

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F (I)	1	

REV. TO SHOW F.A.P. 29-G (I) E.C.P.
REV. GUARD POST STANDARD 4-7-39 E.G.P.

COLORADO STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 29-F (I) STATE HIGHWAY NO. 8 PARK COUNTY

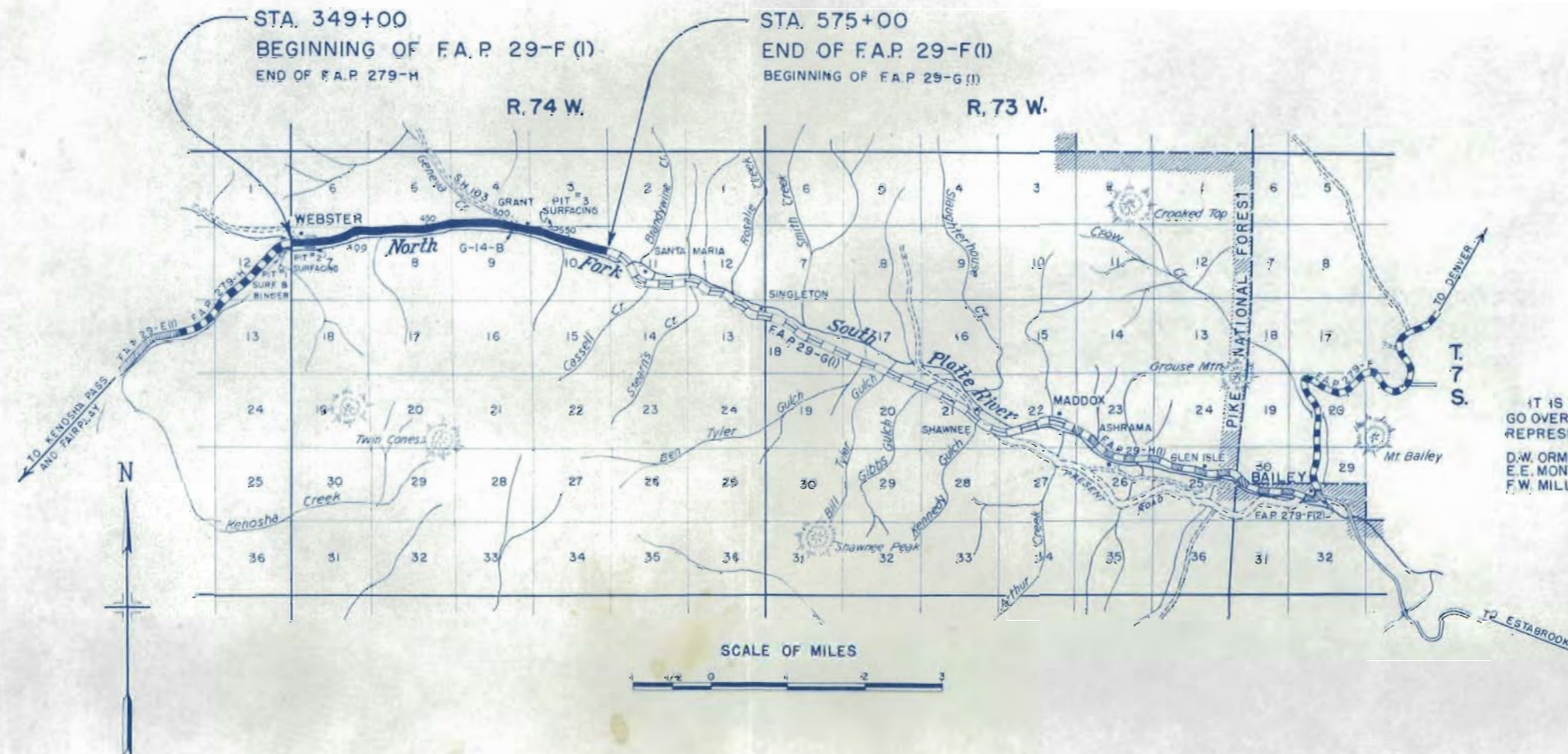
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CONVENTIONAL SIGNS



SCALES OF ORIGINAL TRACINGS
 ON PLAN, 1 IN. = 100 FT.
 ON PROFILE 1 IN. = 100 FT. HORIZONTAL
 1/2 IN. = 10 FT. VERTICAL
 GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
 GROSS LENGTH OF PROJECT 22,656.1 FEET = 4.290 MILES
 NET LENGTH OF PROJECT



NOTE
 IT IS RECOMMENDED THAT THE BIDDERS ON THIS PROJECT GO OVER THE PLAN DETAILS WITH ONE OF THE FOLLOWING FIELD REPRESENTATIVES OF THIS DEPARTMENT.

D.W. ORMSBEE	CONSTRUCTION ENGINEER	DENVER
E.E. MONTGOMERY	DIVISION ENGINEER	DENVER
F.W. MILLER	RESIDENT ENGINEER	DENVER

RECOMMENDED FOR APPROVAL
[Signature]
 ASSISTANT ENGINEER

APPROVED
[Signature]
 STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DIST. ENG. BUREAU PUBLIC ROADS
 RECOMMENDED FOR APPROVAL

CHIEF ENG. BUREAU PUBLIC ROADS
 APPROVED

DIRECTOR BUREAU PUBLIC ROADS

R.O.W. MARKERS

STATION	NO.	
	SIDE	
	LEFT	RIGHT
349+00	2	2
356+00	1	1
356+50	1	1
357+00	1	1
359+00	1	1
361+22.5	2	1
362+00	2	1
363+00	1	1
379+36	1	1
379+92	1	1
385+00	1	1
385+84.8	1	1
381+91.7 AH.	1	1
393+78.8	1	1
399+60.1	1	1
401+00	1	1
406+00	1	1
407+00	1	1
412+30	1	1
412+40	1	1
432+41.7	1	1
433+50	1	1
438+22	1	1
438+24	1	1
449+87	1	1
452+00	1	1
453+00	1	1
457+20	1	1
461+84.5	1	1
463+00	1	1
464+00	1	1
465+24	1	1
465+35	1	1
481+00	1	1
483+00	1	1
489+46	1	1
492+92	1	1
493+09	1	1
498+00	1	1
498+00	1	1
508+36	1	1
509+74	1	1
510+50	1	1
511+50	1	1
513+83	1	1
514+00	1	1
516+11	1	1
516+50	1	2
519+93	1	1
520+38	1	1
523+08.8 AH.	1	1
525+00	1	1
536+00	1	1
538+00	1	1
541+21.7	1	1
545+00	1	1
546+00	1	1
548+00	1	1
548+28	1	1
548+72	1	1
559+12.6 AH.	1	1
560+00	1	1
TOTAL	71	

WIRE CABLE GUARD FENCE

STATION TO STATION	LINEAR FEET	
	LEFT RIGHT	
	LEFT	RIGHT
385+00 to 391+98.8		696
407+25 to 413+71.9(AH)		728
442+25 to 448+09		584
464+00 to 466+96		296
TOTAL	2304	

TIMBER GUARD POSTS

STATION TO STATION	CENTERS	NO.	
		SIDE	
		LEFT	RIGHT
356+41 to 356+59	Culv.	2	2
363+75 to 369+25	50		12
371+25 to 375+75	50		10
393+75 to 395+75	25	9	
392+50 to 402+50	50		21
397+50 to 400+50	25	13	
404+50 to 407+00	50		6
414+00 to 419+50	50		12
415+00 to 419+00	50	7	
428+50 to 432+50	50	9	
429+00 to 436+50	50		16
438+00 to 442+00	50		9
448+50 to 463+50	50	31	
467+88.5 to 483+00	50		32
456+00 to 461+00	50	11	
470+98.5 to 480+00	50		19
490+00 to 493+00	50		7
500+00 to 506+00.5	50		13
510+69 to 511+69	50	3	
510+87 to 511+87	50		3
512+22 to 512+33	Bridge	4	
512+40 to 512+51	"		4
513+03 to 513+14	"	4	
513+67 to 514+17	50		2
513+21 to 513+32	Bridge		4
513+85 to 514+85	50		3
524+00 to 538+00	50		29
533+50 to 536+50	50	7	
540+11 to 540+29	Culv.	2	2
540+79 to 559+94.9	50		39
572+50 to 574+00	50		4
TOTAL		351	

SURFACING PLAN

IT IS ESTIMATED THAT ALL GRAVEL OR CRUSHED ROCK SURFACING REQUIRED ON THIS PROJECT WILL BE OBTAINED FROM THE BELOW DESCRIBED PITS, OR IN THEIR IMMEDIATE VICINITY. IT IS ALSO ESTIMATED THAT AN AMPLE QUANTITY OF ACCEPTABLE MATERIAL IS AVAILABLE FROM PITS NO. 1, 2 & 3.

