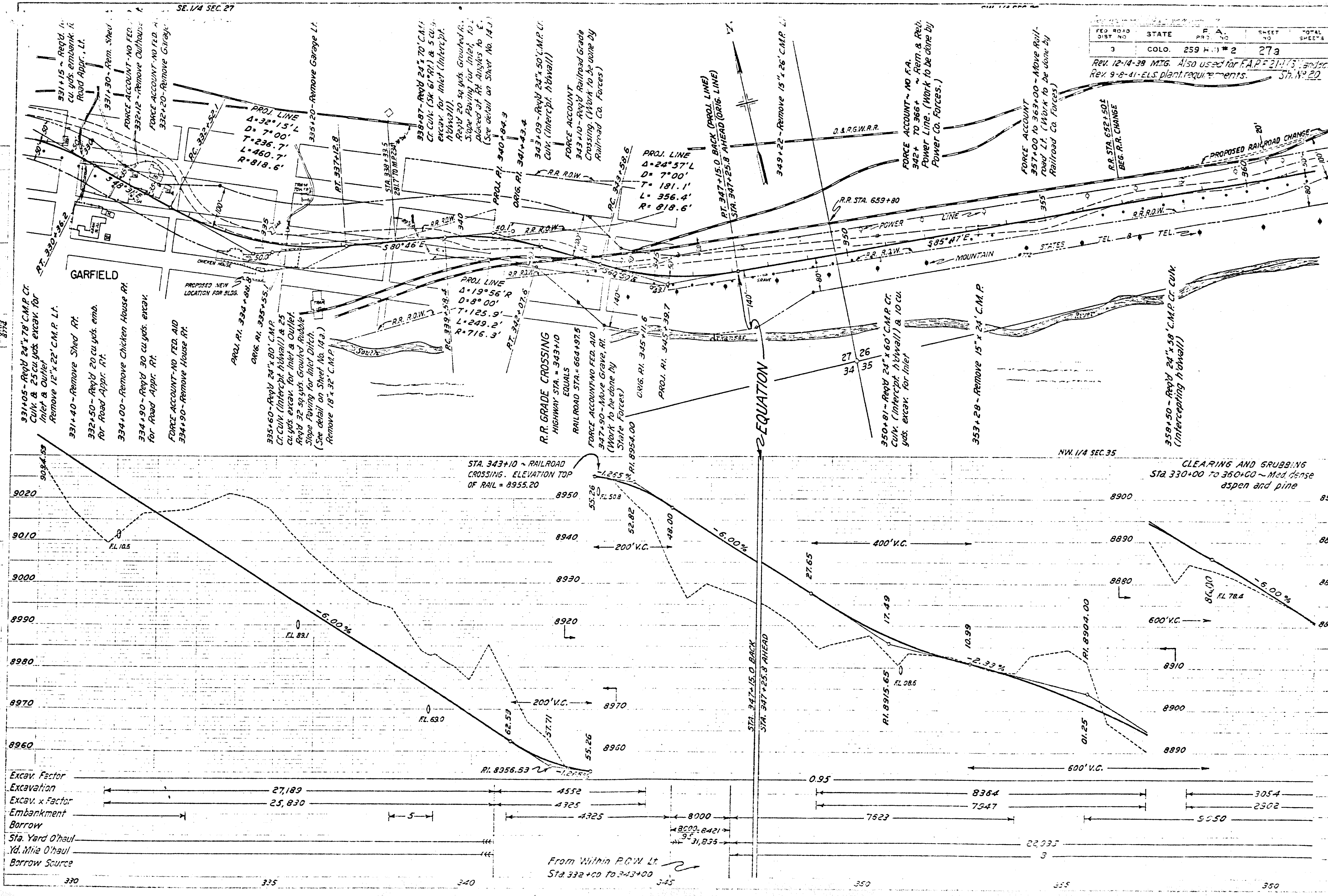
FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	253H(#2)	26a	

REV. 12-14-38 M.T.G. SE.1/4 SEC. 27
Also used for F.A. P F 21-1(3) Landsc. Sh. N° 19
Rev. 9-8-41-E.L.S. Planting requirements
Rev. 6-24-47-S.B. - New Design.



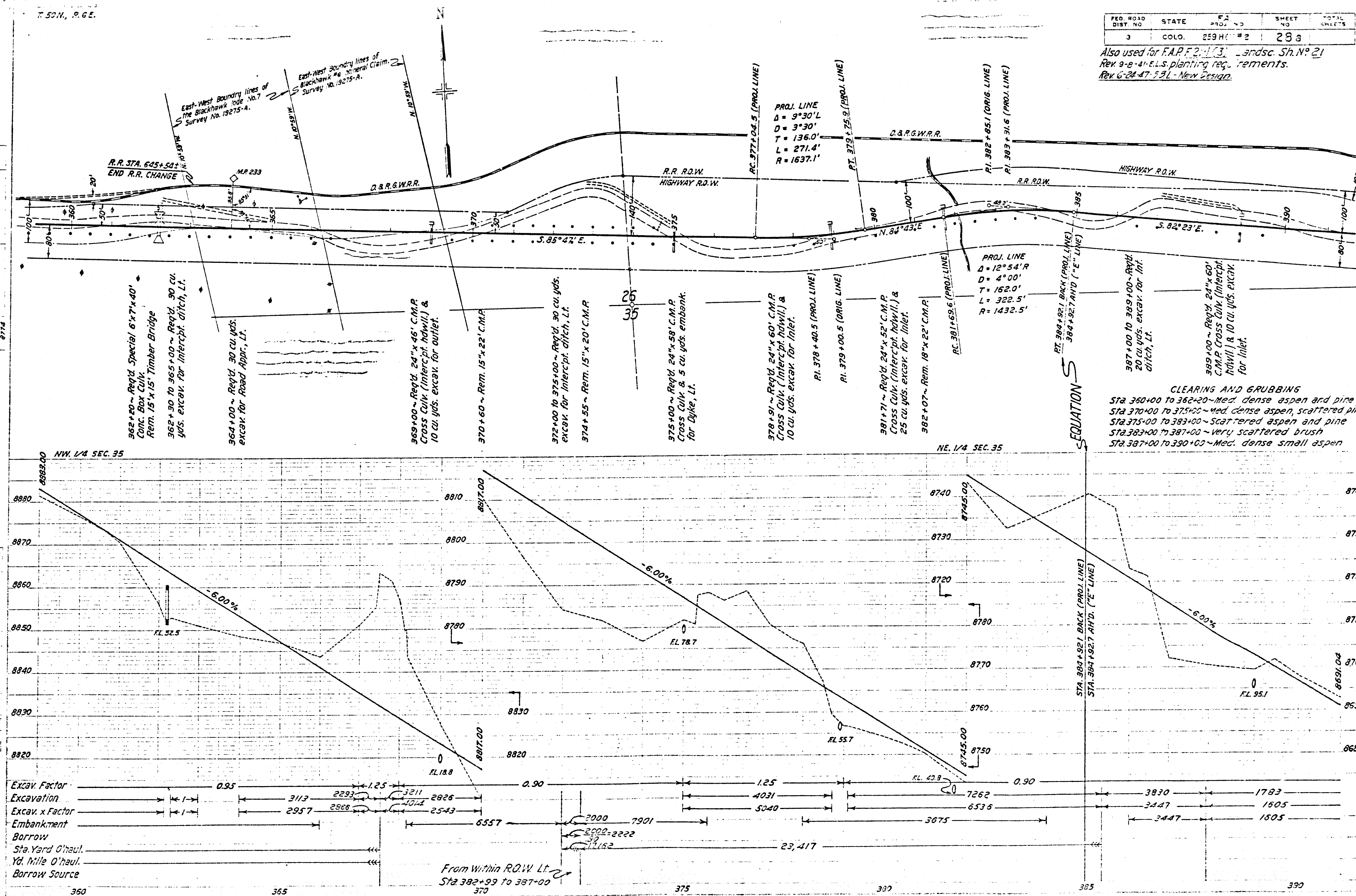
FED. ROAD DIST. NO.	STATE	F. A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 H.(i) #2	27a	

