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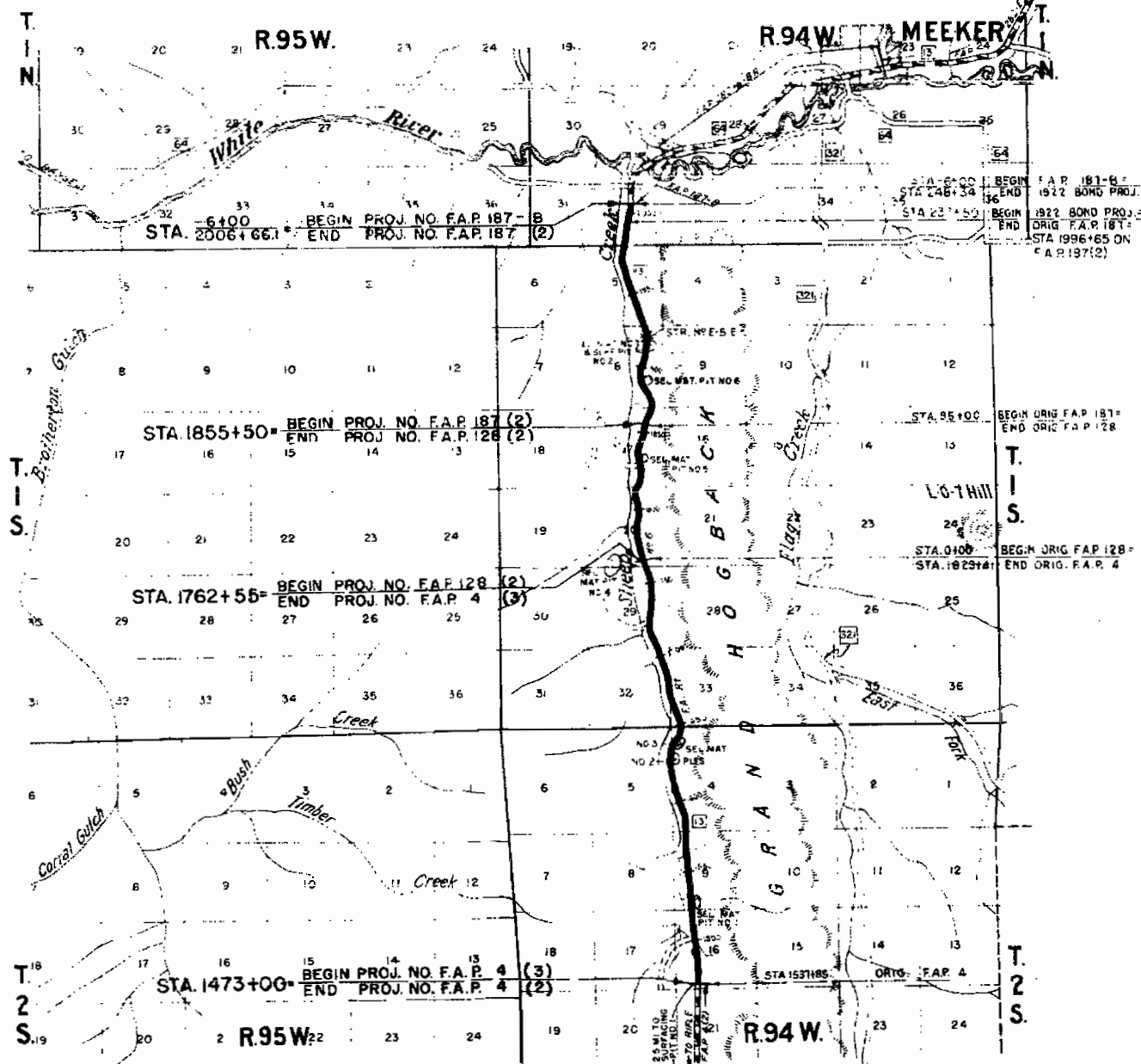
COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED COMB. FEDERAL AID PROJECT NOS. 4 (3) 128 (2) 187 (2) STATE HIGHWAY NO. 13 RIO BLANCO COUNTY

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

FED. AID PROJECT NO. 4 (3) 128 (2) 187 (2)
 GROSS LENGTH OF PROJECT 28,959.8 FT. = 5.44 MI. 9,295.0 FT. = 1.76 MI. 15,116.1 FT. = 2.86 MI.
 NET LENGTH OF PROJECT 28,959.8 FT. = 5.44 MI. 9,295.0 FT. = 1.76 MI. 15,116.1 FT. = 2.86 MI.