PLACE REQUIRED STATION TO STATION	QUANTITY REQUIRED TONS	OVERHAUL TON MILES	SOURCE OF MATERIAL
349+00 TO 411+84.7	4010		PIT NO. 1 - 700 FEET WEST OF STA. 349 PIT NO. 2 - ROADWAY EXCAVATION STA. 357 TO 362
411+84.7 TO 449+09.6	2276	820	
449+09.6 TO 487+17.1	2246	810	
487+17.1 TO 512+45	1491		PIT NO. 3 - ROADWAY EXCAVATION STA. 538 TO 542
513+08.8 TO 575+00	3742		
TOTALS	13,765	1,630	

NOTE: ABOVE QUANTITIES INCLUDE QUANTITIES FOR APPROACH TO PROJECT AND FOR ROAD APPROACHES.

SELECTED SUBGRADE SURFACING (ITEM NO.17)

PLACE REQUIRED STATION TO STATION	QUANTITY REQUIRED TONS	OVERHAUL TON MILES	SOURCE OF MATERIAL
349+00 TO 411+84.7	8478		PIT NO. 2 - ROADWAY EXCAVATION STA. 357 TO 362
411+84.7 TO 449+09.6	5138	1852	
449+09.6 TO 487+17.1	5138	1852	PIT NO. 3 - ROADWAY EXCAVATION STA. 538 TO 542
487+17.1 TO 512+45	3412		
513+08.8 TO 575+00	8334		
TOTALS	30,500	3,704	

TABULATION OF STRUCTURES

(CONTINUED FROM SHEET NO. 3)

STATION	DESCRIPTION	REMOVE STRUCT.	EXCAVATION		STRUCTURAL EXCAV.		GRAVEL SURF.	CONCRETE		REINF. STEEL	COR. MET. CULV. PIPE			RIPRAP CU. YDS.	MISCELLANEOUS			
			NO.	EXCAV. CU. YDS.	EMB.	CU. YDS.		TONS	CL. A		CL. B	LBS.	18"			24"	36"	
						*												
472+70 to 473+57	Fill Hole, Lt.																	
476+58 to 476+75	Inlet Ditch, Lt.		10	20														
476+75	Cross Culvert & Inlet & Outlet.		10		10			3.00					58					
479+65 to 480+10	Fill Hole, Lt.			10														
479+85 to 492+00	Intercepting Ditch, Lt.		270															
481+00	Remove Disused Railroad Bridge, Rt.														Remove Railroad Bridge.			
484+00	Cross Culvert & Inlet & Outlet.		10		10			1.65					48					
492+00	Cross Culvert & Inlet.		5		5			1.65					50					
493+00 to 497+25	Channel Change, Rt.		*500															
494+50 to 495+50	Fill Hole, Lt.			35														
497+80 to 498+20	Fill Hole, Lt.			10														
498+00	Cross Culvert & Inlet & Outlet.		10		15			1.65					54					
498+00 to 509+50	Intercepting Ditch, Lt.		255															
502+50	Cross Culvert & Inlet & Outlet.		15		20			1.65					68					
507+00	Cross Culvert & Inlet.		15		10			1.65					50					
511+00 to 512+25	Drain Ditch, Lt.			40														
512+45 to 513+08.8	Concrete T-Beam Bridge, 1-span @ 59'-6". (Details on Sheets No. 5 to 7.)		*3500															
	Channel Change.																	
	Remove Portions of Disused Bridge, Lt.																	
511+ to 522+	Remove 23 Buildings, Rail Fence, Water Pump, Gas Pump, & Tank.														Rem. 23 Bldgs., Rail Fence, Water Pump, Gas Pump, & Tank.			
514+10	Cross Culvert & Inlet.		10		10			25	1.10				68					
515+00	Road Approach, Lt.			50														
515+	Remove Disused Railroad Bridge, Rt.														Remove Railroad Bridge.			
516+75 to 546+25	Intercepting Ditches, Lt.		610															
518+75	Cross Culvert & Inlet.		10		10				1.65				70					
520+	Remove & Reset School House, Shed, & 2 Outhouses off R.O.W.		(FORCE ACCOUNT)(WITHOUT FEDERAL AID)															
521+50	Cross Culvert & Inlet.		10		15				1.65				62					
524+	Remove Stockyards & 3 Buildings, Rt.														Remove Stockyards & 3 Bldgs.			
525+75	Cross Culvert & Inlet & Outlet.		15		10				1.65				56					
529+20	Cross Culvert & Inlet & Outlet.		15		20				1.65				56					
534+00 to 535+00	Drain Ditch, Lt.		10															
535+50	Cross Culvert & Inlet.		5		5				1.65				68					
535+ to 536+	Remove & Reset House, Shed, & Outhouse, Rt.		(FORCE ACCOUNT)(WITHOUT FEDERAL AID)															
540+20	Std. 6'x40' Conc. Box Culv. & Inlet & Outlet Ditches.		*3000		325			75.5	4912									
	Remove Bridge, Lt. (4'x5')		1															
541+25	Remove Dugout, Lt.		1															
546+25	Cross Culvert & Inlet.		10		15			15	1.65				76					
547+00	Road Approach, Rt.			200														
551+00	Cross Culvert & Outlet Ditch & Inlet.		25		10				1.65				62					
553+00	Road Approach & Side Drain, Lt.		200		5			15					28					
555+50 to 557+00	Channel Change, Rt.		150															
561+05	Remove Railroad Cattle Guard.		1															
563+15	Cross Culvert & Inlet & Outlet.		25		20				1.65				54					
565+00 to 567+00	Fill Hole, Lt.			110														
569+15	Cross Culvert & Inlet.		5		20			30	3.00				28	52				
570+00	Road Approaches, Rt. & Lt. & Side Drain, Lt.			50	5													
572+40 to 573+50	Fill Hole, Lt.			110														
573+50 to 575+00	Drain Ditch, Lt.		20															
574+45	Remove Railroad Cattle Guard.		1															
575+00	Road Approach & Side Drain, Lt.			50	5			15					30					
	Project Marker.														Project Marker.			
TOTALS		5	4385	2170	1035			435	151	60.65	9824	184	1618	278	55			

* Structural Excavation is estimated to be 75% Common and 25% Rock; each of which is estimated to be 75% Dry and 25% Wet.
* Included in Profile Quantities for payment as "Borrow".
* Included in Cross Sections for payment.

FENCING REQUIREMENTS

STATION	SIDE	REMOVE FENCE LIN. FT.	BUILD FENCE LINEAR FEET		BUILD GATES	
			BARBED WIRE		BARBED WIRE NO.	DRIVE-WAY NO.
353+50 to 358+30	L	550				
508+55 to 513+30	L	850				
514+05 to 514+80	L	90				
516+00 to 516+60	L	235				
558+45 to 561+10	L	545				
349+00 to 381+30	R	3420				
515+10 to 516+65	R	325				
518+00 to 518+50	R	120				
522+15 to 522+55	R	100				
558+30 to 561+10	R	330				
444+90 to 481+20	L,R&X	4800				
479+50 to 513+60	R,L&X	3650				
520+00 to 521+05	R,L&X	320				
535+30 to 536+25	R,L&X	260				
573+55 to 575+00	X	170				
350+00 to 358+30	L	880				
508+55 to 512+15	L	360				
561+10 to 575+00	L	1390				
349+00 to 381+30	R	3275				
444+90 to 512+60	R	6770				
561+10 to 575+00	R	1390				
351+50	L					1
575+00	L					1
351+50	R					1
352+50	R					1
358+00	R					1
570+00	L&R					2
TOTALS		15765	14065	6	1	