Rev. 12-14-39 M.T.G. Also used for F.A.P. F 21-1(5) and sc. Rev. 9-8-41-E.L.S. plant requirements. Sh. No 20

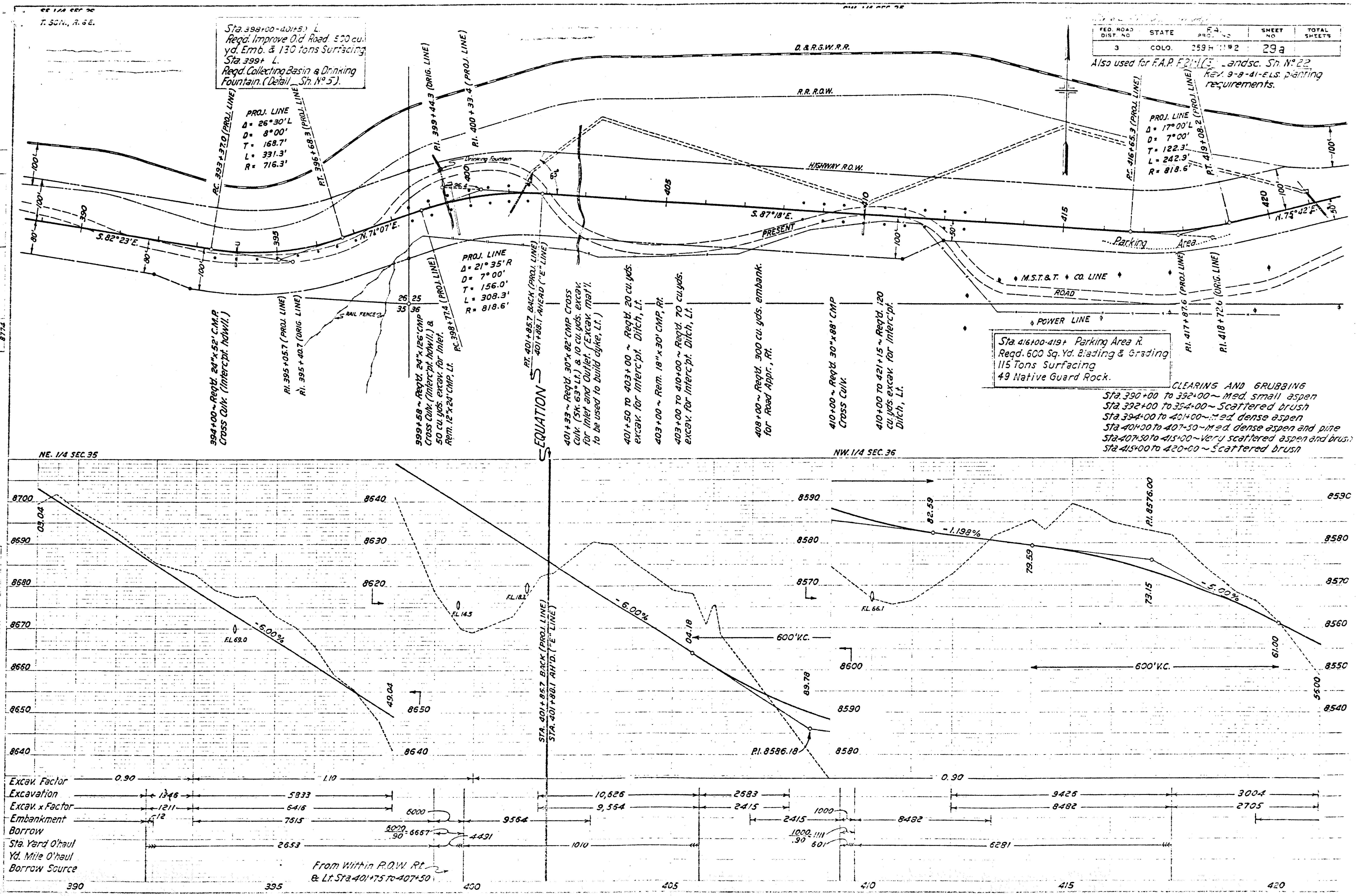


FED. ROAD DIST. NO	STATE	F.A. PROJ. NO	SHEET NO	TOTAL SHEETS
3	COLO.	259 H[illegible] #2	28a	

Also used for F.A.P. F 2[illegible](3) Landsc. Sh. Nº 21
Rev. 9-8-41-E.L.S. planting requirements.
Rev. 6-24-47-S.B.L. - New Design.



CLEARING AND GRUBBING
Sta. 360+00 to 362+20 ~ Med. dense aspen and pine
Sta. 370+00 to 375+00 ~ Med. dense aspen, scattered pine
Sta. 375+00 to 383+00 ~ Scattered aspen and pine
Sta. 383+00 to 387+00 ~ Very scattered brush
Sta. 387+00 to 390+00 ~ Med. dense small aspen