CONVENTIONAL SIGNS

CENTER LINE OF SURVEY
 RIGHT OF WAY LINES
 TOWNSHIP OR RANGE LINES
 SECTION LINES
 ONE-QUARTER SECTION LINES
 BARBED WIRE FENCE
 POLE 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
 H. J. JEANNESS, DIVISION ENGINEER LOCATED AT GLENWOOD SPRINGS
 N. M. COOMBE, RESIDENT ENGINEER LOCATED AT RIFLE

RECOMMENDED FOR APPROVAL

APPROVED

RECOMMENDED FOR APPROVAL

RECOMMENDED FOR APPROVAL

APPROVED

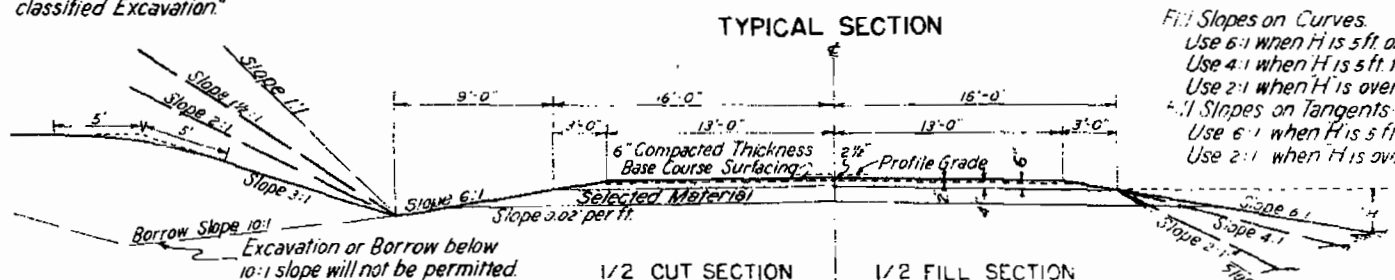
COMMISSIONER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CUT SLOPE TREATMENT IN EARTH CUTS

The intersection of cut slopes with the existing ground shall be rounded in earth cuts, beginning 5 ft outside the slope stake and extending 5 ft in the cut slope. Where the cut slope is less than reduce each of the above widths of slope treatment to the actual slope distance. Quantities involved in slope treatment shall be included in "Unclassified Excavation."

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

FIELD ROAD DIST. NO. 3 STATE COLO. COMB. FA. PROJ. NO. 4(3) 128(2) & 187(2) SHEET NO. 2 TOTAL SHEETS. Rev. Ja 72" C.M.P.-10-29-40 W.S.M. Rev. 11-15-40 from T.M. Markey



GENERAL NOTES

This project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department, adopted June 1, 1940.

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

All roadway excavation required to construct the project is to be obtained as indicated on the plans. Quantities involved beyond the limits of ditch as shown on the Typical Section, either noted on the profile as "Borrow" or on the Tabulation of Structures as "Excavation" and "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 are subject to change by the Engineer to fit embankment requirements actually encountered on construction.

If, after cut slopes are staked, it is found that the material will stand on a steeper slope, rights are reserved to change cut slopes after cuts have been opened up by the Contractor.

All curves are to be superelevated and widened as provided by the Standard Superelevation Sheet included with the plans.

Except as noted on the plans, overhaul will be paid for as measured along center line of project.

All side approach roads to the project shall be constructed in conformity with details shown on Standard M-2-B, and shall be gravel surfaced with a 4" thickness of Gravel or Crushed Rock Surfacing extending approximately 30 feet from edge of highway. Estimated tonnage of surfacing material required in this operation is shown in Tabulation of Structures.