TABULATION OF STRUCTURES

STATION	DESCRIPTION	REMOVE STRUCT. NO.	EXCAVATION CU. YDS.		STRUCTURAL EXCAV. CU. YDS.		GRAVEL SURF. TONS	CONCRETE CU. YDS.		REINF. STEEL LBS.	COR. MET. CULV. PIPE LINEAR FEET			RIPRAP CU. YDS.	MISCELLANEOUS
			EXCAV.	EMB.	#	CL. A		CL. B	18"		24"	36"			
349+00	Approach to Project.			200			200								
349+00 to 351+35	Intercepting Ditch, Lt.		50												
351+50	Road Approaches, Rt. & Lt.			200			30								
	Side Drain, Lt.				5							30			
352+50	Road Approach, Rt.			100			15								
356+50	Std. 6x7.40 Concrete Box Culvert.				250		75.5		4912						
357+00 to 375+00	Inlet & Outlet Ditches.		*1000												
357+ to 359+	Intercepting Ditch, Lt.		400												Remove Charcoal Kilns.
358+00	Remove Abandoned Charcoal Kilns, Rt.														
366+60	Road Approach, Rt.			50			15								
367+50 to 368+25	Cross Culvert & Inlet & Outlet.			10		15			1.65			88			
371+50 to 374+50	Fill Hole, Lt.			10											
374+50	Channel Change, Rt.		*600												
375+50	Road Approach, Rt.			250			30								
378+50 to 379+30	Fill Hole, Lt.														
378+75 to 382+75	Intercepting Ditch, Lt.			90											
379+30	Cross Culvert & Inlet.			5		10			1.65			50			
382+50 to 383+30	Fill Hole, Lt.														
383+00	Road Approach, Rt.			150			15								
383+00 to 387+40	Channel Change, Rt.		*1000												
383+20 to 407+85	Intercepting Ditch, Lt.		550												Remove Railroad Bridge.
383+	Remove Disused Railroad Bridge, Rt.														
385+00 to 386+00	Rock Embankment.														
386+00	Cross Culvert & Inlet.			10		10			1.65			56			
389+50 to 392+00	Riprap.												5		
391+70	Channel Change, Rt.		*600												
	Cross Culvert & Inlet Ditch.		50			25			3.00			56		5	
395+00	Riprap.														
	Cross Culvert & Inlet Ditch.		200			10			3.00			58		5	
400+60	Riprap.														
	Cross Culvert & Inlet.		10			15			1.65			50		5	
405+50	Riprap.														
	Cross Culvert & Inlet.		10			15			1.65			56		10	
	Remove Culvert.														
406+00 to 410+00	Channel Change, Rt.		*1500												
408+40 to 413+10(AM)	Intercepting Ditch, Lt.		125												
411+25 to 419+00	Channel Change, Rt.		*3000												
415+50	Cross Culvert & Inlet & Outlet Ditches.		25			30			1.65			60			
415+20 to 418+60	Fill Hole, Lt.														
417+05 to 418+25	Fill Hole, Lt.			85											
417+75	Cross Culvert & Outlet.		5			5			1.65			94			
418+00 to 429+00	Intercepting Ditch, Lt.		250												
422+50	Cross Culvert & Inlet & Outlet.		10			25			1.65			50			
424+25	Road Approach, Rt.			50			15								
425+35 & 428+15	Remove & Reset 2 Outhouses off R.O.W., Rt.														Remove & Reset 2 Outhouses.
429+50 to 434+00	Channel Change, Rt.		*800												
430+20 to 430+40	Fill Hole, Lt.			10											
431+00	Cross Culvert & Riprap.					5			1.65			62		5	
431+70 to 432+10	Fill Hole, Lt.			10											
432+10 to 433+00	Drain Ditch, Lt.		35												
433+00	Cross Culvert & Inlet.		5			10			1.65			50		5	
	Riprap.														
433+00 to 446+00	Intercepting Ditch, Lt.		300												
438+44 to 442+00	Channel Change, Rt.		*1200												
441+00	Cross Culvert & Inlet.		5			10			1.65			54		5	
	Riprap.														
446+98 to 449+76	Drain Ditch, Lt.		90												
451+10 to 452+00	Fill Hole, Lt.			140											
452+00	Cross Culvert & Inlet & Outlet.		10			10			3.00			54			
452+00 to 456+40	Intercepting Ditch, Lt.		100												
454+00	Remove Barn, Rt.														Remove Barn.
454+60	Cross Culvert & Inlet.		5			25			1.65			48		5	
	Riprap.														
455+25	Road Approach, Rt.			50			15								
455+60 to 457+50	Channel Change, Rt.		*900												
458+85 to 461+15	Fill Hole, Lt.			175											
459+00	Cross Culvert & Riprap.					5			1.65			70		5	
460+50 to 472+30	Intercepting Ditch, Lt.		260												
465+50	Cross Culvert & Inlet.		15			10			1.65			56		5	
	Riprap.														

WEBSTER

Sta. 357+00 to 375+00
Req'd. 400 cu. yds. uncl. excavation for intercepting ditch, Lt.

N.W. 1/4 SEC. 7
T.7S. R.74W.

Sta. 367+50 to 368+25
Req'd. 10 cu. yds. embankment for filling hole, Lt.

NOTE:
Sta. 349+00
R.O.W. markers & project marker to remain in place.

Sta. 349+00 to 351+35
Req'd. 50 cu. yds. uncl. excavation for intercepting ditch, Lt.

Sta. 351+50
Req'd. 200 cu. yds. embankment for road approaches, Rt. & Lt. & 18% 30' C.M.P. side drain, Lt.

Sta. 353+
When barn is rebuilt, it is to be rebuilt off Right of Way.

PIT NO. 2
GRAVEL OR CR. ROCK SURFACING & SELECTED SUBGRADE SURFACING.
STA. 357 TO 362 - ROADWAY EXCAVATION

This area was sold 7/31/99
Parcel 2 X
1996 463067

Δ 13°24' L
D 1'15"
T 538.5'
L 1072.0'
R 4584.0'

Sta. 366+60
Req'd. 24' x 88' C.M.P. cross culvert & 10 cu. yds. uncl. excavation for inlet & outlet.

Sta. 349+00
Req'd. 200 cu. yds. embankment & 200 tons of surfacing for approach to project.

STA. 349+00
BEGINNING OF F. A. PROJECT 29-F (1)
END OF F. A. PROJECT 279-H

Sta. 352+50
Req'd. 100 cu. yds. embankment for road approach, Rt.

Sta. 356+50
Req'd. Standard 6' x 7' x 40' concrete box culvert & 1000 cu. yds. uncl. excavation for inlet & outlet ditches. Excavated material to be used in the roadway embankment.

Sta. 357+ to 359+
Remove abandoned charcoal kilns, Rt.

CLEARING & GRUBBING:
Sta. 365 to 368.
Scattered willows & spruce.

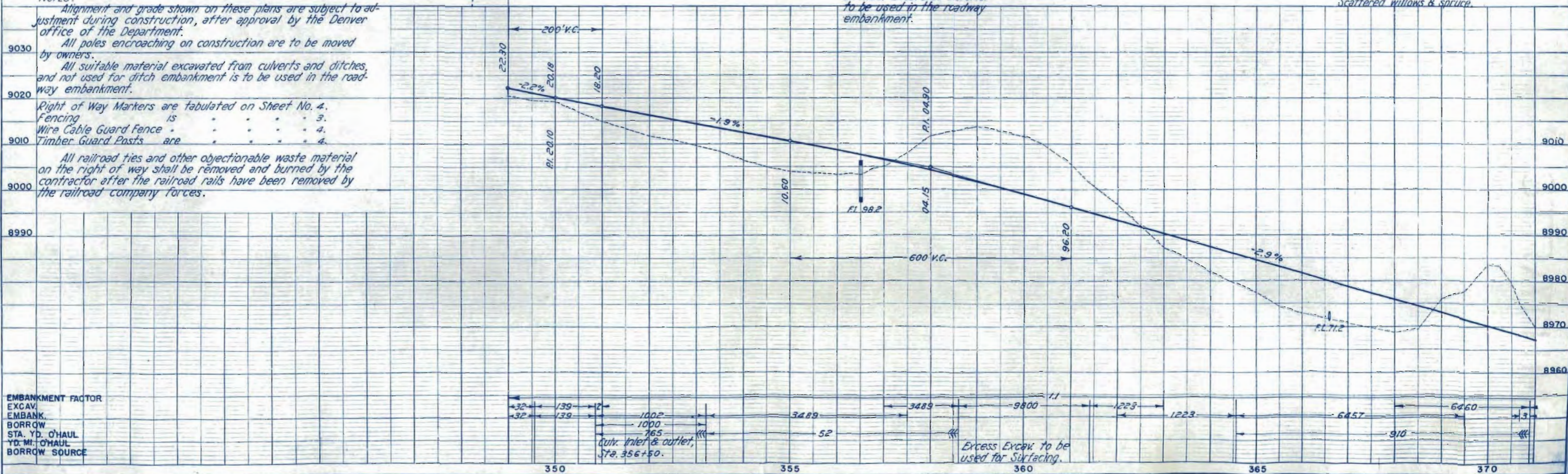
Notes:
Alignment and grade shown on these plans are subject to adjustment during construction, after approval by the Denver office of the Department.

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

All suitable material excavated from culverts and ditches, and not used for ditch embankment is to be used in the roadway embankment.

Right of Way Markers are tabulated on Sheet No. 4.
Fencing 15
Wire Cable Guard Fence 4
Timber Guard Posts are 4

All railroad ties and other objectionable waste material on the right of way shall be removed and burned by the contractor after the railroad rails have been removed by the railroad company forces.



EMBAKMENT FACTOR	
EXCAV.	
EMBAK.	
BORROW	
STA. YD. O'HAUL	
YD. MI. O'HAUL	
BORROW SOURCE	

32	139	2	1002	3489	3489	9800	1223	1223	6457	6460	3
32	139		1000								
			765	52					910		

Culv. Inlet & outlet, Sta. 356+50.

PLAN
DATE
BY
CHECKED
DATE
BY
REVISIONS

PROFILE
DATE
BY
CHECKED
DATE
BY
REVISIONS

N.W. 1/4 SEC. 7
T. 7 S. R. 74 W.

S.E. 1/4 SEC. 6

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F(1)	17	

REV. FOR FOREST BOUNDARY - 3-3-39 - K.M.P.
5-25-40. W.H.C.
Sta. 399+00
24"x60" C.M.P. cross drain
& 5.27 cu yds. riprap.

Sta. 378+80 to 380+20.
5.1 cu. yds. uncl. excavation
for intercepting ditch, Lt.

Sta. 378+93
24"x50" C.M.P. cross
culvert.

Sta. 386+25
Reqd. 24"x56" C.M.P. cross
culvert & 4.9 cu. yds. riprap
to protect outlet of culvert.