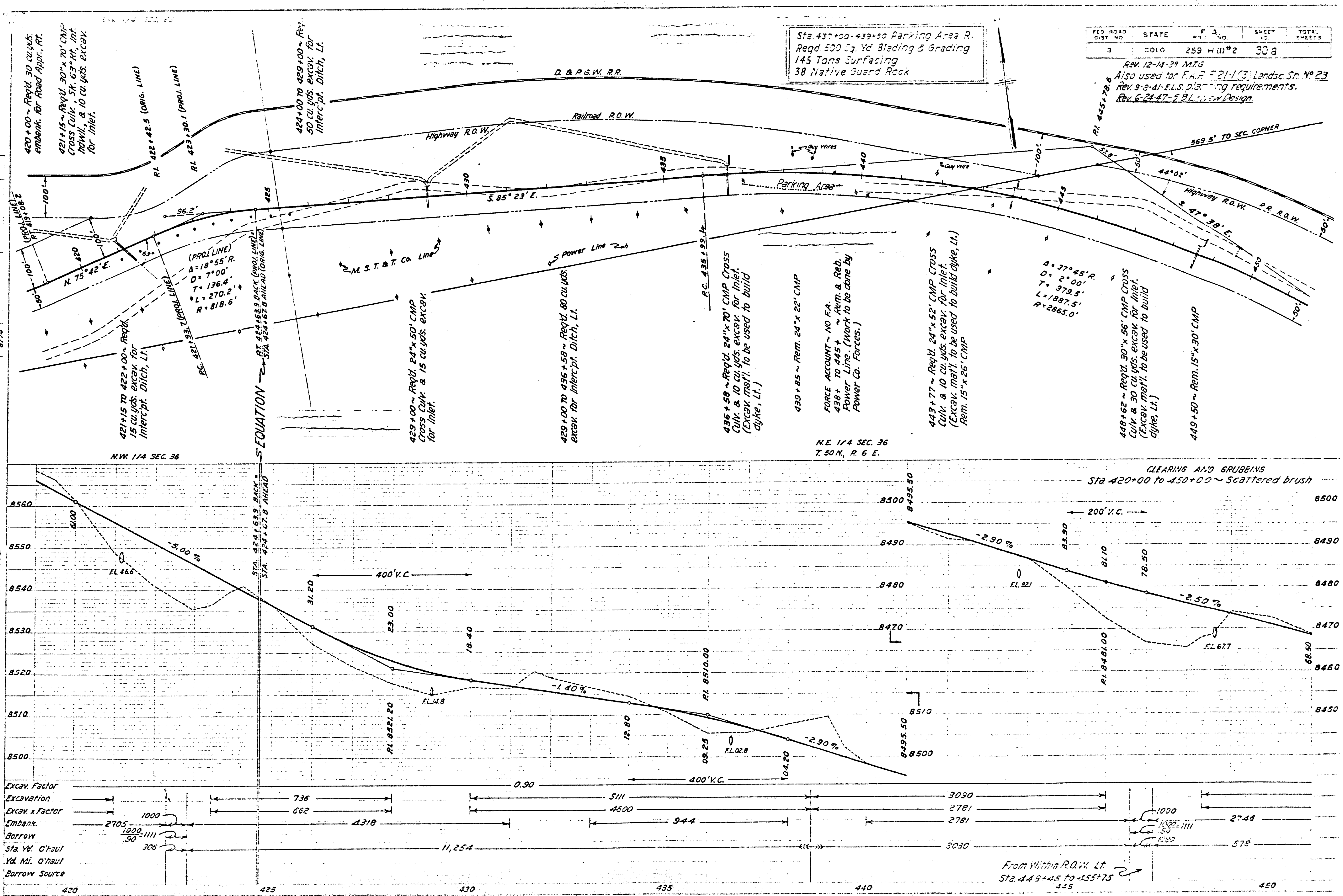


FED. ROAD DIST. NO. 3
STATE COLO.
F.A. PROJ. NO. 259 H #2
SHEET NO. 29 a
TOTAL SHEETS
Also used for F.A.P.
Landsc. Sh. Nº 22
Rev. 9-8-41-ELS. planting requirements.
T. 50 N., R. 6 E.
Sta. 398+00-401+5 L.
Reqd. Improve Old Road. 500 cu. yd. Emb. & 130 tons Surfacing.
Sta. 399+ L.
Reqd. Collecting Basin & Drinking Fountain. (Detail Sh. Nº 5).
D. & R.G.W. R.R.
R.R. R.O.W.
HIGHWAY R.O.W.
PROJ. LINE
Δ= 26°30'L
D= 8°00'
T= 168.7'
L= 331.3'
R= 716.3'
PC. 393+37.0 (PROJ. LINE)
PT. 396+68.3 (PROJ. LINE)
P.I. 399+44.3 (ORIG. LINE)
P.I. 400+33.4 (PROJ. LINE)
Drinking Fountain
S. 82°23'E.
N. 71°07'E.
S. 87°18'E.
PRESENT
N. 75°42'E.
PROJ. LINE
Δ= 21°35'R
D= 7°00'
T= 156.0'
L= 308.3'
R= 818.6'
PROJ. LINE
Δ= 17°00'L
D= 7°00'
T= 122.3'
L= 242.9'
R= 818.6'
PC. 416+65.3 (PROJ. LINE)
PT. 419+08.2 (PROJ. LINE)
Parking Area
M.S.T.&T. CO. LINE
ROAD
POWER LINE
RAIL FENCE
394+00~Reqd. 24"x52' C.M.P. Cross Culv. (Intercpt. hdwll.)
P.I. 395+05.7 (PROJ. LINE)
P.I. 395+40.7 (ORIG. LINE)
399+58~Reqd. 24"x126' CMP Cross Culv. (Intercpt. hdwll.) & 50 cu. yds. excav. for Inlet. Rem. 12"x24' CMP. Lt.
PC. 398+71.4 (PROJ. LINE)
PT. 401+85.7 BACK (PROJ. LINE)
401+88.1 AHEAD ("E" LINE)
EQUATION
401+33~Reqd. 30"x82' CMP Cross Culv. (Sk. 63° Lt.) & 10 cu. yds. excav. for Inlet and Outlet. (Excav. mat'l. to be used to build dyke, Lt.)
401+50 to 403+00 ~ Reqd. 20 cu. yds. excav. for Intercpt. Ditch, Lt.
403+00 ~ Rem. 18"x30' CMP, Rt.
403+00 to 410+00 ~ Reqd. 70 cu. yds. excav. for Intercpt. Ditch, Lt.
408+00 ~ Reqd. 300 cu. yds. embank. for Road Appr., Rt.
410+00 ~ Reqd. 30"x88' CMP Cross Culv.
410+00 to 421+15 ~ Reqd. 120 cu. yds. excav. for Intercpt. Ditch, Lt.
P.I. 417+87.6 (PROJ. LINE)
P.I. 418+72.6 (ORIG. LINE)
Sta. 416+00-419+ Parking Area R.
Reqd. 600 Sq. Yd. Blading & Grading
115 Tons Surfacing
49 Native Guard Rock.
CLEARINS AND GRUBBING
Sta. 390+00 to 392+00 ~ Med. small aspen
Sta. 392+00 to 394+00 ~ Scattered brush
Sta. 394+00 to 401+00 ~ Med. dense aspen
Sta. 401+00 to 407+50 ~ Med. dense aspen and pine
Sta. 407+50 to 415+00 ~ Very scattered aspen and brush
Sta. 415+00 to 420+00 ~ Scattered brush
NE. 1/4 SEC. 35
NW. 1/4 SEC. 36
-6.00%
-1.198%
-5.00%
600' V.C.
F.L. 69.0
F.L. 14.5
F.L. 18.2
F.L. 66.1
P.I. 8586.18
P.I. 8576.00
STA. 401+85.7 BACK (PROJ. LINE)
STA. 401+88.1 AH'D. ("E" LINE)
Excav. Factor 0.90 1.10 0.90
Excavation 1348 5333 10,626 2583 9426 3004
Excav. x Factor 1211 6416 9,554 2415 8482 2705
Embankment 12 7515 9564 2415 8482
Borrow
Sta. Yard O'haul 2653 1010 6281
Yd. Mile O'haul
Borrow Source
From Within R.O.W. Rt. & Lt. Sta. 401+75 to 407+50
390 395 400 405 410 415 420

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 H (1) #2	30 a	

Rev. 12-14-39 M.T.G.
Also used for F.A.P. F21-1(3) Landsc. Sh. № 23
Rev. 9-8-41-E.L.S. planting requirements.
Rev. 6-24-47-S.B.L.-New Design.

Sta. 437+00-439+50 Parking Area R.
Reqd. 500 Sq. Yd. Blading & Grading
145 Tons Surfacing
38 Native Guard Rock



FED. ROAD DIST. NO	STATE	F.A. PROJ. NO	SHEET NO	TOTAL SHEETS
3	COLO.	259 H [illegible] #2	31a	

Rev. 12-14-39 M.T.G.
Also used for F.A.P. F21-1(3) Landsc. Sh. No. 24
Rev. 9-8-41- E.L.S. planting requirements.
Rev. 6-24-47- S.B.L.- New Design.

T. 50 N. R. 7 E.

25 30 36 31 — 550.5' TO SEC. CORNER

R.R. R.O.W.
HIGHWAY R.O.W.

D. & R.G.W.R.R.

R.O.T. 457+58.6

R.O.T. 465+57.0

R.O.T. 477+75.4

P.C. 480+10.5

PRESENT ROAD

139°02'
130.2'

Parking Area

Parking Area S. 47°38' E.