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

All wire fences, including line posts, shall be placed approximately six inches inside the boundary of the highway right of way as shown on the plans.

The ends of corrugated metal culvert pipes, which are not provided with headwalls, shall be covered with approximately 6" of embankment material in such a manner that a minimum of metal shall be exposed in the completed work. This shall be accomplished by warping embankment slopes around and adjacent to the culvert.

All Corrugated Metal Culvert Pipe used on this Project shall be asphalt coated as specified in the Special Provisions for this Project.

Headwalls shall not be required on Corrugated Metal Pipe Cross Culverts unless otherwise noted on the Plans.

During construction of this Project, traffic will use the present traveled Roadway. At all places on the Project where new construction encroaches on the present road, traffic must be adequately provided for at the Contractor's expense. Also the Contractor shall construct and maintain all temporary approaches to and crossings of intersecting roads.

TYPICAL SECTION

Fill Slopes on Curves

Use 6:1 when H is 5 ft or less

Use 4:1 when H is 5 ft to 10 ft

Use 2:1 when H is over 10 ft

4:1 Slopes on Tangents

Use 6:1 when H is 5 ft or less

Use 2:1 when H is over 5 ft

SELECTED MATERIAL

The roadbed immediately underlying the surfacing courses as shown on the Typical Cross Section is to be constructed of Selected Material throughout the entire project, except that thru cuts of A-2 Friable material, the Selected Material will not be required. Estimated Quantities involved in this operation and thickness of material required are tabulated on Sheet No. 6 of Plans.

The thickness of the base courses of Surfacing is to be considered approximate only. Gravel or Crushed Rock Surfacing is to be placed at the rate of 28 tons per 100 lin. ft. of roadway for the top 2" course and at the rate of 61 tons per 100 lin. ft. of roadway for the bottom 4" course.

NOTE: Roadway embankments at bridge approaches shall be so constructed that the finish point of the gravel shoulder is 3 ft outside the curb line of the bridge. Where widening of the section is necessary to achieve this result it shall take place uniformly over a distance of 300 ft. This is done to accommodate guard posts and guard fence at bridge approaches.

SURFACING PLAN

STATIONS	EST. QUANT. REQ'D TON	EST. OVERHAUL TON MILE	EST. QUANT. AVAL. TON	SOURCE
F.A.P. 4(3) 1473+00 - 1556+39.78 1556+34.5A - 1629+82.1	742.5 6540	17.290 24.940	25.000	SP No. 1 "P" 300' LT Sta 1348+00 on F.A.P. 4(2) 3 1/2 NE 1/4 Sec 32 T 15, R 94 W
1629+80.1 - 1762+55 Road approaches	11820 330	38.430 600		
TOTAL F.A.P. 4(3) F.A.P. 128(2) 1762+55 - 1855+150	26115 8275	81060 9270		
Road approaches	65	200	40000	"P" 102 "P" & LT Sta 1916+15 on F.A.P. 187(2) S 2 1/2 NW 1/4 Sec 8, T 3, R 94 W
TOTAL F.A.P. 128(2)	8440	9470		
F.A.P. 187(2) 1855+50 - 1867+185 1867+85 - 1921+54 1921+78.2 - 1969+145 1969+145 - 2006+66.1	1100 4795 4255 3315	130 F.H. F.H. 1170		
Road approaches	.80	200		
TOTAL F.A.P. 187(2)	13640	1500		
COMBINED TOTAL	48195	91980		