Δ 27°11' L
 D 4°30'
 T 307.8'
 L 604.1'
 R 1273.3'

Δ 58°02' R
 D 10°
 T 3178'
 L 580.3'
 R 5730'

Sta. 395+00
36"x58" C.M.P. cross
culvert & 4.22 cu. yds. riprap
to protect outlet of culvert.

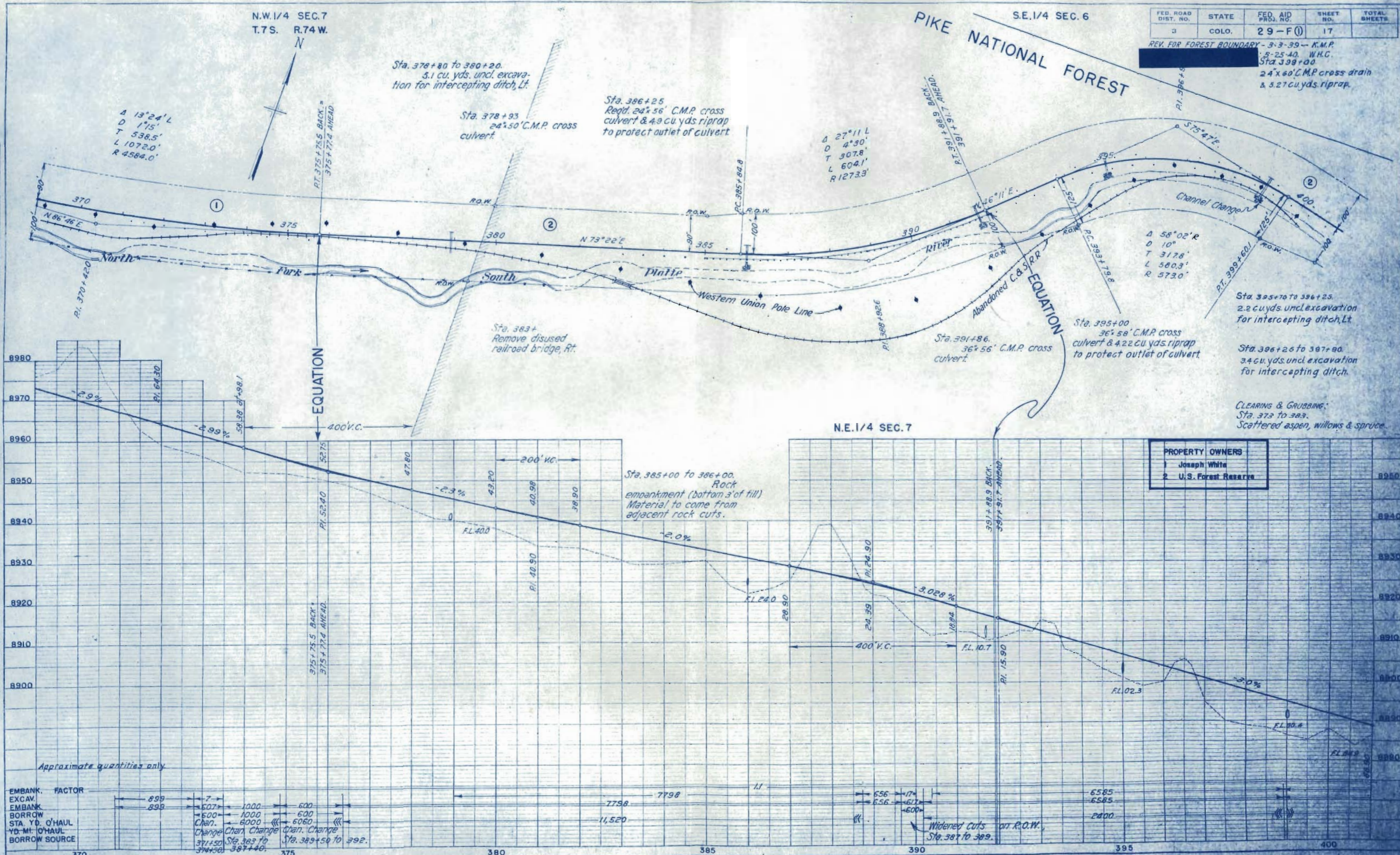
Sta. 395+70 to 396+25.
2.2 cu yds uncl. excavation
for intercepting ditch, Lt.

Sta. 396+25 to 397+00.
3.4 cu. yds. uncl. excavation
for intercepting ditch.

CLEARING & GRUBBING.
Sta. 373 to 383.
Scattered aspen, willows & spruce.

PLAN
NOTES:
1. ALL DISTANCES CHECKED BY MEASUREMENT.
2. ALL ANGLES CHECKED BY MEASUREMENT.
3. ALL BEARINGS CHECKED BY MEASUREMENT.

PROFILE
NOTES:
1. ALL ELEVATIONS CHECKED BY MEASUREMENT.
2. ALL GRADES CHECKED BY MEASUREMENT.
3. ALL DISTANCES CHECKED BY MEASUREMENT.



S.E. 1/4 SEC. 6

Sta 405+75.
24'x48' C.M.P. cross
culvert

Sta 405+50
Remove 1'-1/2" wood box
culvert, Rt.

Sta 415+50
Repl. 24'x60' C.M.P. cross
culvert & 493 cu yds. riprap

S.W. 1/4 SEC. 5

Sta. 420+00 to 428+25.
28.2 cu. yds. uncl.
excavation for intercept-
ing ditch, Lt.

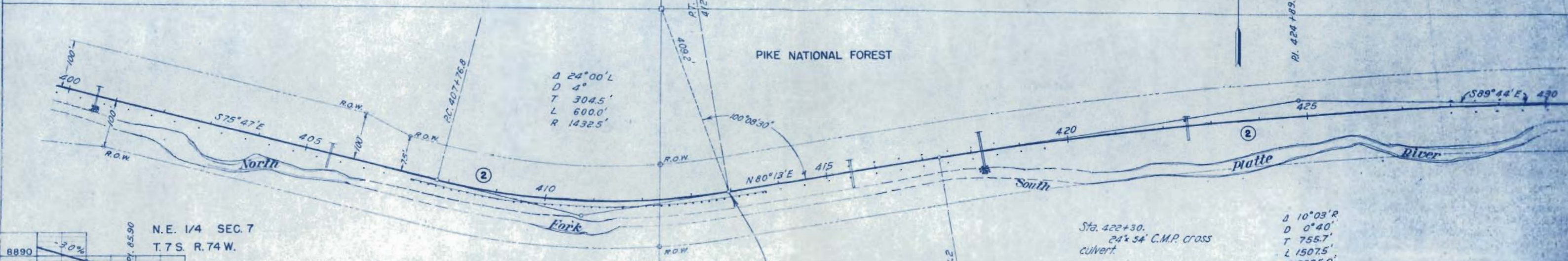
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
3	COLO.	29-F(1)	18



PI. 424+89.9

PIKE NATIONAL FOREST

Δ 24°00' L
 D 4'
 T 304.5'
 L 600.0'
 R 1432.5'



N.E. 1/4 SEC. 7
T. 7 S. R. 74 W.

Sta. 422+30.
24'x54' C.M.P. cross
culvert.

Δ 10°03' R
 D 0°40'
 T 755.7'
 L 1507.5'
 R 8595.0'

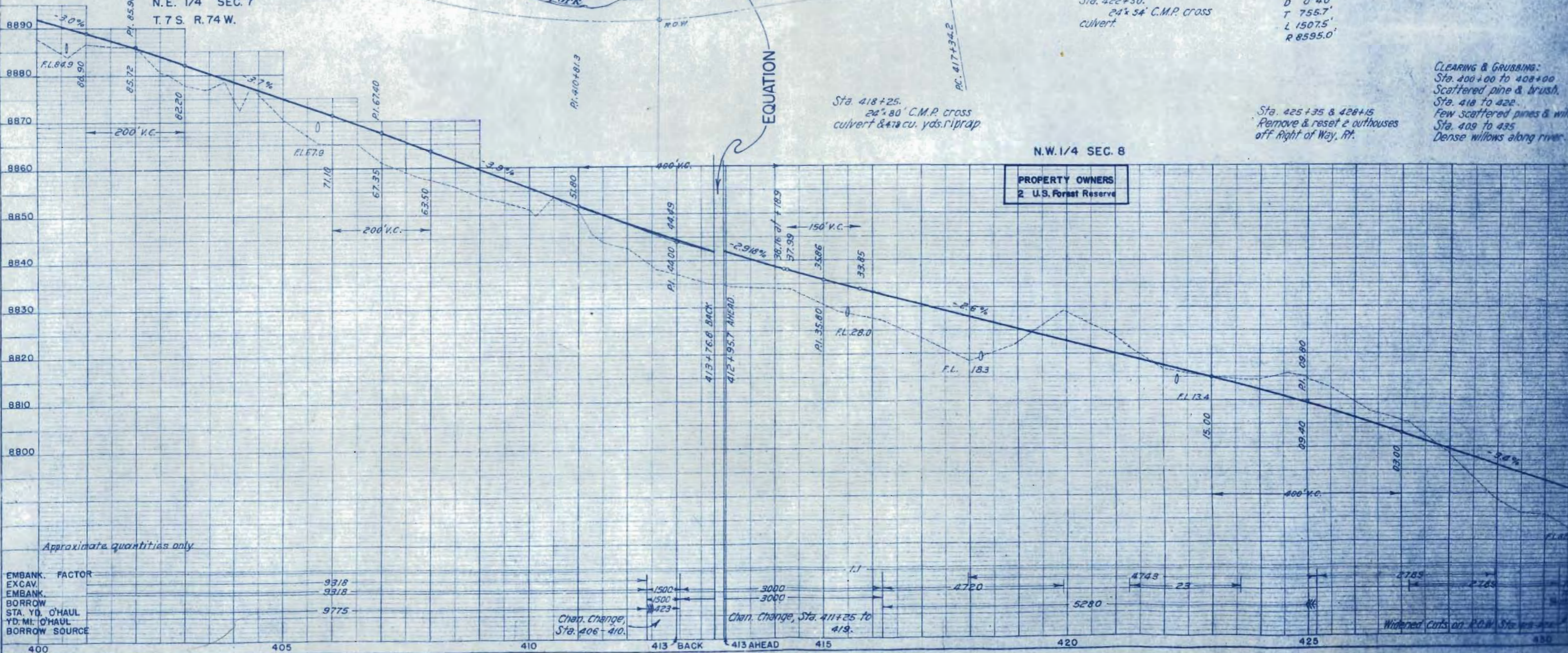
Sta. 418+25.
24'x80' C.M.P. cross
culvert & 418 cu. yds. riprap