Parking Area

POWER LINE

PT. 454+86.6

TWP. 50 N., R. 7 E.
TWP. 50 N., R. 6 E.

Sta. 451+25-454+25 Parking Area R.
Reqd. 940 Sq. Yd. Blading & Grading. 265 Tons Surfacing
45 Native Guard Rock.

456+07 ~ Reqd. 30"x 62' CMP Cross Culv. & 25 cu. yds. excav. for Inlet. (Excav. mat'l. to be used to build dyke, Lt.)
Rem. 24"x 28' CMP

464+66 ~ Reqd. 36"x 52' CMP Cross Culv. & 60 cu. yds. excav. for Inlet. (Excav. mat'l. to be used to build dyke, Lt.)
Rem. 36"x 32' CMP

Sta. 461+50-463+50 Parking Area R.
Reqd. 850 Sq. Yd. Blading & Grading
80 Tons Surfacing
30 Native Guard Rock.

471+45 ~ Reqd. 24"x 50' CMP Cross Culv. & 40 cu. yds. embank. for dyke, Lt.

FORCE ACCOUNT ~ NO F.A.
475± ~ Rem. & Reb. Power Line. (Work to be done by Power Co. Forces.)

476+84 ~ Reqd. 24"x 58' CMP Cross Culv. (Intercpt. hdwll.) & 10 cu. yds. excav. for Inlet

Sta. 477+75-480+50 Parking Area R.
Reqd. 1170 Sq. Yd. Blading & Grading
110 Tons Surfacing
44 Native Guard Rock.

CLEARING AND GRUBBING
Sta. 450+00 to 462+00 ~ Scattered brush
Sta. 462+00 to 470+00 ~ Scattered aspen and pine
Sta. 470+00 to 480+00 ~ Scattered pine

NE. 1/4 SEC. 36
T. 50 N. R. 6 E.

8470 8460 8450 8440 8430 8420 8410

73.50 68.50 58.37 43.00

-2.50%

P.I. 8461.00

F.L. 33.7

600' V.C.

-6.00%

07.00

8410 8400 8390 8380 8370 8360 8350

F.L. 90.5

-6.00%

53.00

F.L. 50.3

8340 8330 8320 8310 8300

41.00 35.15 29.60 02.60

200' V.C.

-6.00%

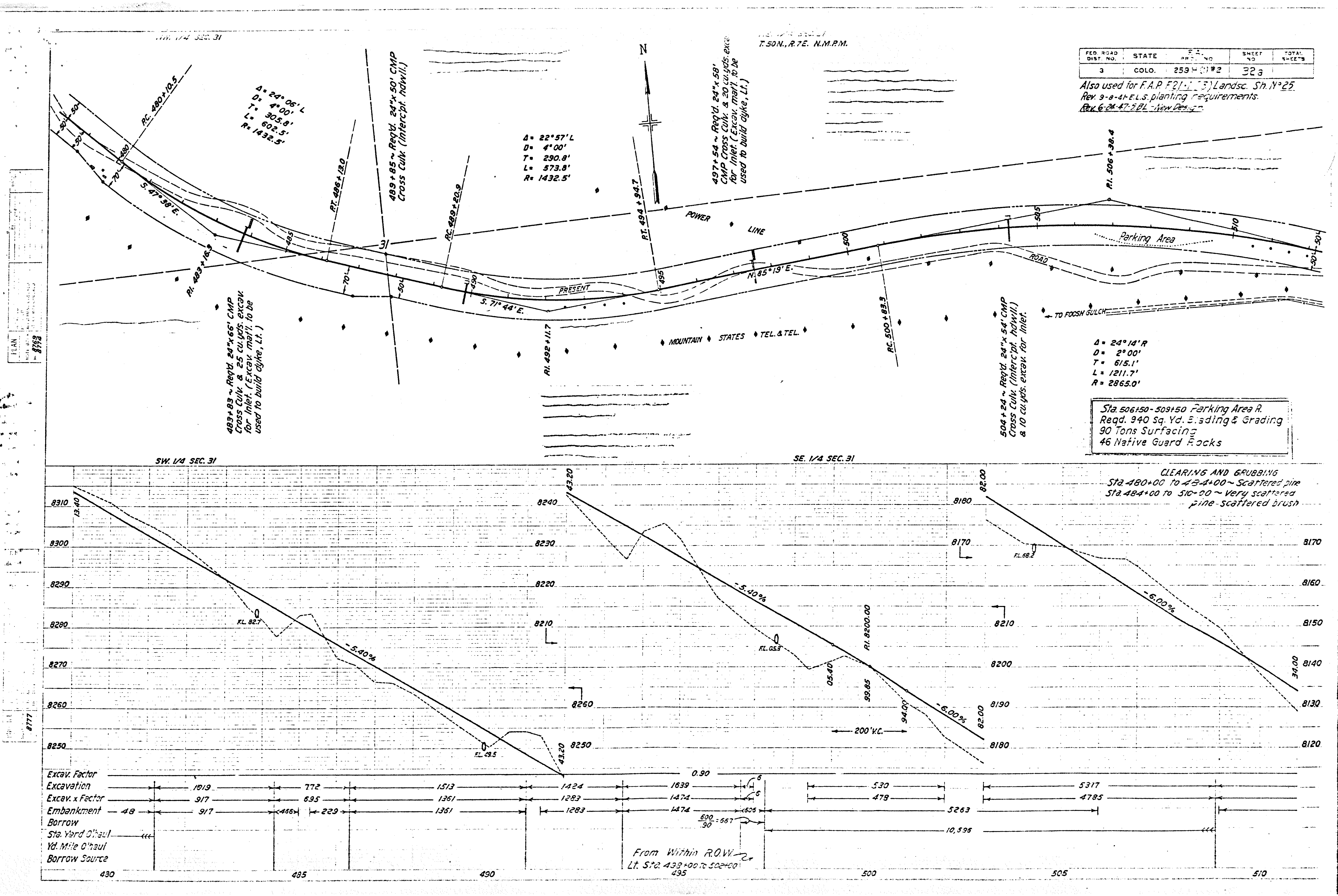
P.I. 8335.00

F.L. 18.0

-5.40%

	450	455	460	465	470	475	480
Excav. Factor				0.90			
Excavation	3051	1198	1693	428	745	4394	2809
Excav. x Factor	2746	1078	1523	385	671	3954	2529
Embankment	1078	1078	1523	1056	3954	2481	
Borrow						400	
Sta. Yard O'haul			84		4342	545	
Yd. Mile O'haul						400 / .90 = 444	5.6
Borrow Source						From Within R.O.W. Lt. Sta. 475+00 to 480+15	