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	F.A.P. NO. 4(3)	F.A.P. NO. 128(2)	F.A.P. NO. 187(2)	BRIDGE STA. 1921+	TOTAL	COMBINED TOTAL
10a	Clearing & Grubbing Entire Project	Lp. Sum	.	.	.	.	.	.
10c	Clearing & Grubbing Entire Project	Lp. Sum	.	.	.	.	.	.
10d	Clearing & Grubbing Entire Project	Lp. Sum	.	.	.	.	.	.
11b	Removal of 31 Structures	Lp. Sum	.	.	.	.	.	.
11c	Removal of 11 Structures	Lp. Sum	.	.	.	.	.	.
11d	Removal of 17 Structures	Lp. Sum	.	.	.	.	.	.
11e	Removal of 1 Structure, Sta. 1921+	Lp. Sum	.	.	.	.	.	.
11f	Removing & Resetting Mail Boxes	Each	6	1	.	.	.	7
12a	Removing Fence	Lin. Ft.	20600	13400	19300	.	19300	53300
12b	Removing & Rebuilding Fence	Lin. Ft.	14700	.	.	.	.	14700
12c	Treated Wooden Line Posts	Each	330	.	.	.	.	330
13c	Unclassified Excavation	Cu. Yd.	145000	55000	68000	2000	70000	270000
13d	Unclassified Ditch Excavation	Cu. Yd.	4300	1300	2000	.	2000	7300
13x	Selected Material	Ton	32500	8700	15000	.	15000	56200
14a	Dry Rock Excavation (Structural)	Cu. Yd.	170	40	50	.	50	260
14b	Dry Common Excavation (Structural)	Cu. Yd.	1500	290	400	40	440	2230
14c	Wet Rock Excavation (Structural)	Cu. Yd.	20	10	10	.	10	40
14d	Wet Common Excavation (Structural)	Cu. Yd.	170	40	50	20	70	280
14e	Mechanical Tamping	Hr.	270	100	130	.	130	500
15a	Rolling Fills	Hr.	530	200	270	.	270	1000
15b	Furnishing Roller	Roller Unit	2	1	1	.	1	4
15c	Wetting Fills	M. Gals.	930	650	950	.	950	3500
16a	Station Yard Overhaul	Sta. Yd.	285000	50000	215000	.	215000	550000
16b	and Mile Overhaul	Yd. Mi.	200	200	1500	.	1500	2900
26a	Gravel or Crushed Rock Surfacing	Ton	26200	3500	13700	.	13700	48400
26c	Overhaul of Surfacing	Ton Mi.	81500	9500	2900	.	2900	93900
42a	Untreated Bridge Timber	M. Ft. BM.	.	.	.	3.8	3.8	7.8
42b	Treated Bridge Timber	M. Ft. BM.	.	.	.	16.0	16.0	16.0
43	Asphalt Plank Wearing Surface	Sq. Ft.	.	.	.	675	675	675
53b	18" Corrugated Metal Culvert Pipe (Asphalt Coated)	Lin. Ft.	250	.	104	.	104	354
53c	24" Corrugated Metal Culvert Pipe (Asphalt Coated)	Lin. Ft.	1498	764	1378	.	1378	3640
53e	36" Corrugated Metal Culvert Pipe (Asphalt Coated)	Lin. Ft.	864	306	142	.	142	1312
53g	48" Corrugated Metal Culvert Pipe (Asphalt Coated)	Lin. Ft.	112	.	120	.	120	232
53j	72" Corrugated Metal Culvert Pipe (8 Gauge) (Asphalt Coated)	Lin. Ft.	222	.	.	.	.	222
60a	Treated Timber Piling	Lin. Ft.	.	.	.	900	900	900
60e	Metal Pile Shoes	Each	.	.	.	30	30	30
63	Grouted Rubble Slope & Ditch Paving (12" thick)	Sq. Yd.	65	30	25	.	25	120
67a	Riprap	Cu. Yd.	75	45	110	.	110	230
76a	Barbed Wire Fence with Treated Wooden Posts	Lin. Ft.	21000	12400	23900	.	23900	57300
76d	Combination Wire Fence with Treated Wooden Posts	Lin. Ft.	300	.	.	.	.	300
76g	Barbed Wire Gates	Each	25	11	15	.	15	51
76h	Driveway Gates	Each	3	.	.	.	.	3
76i	Walk Gates	Each	3	.	.	.	.	3
81a	Project Markers	Each	1	1	1	.	1	3
81b	Right of Way Markers	Each	69	16	27	.	27	112
89b	Drain Pipe (Timber Floor), (3" x 2" x 4" long)	Each	.	.	.	2	2	2
92	Timber Guard Posts	Each	220	93	211	.	211	524
— FORCE ACCOUNT —								
	Obliterating Old Road	Lp. Sum	.	.	.	.	.	.
	Moving Telephone Pole Line TELEPH. Co. FORCES	Lp. Sum	.	.	.	.	.	.
— ITEMS NOT RECEIVING FEDERAL AID —								
76a	Barbed Wire Fence with Treated Wooden Posts	Lin. Ft.	1400	1500	.	.	.	2900
76g	Barbed Wire Gates	Each	2	1	.	.	.	3