Sta. 425+35 & 428+15
Remove & reset 2 outhouses
off Right of Way, Rt.

CLEARING & GRUBBING:
Sta. 400+00 to 408+00
Scattered pine & brush.
Sta. 410 to 422
Few scattered pines & willow
Sta. 409 to 435
Dense willows along river.

N.W. 1/4 SEC. 8

PROPERTY OWNERS
2 U.S. Forest Reserve



Approximate quantities only

EMBANK. FACTOR	9318
EXCAV.	9318
EMBANK.	9318
BORROW	9775
STA. YD. O'HAUL	
YD. MI. O'HAUL	
BORROW SOURCE	

Chan. Change,
Sta. 406-410.

Chan. Change, Sta. 411+25 to
419.

Widened Cuts on R.O.W. Sta. 400-430

PLAN	REVISIONS

PROFILE	REVISIONS

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F(1)	19	

Rev. forest boundary - 3-3-39 - K.M.P.

Sta. 434+29
24'x50' C.M.P. cross
culvert.

Sta. 452+00
Req'd. 36'x54' C.M.P. cross
culvert & 15.1 cu. yds. uncl.
excavation for inlet & out-
let.

Sta. 461+00
24'x60' C.M.P. cross
culvert & 473 cu. yds. riprap
to protect outlet of culvert.

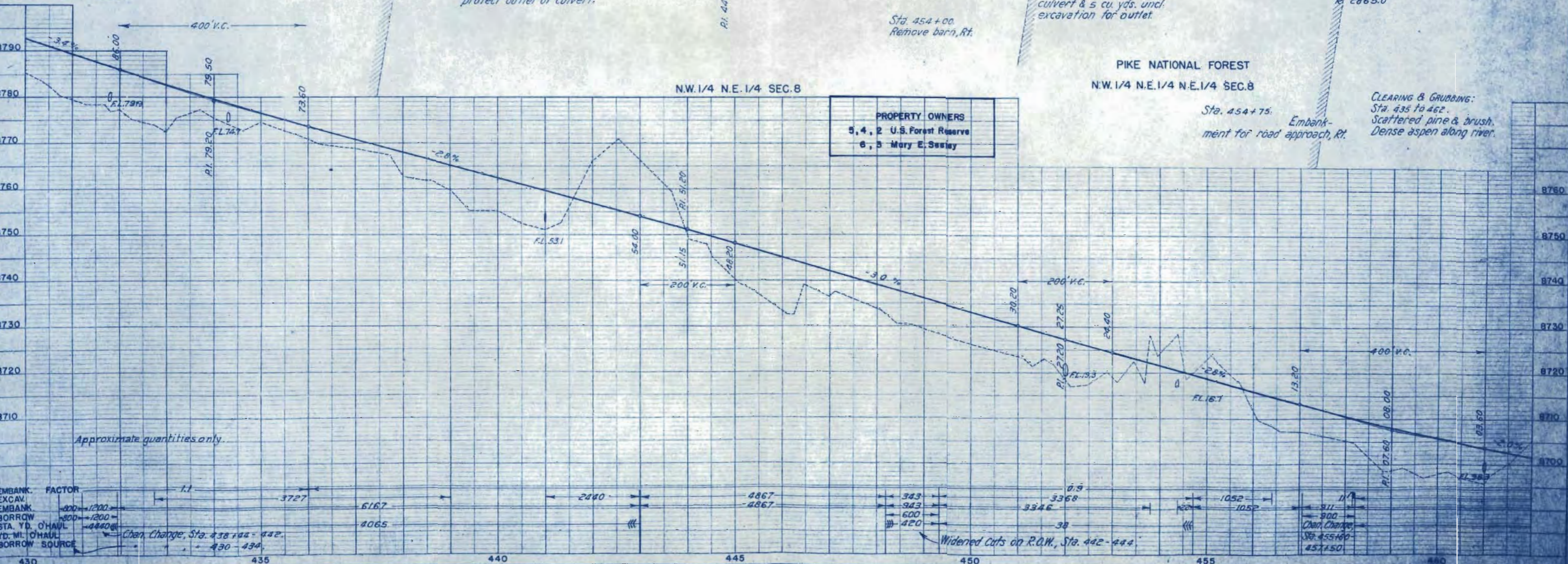
Sta. 460+50 to 472+30
Req'd. 260 cu. yds. uncl.
excavation for intercepting
ditch, Lt.

PIKE NATIONAL FOREST

Sta. 431+78.
24'x64' C.M.P. cross drain
& 478 cu. yds. riprap.

$\Delta 10^{\circ}03'R$
 $D 0^{\circ}40'$
 $T 755.7'$
 $L 1507.5'$
 $R 6595.0'$

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



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

PIKE NATIONAL FOREST
N.W. 1/4 N.E. 1/4 N.E. 1/4 SEC. 8

PROPERTY OWNERS	
5, 4, 2	U.S. Forest Reserve
6, 3	Mary E. Sussiy

CLEARING & GRUBBING:
Sta. 435 to 462.
Scattered pine & brush.
Dense aspen along river.

Sta. 454+75.
Embank-
ment for road
approach, Rt.

Sta. 454+00.
Remove barn, Rt.

Sta. 454+29
24'x66' C.M.P. cross
culvert & 5 cu. yds. uncl.
excavation for outlet.

$\Delta 11^{\circ}38'R$
 $D 2^{\circ}$
 $T 291.9'$
 $L 581.7'$
 $R 2865.0'$

400' V.C.

200' V.C.

200' V.C.

400' V.C.

EMBANK. FACTOR
EXCAV.
EMBANK.
BORROW
STA. YD. O'HAUL
YD. MI. O'HAUL
BORROW SOURCE

Chan. Change, Sta. 438+44-442.

Widened Cuts on R.O.W., Sta. 442-444.

S.E. 1/4 SEC. 5

S.W. 1/4 SEC. 4
T.7S. R.74W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F(1)	20	

Sta. 465+33
24' 56" C.M.P. cross
culvert & 4.5 cu.yds. riprap.

Sta. 476+62
36'x68' C.M.P. cross culvert
& 5.62 cu.yds. riprap.

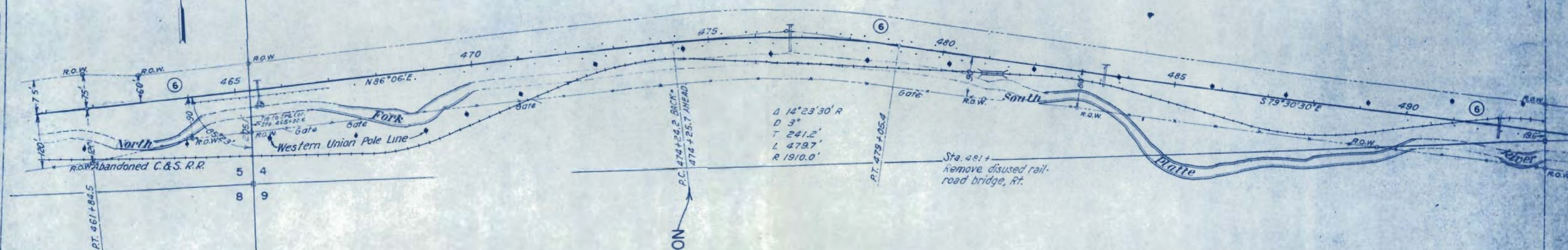
Sta. 483+50
24' 48" C.M.P. cross
culvert

Sta. 492+00
24' 50" C.M.P. cross
culvert & 0.4 cu. yds. uncl.
excavation for inlet.

Sta. 469+95
Road approach. Rt.