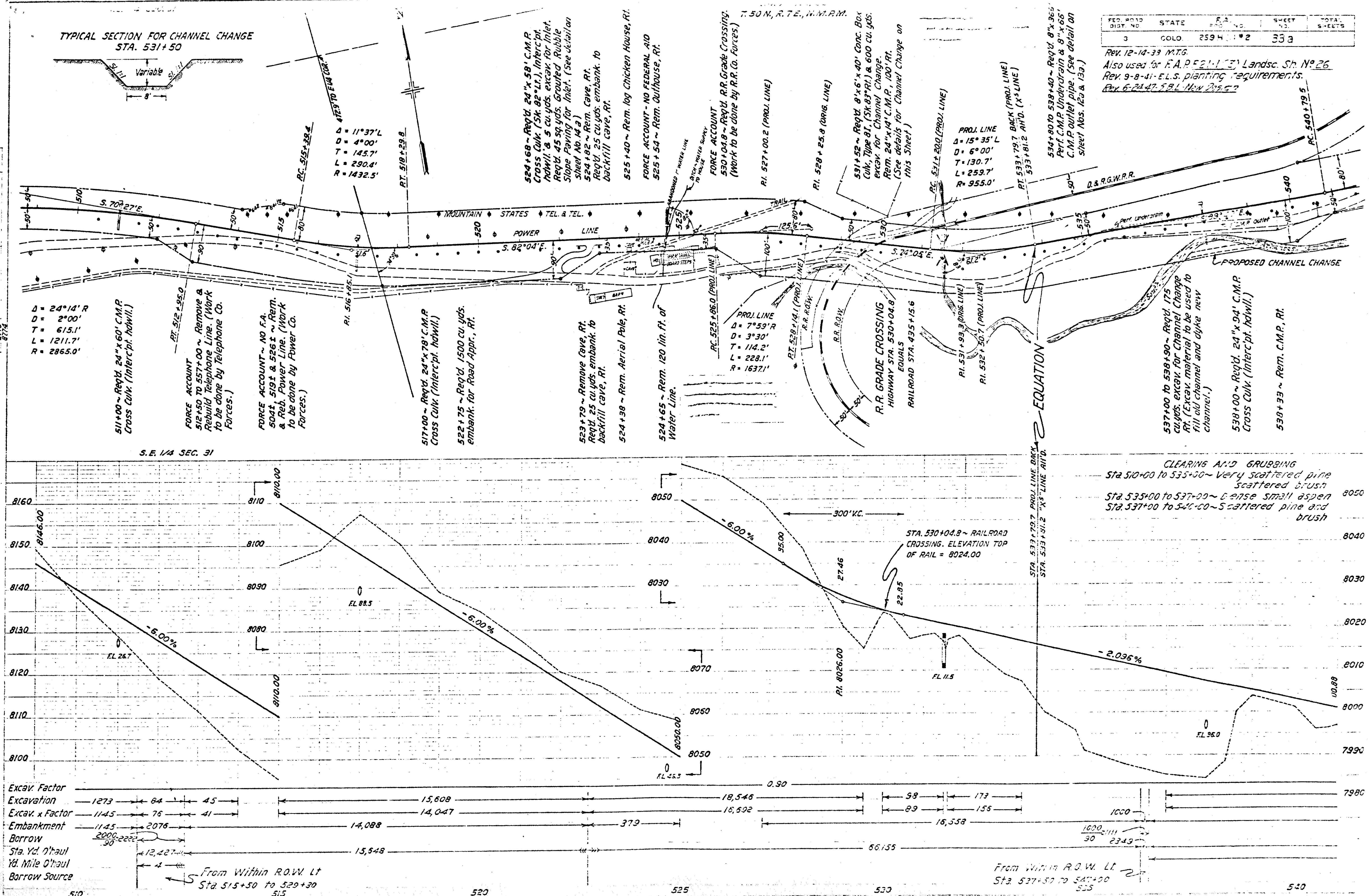
4777



NW. 1/4 SEC. 31
T. 50 N., R. 7 E. N.M.P.M.
FED. ROAD DIST. NO. 3 | STATE COLO. | F.A. PROJ. NO. 259 H (1) #2 | SHEET NO. 32a | TOTAL SHEETS
Also used for F.A.P. F21-1(3) Landsc. Sh. N° 25
Rev. 9-8-41 E.L.S. planting requirements.
Rev. 6-24-47-SBL - New Design
Δ = 24° 06' L
D = 4° 00'
T = 305.8'
L = 602.5'
R = 1432.5'
P.C. 480 + 10.5
S. 47° 38' E.
P.I. 483 + 16.3
P.T. 486 + 13.0
489 + 85 ~ Reqd. 24"x 50' CMP Cross Culv. (Intercpt. hdwll.)
P.C. 489 + 20.9
Δ = 22° 57' L
D = 4° 00'
T = 290.8'
L = 573.8'
R = 1432.5'
S. 71° 44' E.
PRESENT
P.I. 492 + 11.7
P.T. 494 + 94.7
497 + 54 ~ Reqd. 24"x 58' CMP Cross Culv. & 20 cu. yds. excav. for Inlet. (Excav. mat'l. to be used to build dyke, Lt.)
POWER LINE
N. 85° 19' E.
P.C. 500 + 83.9
P.I. 506 + 38.4
Parking Area
ROAD
TO FOOSH GULCH
MOUNTAIN STATES TEL. & TEL.
483 + 83 ~ Reqd. 24"x 66' CMP Cross Culv. & 25 cu. yds. excav. for Inlet. (Excav. mat'l. to be used to build dyke, Lt.)
504 + 24 ~ Reqd. 24"x 54' CMP Cross Culv. (Intercpt. hdwll.) & 10 cu. yds. excav. for Inlet.
Δ = 24° 14' R
D = 2° 00'
T = 615.1'
L = 1211.7'
R = 2865.0'
Sta. 506+50 - 509+50 Parking Area R.
Reqd. 940 Sq. Yd. Blading & Grading
90 Tons Surfacing
46 Native Guard Rocks
SW. 1/4 SEC. 31
SE. 1/4 SEC. 31
CLEARING AND GRUBBING
Sta. 480+00 to 484+00 ~ Scattered pine
Sta. 484+00 to 510+00 ~ Very scattered pine - scattered brush
-5.40%
-5.40%
-6.00%
-6.00%
P.I. 8200.00
200' V.C.
F.L. 82.7
F.L. 49.5
F.L. 05.3
F.L. 68.2
Excav. Factor 0.90
Excavation 1019 772 1513 1424 1639 6 530 5317
Excav. x Factor 917 695 1361 1283 1474 5 478 4785
Embankment 48 917 466 229 1361 1283 1474 605 5263
Borrow 600/.90 = 667
Sta. Yard O'haul 10,595
Yd. Mile O'haul
Borrow Source
From Within R.O.W. Lt. Sta. 438+00 to 502+00
480 485 490 495 500 505 510

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 H [illegible] #2	33 a	

Rev. 12-14-33 M.T.G.
Also used for F.A.P. E21-I (3) Landsc. Sh. Nº 26
Rev. 9-8-41-E.L.S. planting requirements.
Rev. 6-24-47-S.B.L.-New Des.

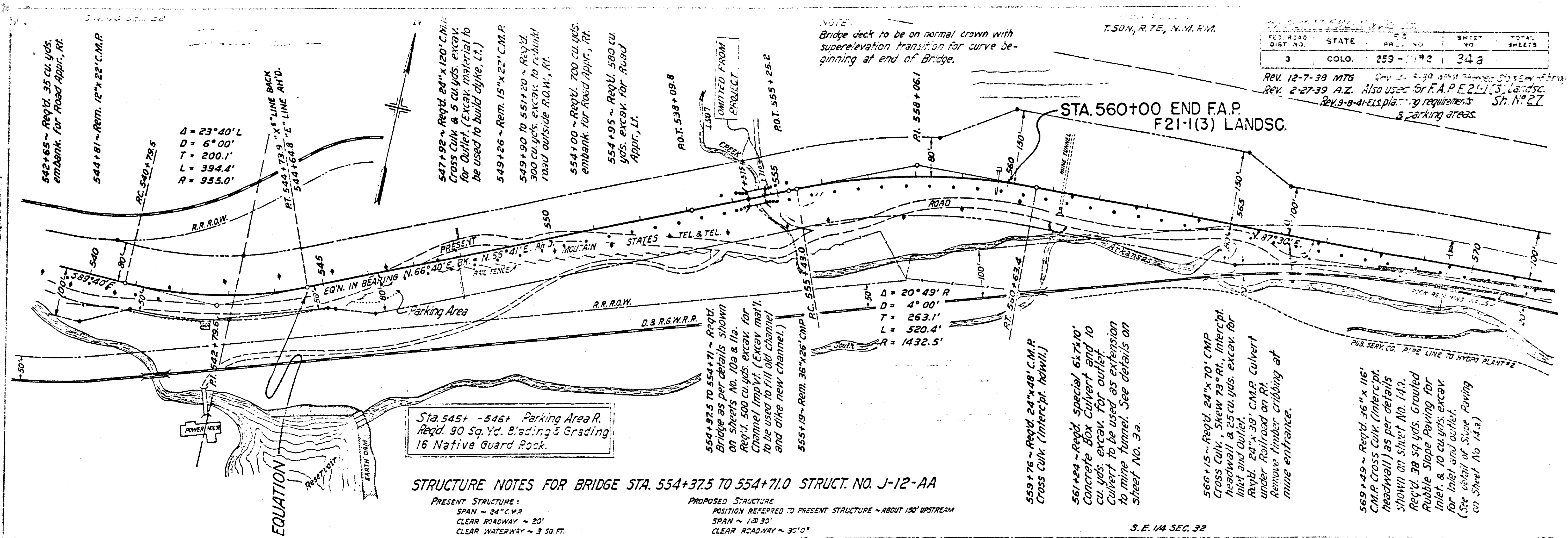


FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 - (1) #2	34 a	

Rev. 12-7-38 MTG Rev. 4-5-39 W.H.W. Changed Sta & Elev. of Bridge
Rev. 2-27-39 A.Z. Also used for F.A.P. E21-1(3) Landsc. Sh. No. 27
Rev. 9-8-41-ELS planting requirements & parking areas.

T.50N, R.7E., N.M.P.M.

NOTE:
Bridge deck to be on normal crown with superelevation transition for curve beginning at end of Bridge.



STRUCTURE NOTES FOR BRIDGE STA. 554+37.5 TO 554+71.0 STRUCT. NO. J-12-AA

PRESENT STRUCTURE:
- SPAN ~ 24" C.M.P.
- CLEAR ROADWAY ~ 20'
- CLEAR WATERWAY ~ 3 SQ. FT.
- TYPE OF SUPERSTRUCTURE
- TYPE OF SUBSTRUCTURE
- REQUIREMENTS AS TO REMOVAL ~ SALVAGE FOR MAINTENANCE

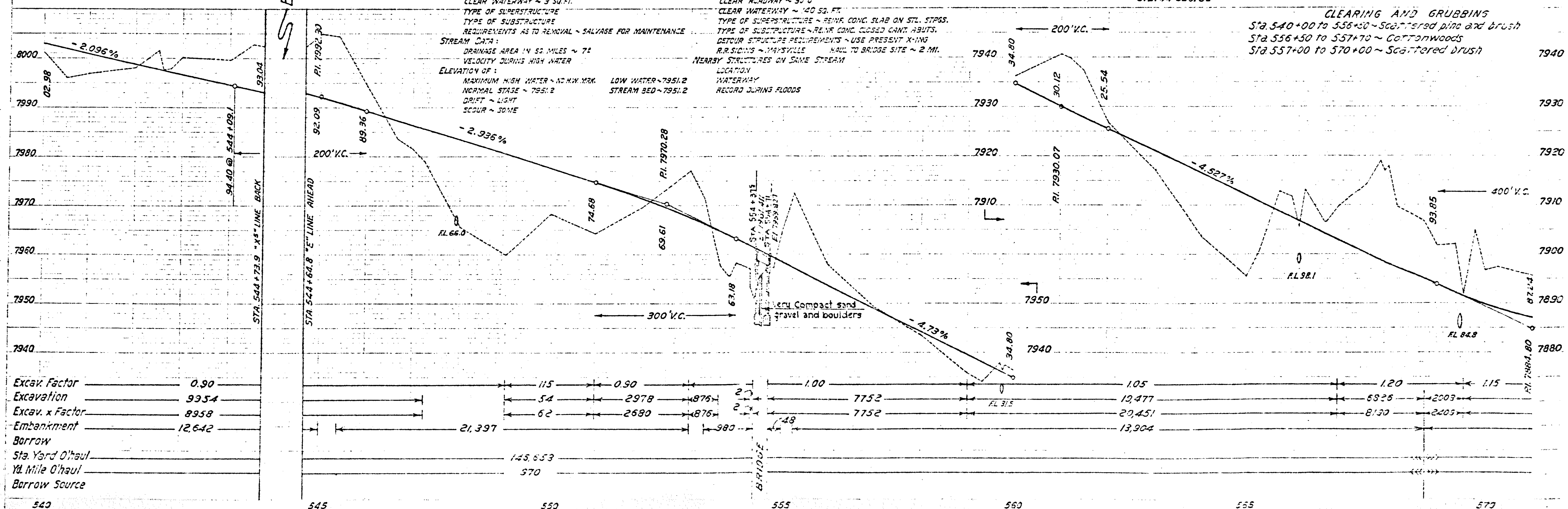
STREAM DATA:
- DRAINAGE AREA IN SQ. MILES ~ 7±
- VELOCITY DURING HIGH WATER

ELEVATION OF:
- MAXIMUM HIGH WATER ~ NO H.W. MRK. LOW WATER ~ 7951.2
- NORMAL STAGE ~ 7951.2 STREAM BED ~ 7951.2
- DRIFT ~ LIGHT
- SCOUR ~ SOME