P.I. 476+66.9

DATE	
BY	
SCALE	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	

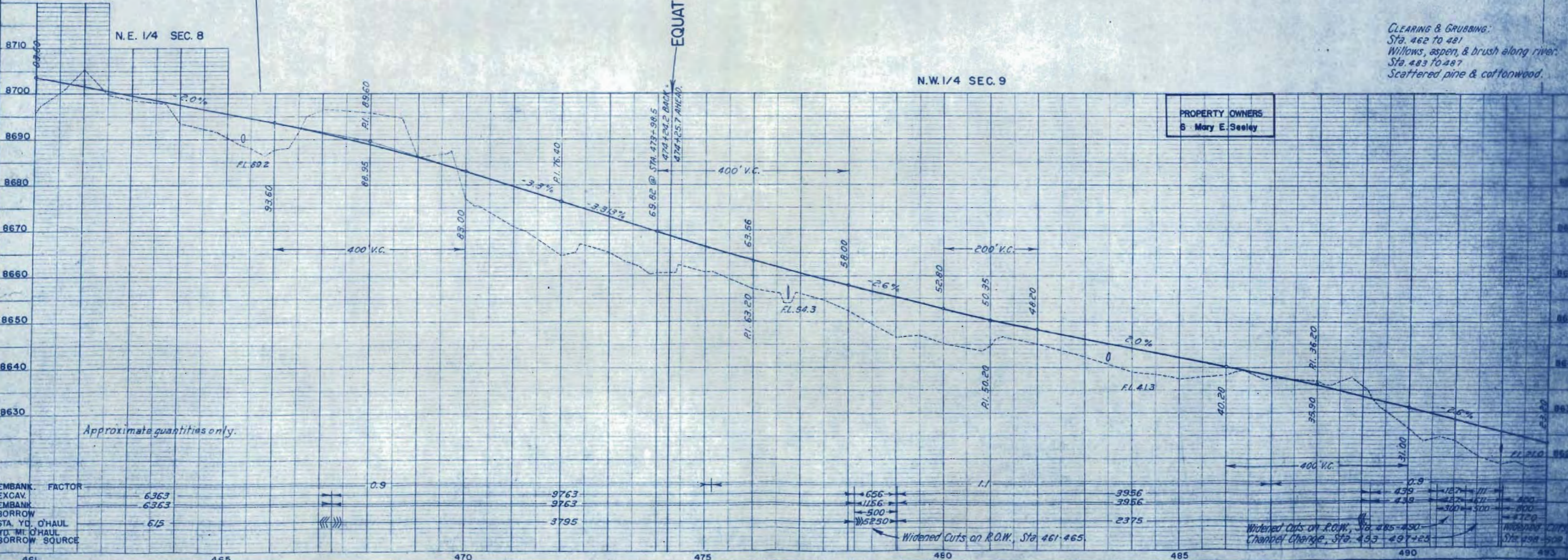


N.E. 1/4 SEC. 8

N.W. 1/4 SEC. 9

PROPERTY OWNERS
B. Mary E. Seeley

CLEARING & GRUBBING:
Sta. 462 to 481
Willows, aspen, & brush along river.
Sta. 483 to 487
Scattered pine & cottonwood.



Approximate quantities only.

Widened Cuts on R.O.W., Sta. 461-465

Widened Cuts on R.O.W., Sta. 485-490
Channel Change, Sta. 493-497+25

Widened Cuts on R.O.W., Sta. 498-500

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F (1)		

RIGHT OF WAY DLW 3-5-57

GRANT

SW 1/4 SEC. 3

S.E. 1/4 SEC. 4 Sta. 507+00
T. 7 S. R. 74 W. 24' 50" C.M.P. cross
culvert

Decided by Park County to Mary E. Seeley

Sta. 493+00 Road approach Rt.

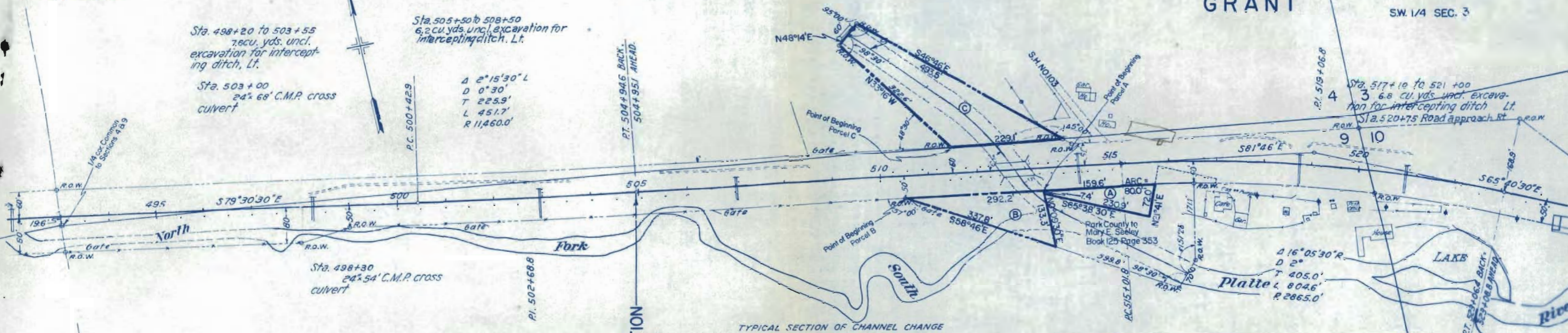
Sta. 498+20 to 503+55
7.6 cu. yds. uncl. excavation for intercepting ditch, Lt.

Sta. 505+50 to 508+50
6.2 cu. yds. uncl. excavation for intercepting ditch, Lt.

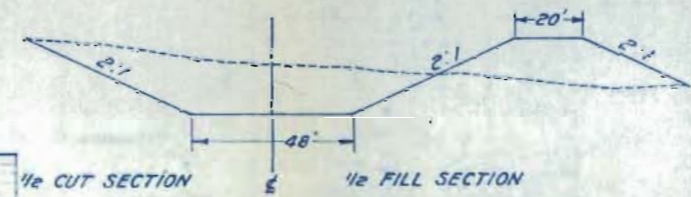
Sta. 503+00
24' 68" C.M.P. cross culvert

Δ 2° 15' 30" L
D 0° 30'
T 225.9'
L 451.7'
R 11,460.0'

Sta. 517+10 to 521+00
3 6.8 cu. yds. uncl. excavation for intercepting ditch Lt.
Sta. 520+75 Road approach Rt.



TYPICAL SECTION OF CHANNEL CHANGE STA. 512+76.9

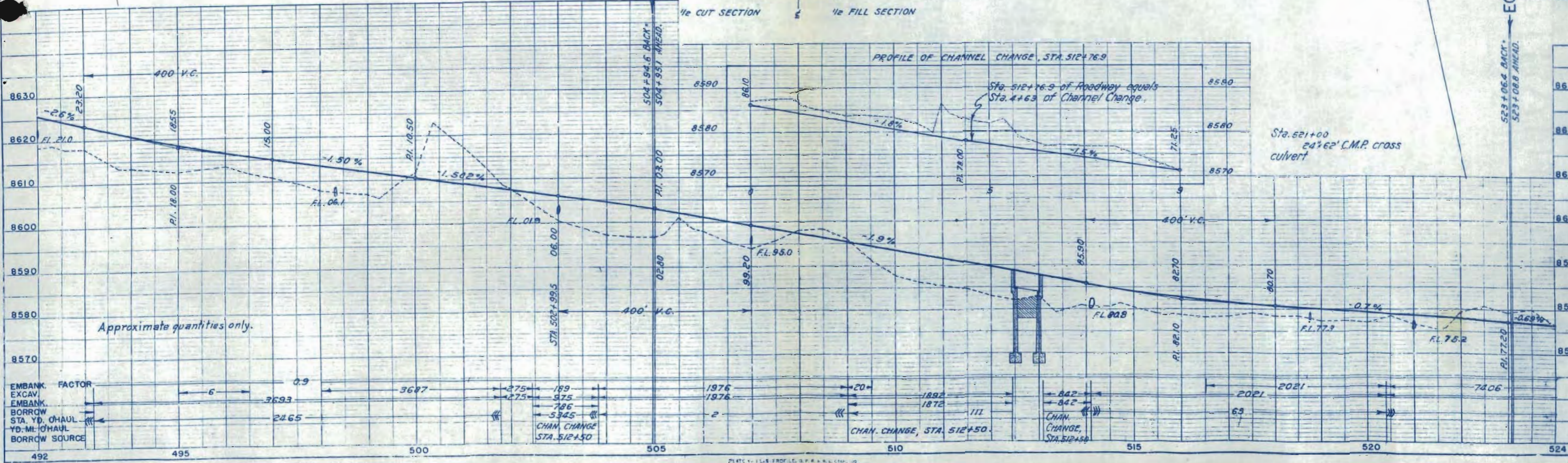


- (B) Decided by Park County to Mary E. Seeley
- (A) Decided by C.D.O.H. to Mary E. Seeley

N.E. 1/4 SEC. 9

EQUATION

EQUATION



Approximate quantities only.

STATION	EMBANK. FACTOR	EXCAV.	EMBANK.	BORROW	STA. YD. CHAUL	YD. MI. CHAUL	BORROW SOURCE
492							
495	6	3693					
500							
505							
510							
515							
520							
524							

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F (1)	21	

REV. 3-3-39 - K.M.P.

GRANT

SW 1/4 SEC. 3

Sta. 493+00
Road approach, Rt.

S.E. 1/4 SEC. 4 Sta. 507+00
T. 7 S. R. 74 W. 24' x 50' C.M.P. cross
culvert

Sta. 509+74
Road approach, Lt.

Sta. 510+79
Road approach, Rt.

Sta. 512+45.0 to 513+08.8
Concrete - I-Beam Bridge, 1 span @ 59'-6",
as per details on Sheets No. 5 to 7.
Uncl. excavation for channel
change.
Remove disused bridge

Sta. 515+06
18" x 30" side drain, Rt.
Road approach, Rt.

Sta. 514+00
18' x 66" C.M.P. cross culvert
& 47.1 cu. yds. uncl. excavation
for outlet.

Sta. 514+50
embankment for road approach, Lt.

Sta. 516+50. Road approach, Rt.
Sta. 520+ Force Account (No Federal Aid).
Remove & reset school house, shed,
& two outhouses off R.O.W.

Sta. 517+10 to 521+00
6.8 cu. yds. uncl. excavation
for intercepting ditch Lt.
Sta. 520+75 Road approach Rt.

Sta. 498+20 to 503+55
76 cu. yds. uncl. excavation for intercepting ditch, Lt.

Sta. 503+00
24' x 68" C.M.P. cross culvert

Sta. 505+50 to 508+50
6.2 cu. yds. uncl. excavation for intercepting ditch, Lt.

Δ 2° 15' 30" L
D 0° 30'
T 225.9'
L 451.7'
R 11450.0'

Sta. 511+ to 522+
Remove 23 buildings, rail fence, water pump, gas pump & tank. Buildings shown thus are to be removed as a part of this item.

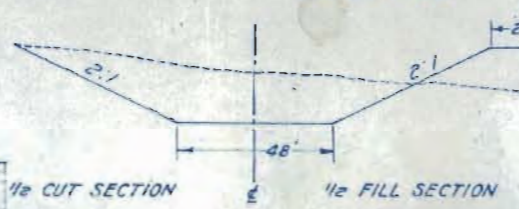
PLAN
SECTION
PROFILE
EMPALEMENT
CONCRETE
STEEL
WOOD
IRON
COPPER
ZINC
LEAD
ALUMINUM
OTHER

PROPERTY OWNERS
11, 6, 7, Mary E. Sealey
8 Mary A. Lamping
9 Mrs. George Mitchel
10 School Dist. No. 20
12 Jacob F. Kimberly

N.E. 1/4 SEC. 9

EQUATION

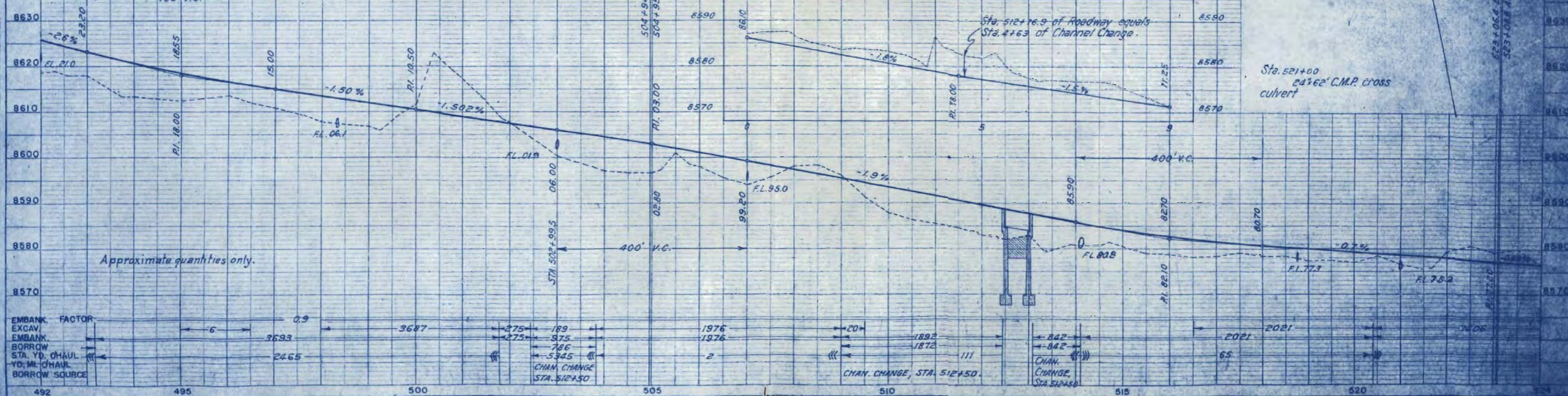
TYPICAL SECTION OF CHANNEL CHANGE
STA. 512+76.9



NOTES FOR BRIDGE, STA. 512+45.0 TO 513+08.8 - STRUCTURE No. G-14-B.
PRESENT STRUCTURE:
Span - 30'
Clear roadway - 16'
Clear waterway - 120 sq. ft.
Type of Superstructure - Conc. - I-Beam.
Type of Substructure - Concrete.
Requirements as to removal -
STREAM DATA:
Drainage area in Sq. Miles - 75
Velocity during high water -
Elevation of:
Maximum high water - 81.7 Low water - 76
Normal Stage - 77 Stream bed - 75
Drift - Light.
Scout -

PROPOSED STRUCTURE:
Position referred to present structure - 90' down stream
Span - 59'-6"
Clear roadway - 30'
Clear waterway - 400 sq. ft.
Type of Superstructure - Conc. - I-Beam.
Type of Substructure - Cantilever Reinforced Conc.
Detour Structure requirements - None
R.R. Siding - Denver - Heul to bridge site - 80 mi.
Nearby structures on same stream:
Location - Abandoned C.&S. R.R.
Waterway - 270
Record during floods - None.

PROFILE OF CHANNEL CHANGE, STA. 512+76.9



Approximate quantities only.

EQUATION

N.W. 1/4 SEC. 10

S.W.1/4 S.W.1/4 SEC.3

N.E.1/4 N.W.1/4 SEC.10
T.7S. R.74W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F (0)	22	

Rev. Forest Boundary - 3-3-39 - K.M.P.

Sta. 525+70
24°56' C.M.P. cross
culvert

Sta. 529+10
24°56' C.M.P. cross
culvert

Sta. 533+80
Road approach, Rt.

Sta. 540+43.7
Standard 6'x7'-40" Concrete Box Culvert
uncl. excavation for inlet &
outlet ditches.

Sta. 546+28
24°70' C.M.P. cross
culvert.

Sta. 543+80 to 546+25
2.5 cu. yds. uncl. excavation for
intercepting ditch, Lt.

Sta. 546+00
Road approach, Rt.

Sta. 546+28 to 547+25
3.5 cu. yds. uncl. excavation for
intercepting ditch, Lt.

Sta. 535+70
24°68' C.M.P. cross
culvert

Sta. 536+90 to 540+00
20.2 cu. yds. uncl. excavation
for intercepting ditch.

Sta. 541+25
Remove dugout, Lt.

PIT NO. 3
GRAVEL OR CR. ROCK SURFACING &
SELECTED SUBGRADE SURFACING
STA. 538 TO 542 - ROADWAY EXCAVATION

Δ 17°45' L
D 1'
T 894.7'
L 1775.0'
R 5730.0'

PIKE NATIONAL FOREST

Sta. 551+00 to 551+70
1.1 cu. yds. uncl. excavation for
intercepting ditch, Lt.
Sta. 552+73 to 554+60
3.2 cu. yds. uncl. excavation for
intercepting ditch, Lt.

Sta. 551+00
24°62' C.M.P. cross
culvert & 23 cu. yds. uncl.
excavation for inlet.