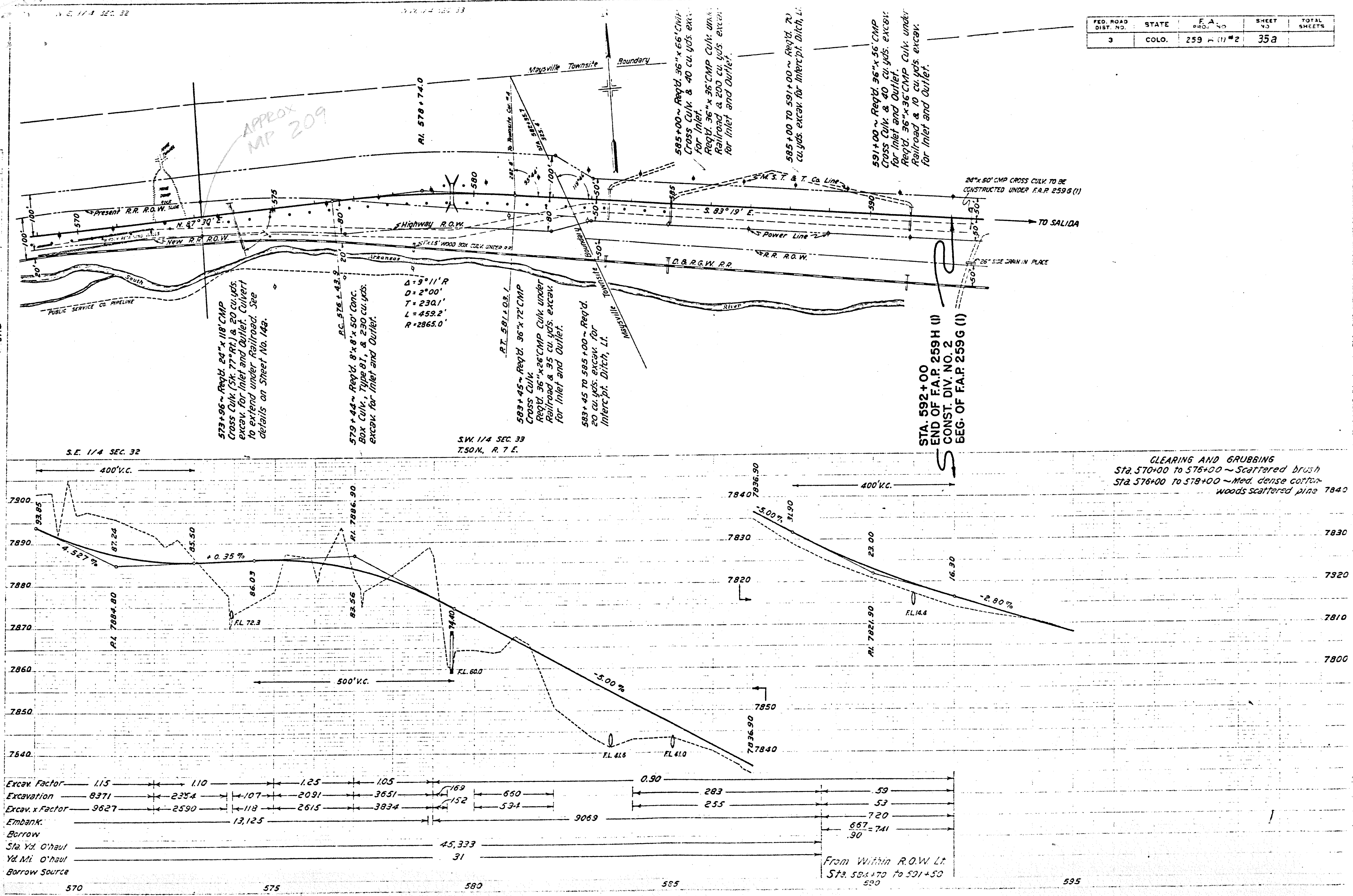
PROPOSED STRUCTURE
- POSITION REFERRED TO PRESENT STRUCTURE ~ ABOUT 150' UPSTREAM
- SPAN ~ 1@30'
- CLEAR ROADWAY ~ 30'0"
- CLEAR WATERWAY ~ 140 SQ. FT.
- TYPE OF SUPERSTRUCTURE ~ REINF. CONC. SLAB ON STL. STRGS.
- TYPE OF SUBSTRUCTURE ~ REINF. CONC. CLOSED CANT. ABUTS.
- DETOUR STRUCTURE REQUIREMENTS ~ USE PRESENT X-ING
- R.R. SIDING ~ MAYSVILLE HAUL TO BRIDGE SITE ~ 2 MI.

NEARBY STRUCTURES ON SAME STREAM
- LOCATION
- WATERWAY
- RECORD DURING FLOODS

CLEARING AND GRUBBING
Sta. 540+00 to 556+50 ~ Scattered pine and brush
Sta. 556+50 to 557+70 ~ Cottonwoods
Sta. 557+00 to 570+00 ~ Scattered brush



FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	259 H (1) #2	35a	



SURFACING PLAN

STATION	SOURCE	FINAL TONS	PLANS		FINAL	PLANS TON MILE	
257+00 - 278+26	0.55 Mi. From Sta. 254+50		2636			FREE HAUL	
278+26 - 554+37.5			34211			89394	
554+71 - 592+00			4624			25793	
Approaches			220			612	
Transitions			166			462	
257+00 - 290+80		4191.20			FREE HAUL		
290+80 - 554+37.5		~~32656.02~~	32677.59		~~81440.59~~	81492.0	
554+71 - 592+00		4623.96			24725.49 ✓		
313+038 Transition		51.47			21.65 ✓		
554+54.3 Bridge Widening		114.35			570.72 ✓		
ROAD APPROACHES							
260+00 Rt.	4900' From Sta. 257+00	10.20			FREE HAUL		
280+90 Rt.		38.15			" "		
314+42 Lt.		20.70			9.25		
317+75 Rt.		26.50			13.47		
320+00 Rt.		113.40			62.46		
321+50 Rt.		35.00			20.27		
331+90 Lt.		9.50			7.30		
332+50 Rt.		84.10			66.23		
333+30 Rt.		15.35			17.90		
398+00 Lt.		4.85			9.83		
401+50 Lt.		4.65			9.73		
408+00 Rt.		14.60			32.34		
420+00 Rt.		25.55			62.40		
528+50 Rt.		43.30			194.69		
531+00 Lt.		10.20			46.35		
542+65 Rt.		15.40			73.37		
553+80 Rt.		168.45			838.36		
554+85 Lt.		20.80			103.93		
555+75 Rt.		31.75			159.19		
TOTAL		~~42329.45~~ 42351.02	41857	+472.45	~~108481~~ 108532.41	116261	-7780

ROW MARKERS

STATION	SIDE	NO	STATION	SIDE	NO
257+00	R&L	2-	452+34	L	1-
262+20	R	1-	452+76	L	1-
264+18	L	1-	454+08	R	1-
266+00	L	1-	460+00	L	1-
267+00	L	1-	461+00	L	1-
272+00	L	1-	479+00	R	1-
274+00	R	1-	480+00	R	1-
275+00	R	1-	487+00	R	1-
277+00	R	1-	487+64	L	1-
278+00	R	1-	488+00	R	1-
278+35	L	1-	512+00	R	1-
287+00	R	1-	513+00	R	1-
288+50	R	1-	514+00	L	1-
292+22	R	1-	515+00	L	1-
294+47	L	1-	517+06	L	1-
298+11	L	1-	517+64	R	1-
301+35	R	1-	522+00	R	1-
303+00	L	1-	523+00	R	1-
304+00	L	1-	525+86	R	1-
316+00	R	1-	527+00	R	1-
317+046	L	1-	528+00	L	1-
317+50	R	1-	529+00	L	1-
322+373	L	1-	535+20	L	1-
323+30	R	1-	540+00	R	1-
324+00	L	1-	540+32	L	1-
325+00	L	1-	541+00	R	1-
330+00	L	1-	542+92	R	1-
331+00	L	1-	543+37	L	1-
332+00	L	1-	545+00	R	1-
333+50	L	1-	546+00	R	1-
342+00	R	1-	558+50	L	1-
343+00	L	1-	560+00	L	1-
344+00	R&L	2-	565+00	L	1-
345+50	L	1-	565+10	R	1-
347+50	R	1	566+00	L	1-
349+00	R	1-	573+16	L	1-
360+57	L	1-	573+22	R	1-
370+83	L	1-	576+68	R	1-
373+70	L	1-	582+00	R&L	2-
373+94	R	1-	583+00	R&L	2-
380+67	L	1-			
392+00	R	1-			
393+00	R	1-			
398+14	R	1-			
398+75	L	1-			
411+00	R	1-			
412+00	R	1-			
420+63	L	1-			
425+13	L	1-			
425+33	R	1-			
441+24	R	1-			
444+30	L	1-			
445+66	L	1-	TOTAL		97 ✓

Cu. Yds. Area Excavation Area Cu. Yds. Embankment Cu. Yds. Area Excavation Area Cu. Yds. Embankment

Excavation Cu. Yds. Area — Embankment Area Cu. Yds.

FINAL

FED. ROAD DIST NO	STATE	F.A. PROJ NO	SHEET NO.	TOTAL SHEETS
3	COLO.	259H1 #1	4	307

FINAL CONSTRUCTION SHEET — 8th DIV. H. D.

SURFACING PLAN

Revised in Denver Office by Bell

AS PLANNED / AS CONSTRUCTED

MATERIAL TO BE PLACED	SOURCE	PLANNED QUANTITY AVAILABLE TONS	PLANNED QUANTITY USED TONS	PLANNED OVERHAUL TON MI.	CONSTRUCTED QUANTITY AVAILABLE TONS	CONSTRUCTED QUANTITY USED TONS	CONSTRUCTED OVERHAUL TON MI.
230+74	PIT 0.49 Mi. from STA 254+50 / 2525.0 ft. [Surf. Bl. #3 From H]		21,332	39,529			
235+00			464				
& Widening			650	1,179			
	NOTE		8				
+74 Bk.	Mile of free haul ends at Sta 227+54.8 +51.9				4989.35	4989.35	16045.4
[illegible]					5715.55	[illegible]	13002.3
[illegible]					4587.55	[illegible]	9972.4
[illegible]					4090.05	[illegible]	2388.4
[illegible]					1645.20	[illegible]	150.1
[illegible]	Appr. 55+21.3 add 562.5'					300.10	954.8
[illegible]	Appr. 93+08.1 add 50'				320.50	320.50	63.9
[illegible]	Appr. 151+00 add 475'					63.50	270.8
						89.10	216.8 / 281.8
						28.05	39.6
	27-8 ROADWAY – STA 235+00 TO 252+00						
235+00 TO 252+00	PIT 0.49 Mi. from STA 254+50		2732 / 115				
					2690.75 / 41.50	41.50 / 2690.75	
						13.95	
						19.80	
						18.00	
						28.35	
STA 0+00 TO 235+00 (24' Roadway)			22,454	40,708	22699.20	22705.95	40155.0 (40137.9)
235+00 TO 257+00 (22-8 Roadway)			2847		2870.09	2809.05	
TOTAL FOR PROJECT			25,301	40,708	25509.25	25,515	40,155.0 / 40137.9

NOTE: 15144 : 16472 as 12071 : X — X = 1313 tons — 603.55 ft — 1313 tons — 1494 — 792461.15 — 150.1 tons — 5280 / 792461.15

TIMBER GUARD POSTS

AS PLANNED

STATION	SIDE	SPACING	NO. OF POSTS
7+50	R	50'	13
26+50	R		14
44+50	L		7
49+81	R		20
48+35	L		4
60+00	R		15
58+50	L		4
78+50	R		32
97+67	R		27
91+50	L		14
104+00	R		8
105+50	L		3
111+50	R		12
142+79	R		17
+47	L	CULVERT	1
150+50	R	50'	10
155+50	L		7
+58	R	CULVERT	1
+71	L		1
229+23	R	50'	53
228+75	L		10
0+00 TO 235+00			223
FOR PROJECT			223

AS CONSTRUCTED

STATION	SIDE	SPACING	NO. OF POSTS
1+50 TO 7+50	R	50'	13
6+50 TO 6+68	L	18'	2
20+00 TO 26+50	R	50'	14
21+50 TO 22+00	L		2
41+50 TO 44+50	L		2
41+50 TO 49+31	R		19
46+85 TO 48+35	L		4
53+00 TO 59+50	R		14
63+00 TO 78+50	R		32
84+50 TO 97+17	R		26
85+00 TO 91+00	L		13
100+00 TO 104+00	R		9
101+50 TO 109+00	R		16
101+50 TO 102+50	L		3
128+00 TO 132+00	R		9
135+00 TO 143+29	R		19
138+42	L	CULVERT	1
151+50 TO 156+00	R	50'	10
152+50 TO 156+00	L		8
163+71	L	CULVERT	1
163+08 TO 163+58	R	50'	2
167+00 TO 220+50	R		35
222+00 TO 229+50	R		16
222+50 TO 228+00	L		12
242+25 TO 253+25	R		12
TOTALS – 0+00 TO 235+00			282
TOTALS – 235+00 TO 257+00			12
TOTAL FOR PROJECT			299

R.O.W. MARKERS

AS PLANNED

STATION	SIDE	NO.	STATION	SIDE	NO.
0+00	R&L	2	152+54	R	1
8+00	L	1	162+00	L	1
9+50	L	1	163+00	L	1
10+84	R	1	165+00	R	1
19+00	L	1	166+00	R	1
20+00	L	1	219+25	L	1
31+00	R	1	219+83	R	1
32+00	R	1	231+00	R&L	2
37+78	L	1	232+00	L	1
38+37	R	1	232+50	R	1
45+00 Ah.	L	1			
46+00	L	1			
54+00	R	1			
55+00	R	1			
56+50	L	1			
58+00	L	1			
69+00	R	1	STA 235+00 TO 252+00		
70+00	R&L	2	241+00	L	1
71+00	L	1	242+00	L	1
78+75	L	1	246+00	L	1
81+17	R	1	247+00	L	1
85+00	R	1			
86+00	R	1			
97+50	R	1			
98+00	L	1			
99+00	R&L	2			
111+00	R	1			
112+00	R	1			
113+00	L	1			
114+00	L	1			
117+00	R	1			
119+00	R	1			
124+00	R	1			
127+00	R&L	2			
132+00	L	1			
133+00	L	1	TOTAL – 0+00 – 235+00		54
135+00	R	1	TOTAL – 235+00 – 257+00		4
136+00	R	1	TOTAL FOR PROJECT		58

AS CONSTRUCTED

STATION	SIDE	NO.	STATION	SIDE	NO.
0+00	R&L	2	152+54	R	1
8+00	L	1	162+00	L	1
9+50	L	1	163+00	L	1
10+84	R	1	165+00	R	1
19+00	L	1	166+00	R	1
20+00	L	1	219+25	L	1
31+00	R	1	219+83	R	1
32+00	R	1	231+00	R&L	2
37+78	L	1	232+50	L	1
38+37	R	1	232+00	R	1
45+60 Ah.	L	1			
46+00	L	1			
54+00	R	1			
55+00	R	1			
56+50	L	1			
58+00	L	1			
69+00	R	1	STA 235+00 TO 257+00		
70+00	R&L	2	241+00	L	1
71+00	L	1	242+00	L	1
78+75	L	1	246+00	L	1
81+17	R	1	247+00	L	1
85+00	R	1			
86+00	R	1			
97+50	R	1			
98+00	L	1			
99+00	R&L	2			
111+00	R	1			
112+00	R	1			
113+00	L	1			
114+00	L	1			
117+00	R	1			
119+00	R	1			
124+00	R	1			
127+00	R&L	2			
132+00	L	1			
133+00	L	1	TOTAL – 0+00 – 235+00		54
135+00	R	1	TOTAL – 235+00 – 257+00		4
136+00	R	1	TOTAL FOR PROJECT		58

WIRE CABLE GUARD FENCE

AS PLANNED STATION	SIDE	LIN. FT.	AS CONSTRUCTED STATION	SIDE	LIN. FT.
8+00 TO 17+68	R	968	8+00 TO 17+68	R	968
21+75 TO 25+83	L	408	21+75 TO 25+99	L	424
112+60 TO 126+28	R	1368	112+26 TO 126+28	R	1352
TOTAL – 0+00 TO 235+00		2744	TOTAL – 0+00 TO 235+00		2744
TOTAL FOR PROJECT		2744	TOTAL FOR PROJECT		2744

SHEET TOTALS { EXCAVATION / EXCAVATION / EMBANKMENT — CU. YDS. / CU. YDS. / CU. YDS.