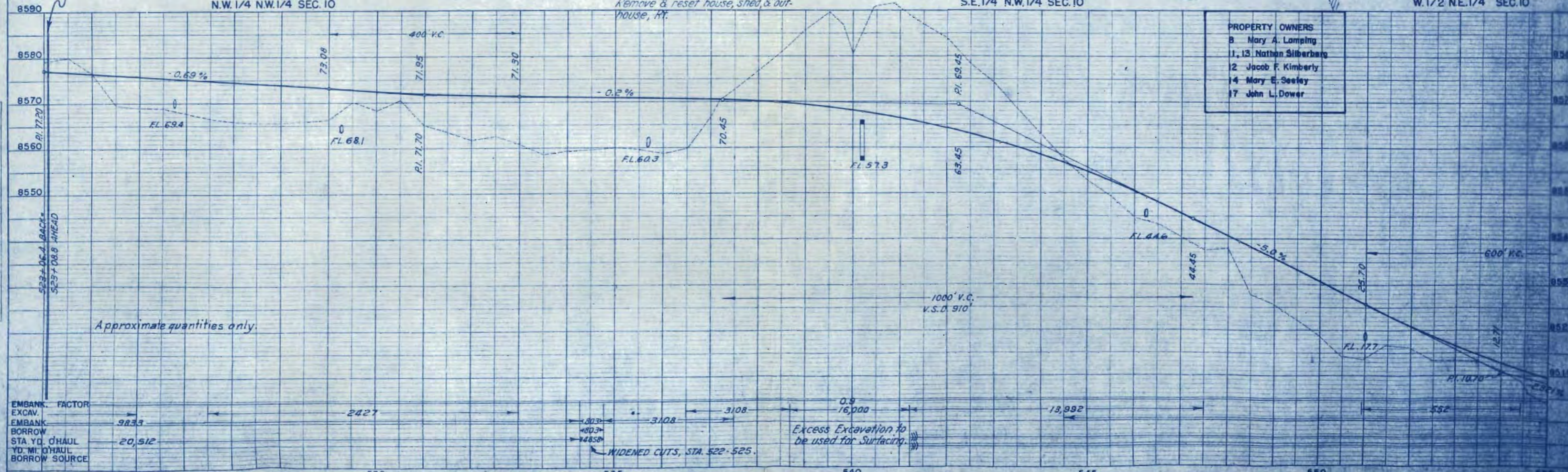
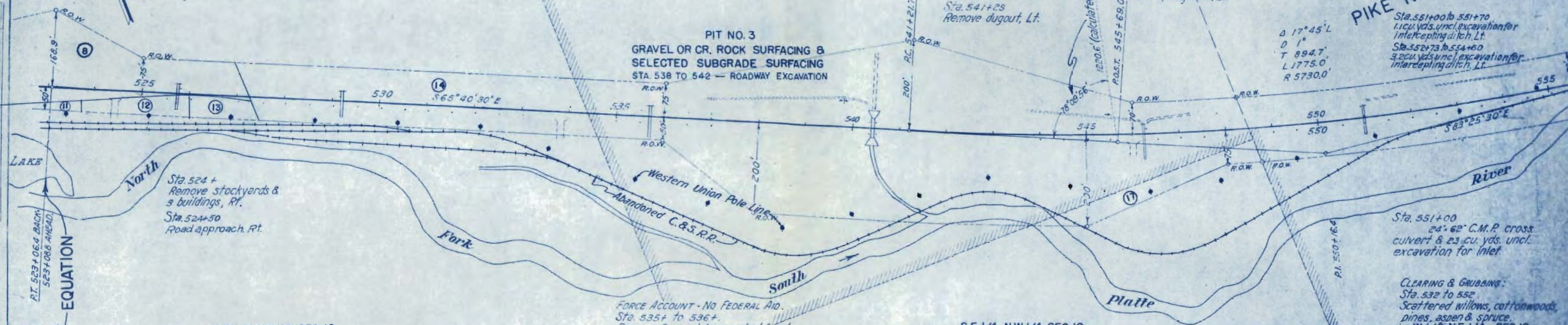
CLEARING & GRUBBING:
Sta. 532 to 552
Scattered willows, cottonwoods,
pines, aspen & spruce.
W. 1/2 NE. 1/4 SEC. 10

FORCE ACCOUNT - NO FEDERAL AID.
Sta. 535+ to 536+.
Remove & reset house, shed, & out-
house, Rt.

S.E.1/4 N.W.1/4 SEC.10

N.W.1/4 N.W.1/4 SEC.10

PROPERTY OWNERS	
8	Mary A. Lamping
1, 13	Nathan Silberberg
2	Jacob F. Kimberly
14	Mary E. Sesley
17	John L. Dower



Approximate quantities only.

Excess Excavation to be used for Surfacing.

N.E. 1/4 SEC. 10
T.7 S. R. 74 W.

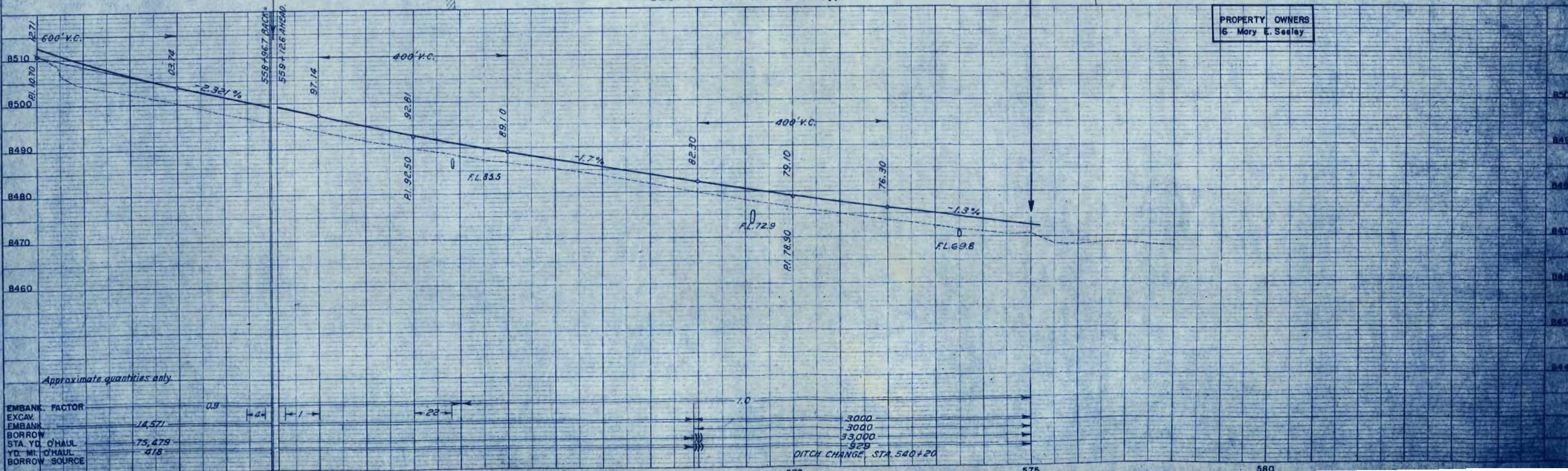
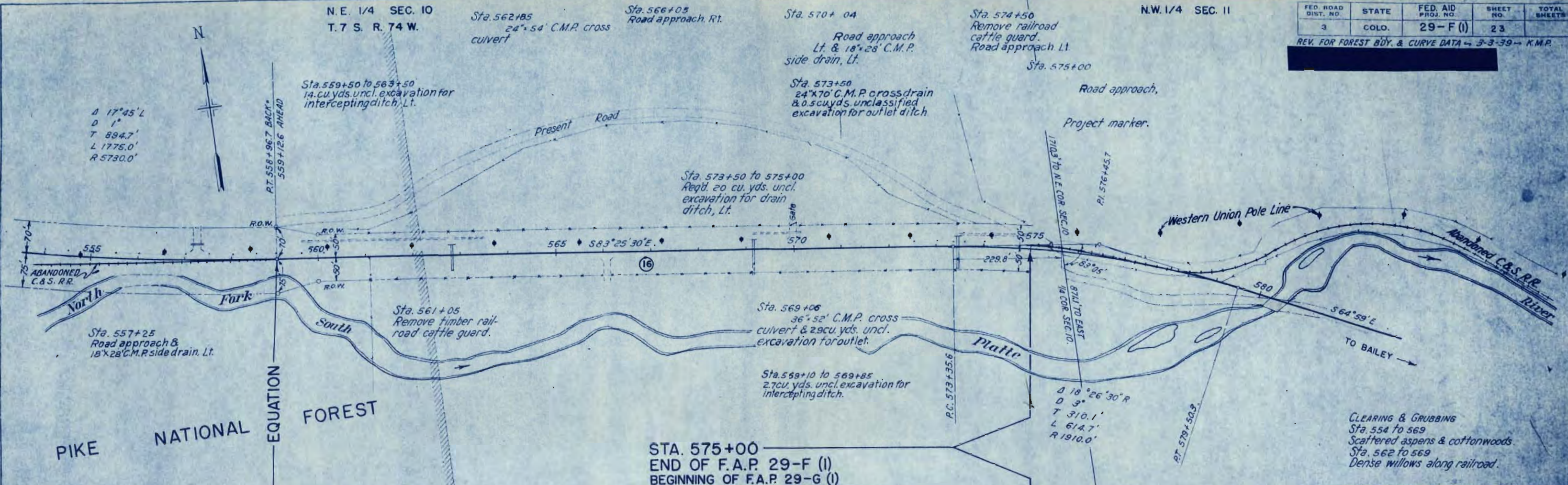
N.W. 1/4 SEC. 11

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	29-F (I)	23	

REV. FOR FOREST BUY. & CURVE DATA - 3-3-39 - K.M.P.

PLAN	PLOTTED	DATE
	BY	
	CHECKED	
	DATE	

PROFILE	PLOTTED	DATE
	BY	
	CHECKED	
	DATE	



Approximate quantities only

EMBANK. FACTOR	0.9
EXCAV.	14,571
EMBANK.	75,479
BORROW STA. YD. O'HAUL	418
BORROW SOURCE	

PROPERTY OWNERS
16 Mary E. Seeley

CLEARING & GRUBBING
Sta. 554 to 569
Scattered aspens & cottonwoods
Sta. 562 to 569
Dense willows along railroad.