LIST OF STRUCTURES

STATION	DESCRIPTION	REMOVE STR.	EXCAVATION	UNCL. DITCH	MECHANICAL	STRUCTURAL EXCAVATION	GR. OR CR.	CONCRETE	REIN.	CORRUGATED METAL CULVERT PIPE							GR. RUB. SL.	RIP RAP	MISCELLANEOUS				
		NO.	CU. YD.	EXCAV.	TAMPING	CU. YD.	TON	CU. YD.	STEEL	18"	24"	30"	36"	48"	72"	8" THICK	CU. YD.						
1474+ - 1751+	Move Telephone Pole Line					(FORCE ACCOUNT) (WORK BY TELEPHONE CO. FORCES)																	
1473+00 - 1480+00	Intercepting Ditches Lt																						
1478+00	Remove Structure Rt			110																			
1478+75	Road Approach Rt		50					15															
1480+00	C.M.P. Cross Culvert & Inlet			25	4		20								66								
1480+00 - 1485+10	Intercepting Ditches Lt			80																			
1485+65	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			15	5		25								82								
1485+10 - 1491+00	Intercepting Ditches Lt			100																			
1491+78	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			50	4		25								74								
1491+50 - 1496+55	Intercepting Ditches Lt			25																			
1499+50	Road Approach & Side Drain Lt		50				15																
1499+70	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure		3500		50		820								222								
1501+75	Remove Structure Lt																						
1502+00 - 1504+80	Intercepting Ditches Rt			50																			
1504+10	Road Approach & Side Drain Rt		25				15								28								
1505+50 - 1509+50	Intercepting Ditches Rt			60																			
1509+25	Road Approach Lt		40				15																
1509+50	Remove Structure Rt			15	5		20								68								
1509+50 - 1514+55	Intercepting Ditches Rt			75																			
1515+50	Intercepting Ditches Rt			85																			
1516+88	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			50	14		60							102									
1517+50	Road Slope Embankment Lt			100																			
1519+25	Road Slope Embankment Lt			100																			
1519+50	Remove Structure Rt																						
1521+00 - 1529+25	Intercepting Ditches Rt			25																			
1524+00	Road Slope Embankment Lt		100																				
1525+35	Remove Structure																						
1529+33	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			10	5		35							64									
1531+50	Road Approach & Side Drain Rt		15				15							26									
1534+25	C.M.P. Cross Culvert & Inlet			20	8		30							66									
1539+00	C.M.P. Cross Culvert & Inlet			10	3		10							54									
1539+00 - 1552+00	Intercepting Ditches Rt			10																			
1543+20	Road Checks in Dry Wash Lt		50																				
1543+24	Remove Structure																						
1543+84	Road Slope Embankment Lt		50																				
1547+50	C.M.P. Cross Culvert & Inlet			70	4		15							54									
1552+00 - 1555+50	Intercepting Ditches Rt			55																			
1555+89	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			5	6		25							94									
1557+11	C.M.P. Cross Culvert & Inlet			50	14		70							94									
1561+00 - 1561+00	Intercepting Ditches Rt			25																			
1569+00	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			50	14		55							86									
1570+50 - 1582+00	Intercepting Ditches Rt			175																			
1575+25	C.M.P. Cross Culvert, Inlet & Outlet			60	5		35							62									
1582+00	C.M.P. Cross Culvert & Inlet			20	6		15							76									
1582+00 - 1588+00	Intercepting Ditches Rt			255																			
1588+75	Remove Structure Lt																						
1592+00	C.M.P. Cross Culvert, Inlet & Remove Structure			20	5		25							64									
1595+50	C.M.P. Cross Culvert & Inlet			10	5		20							70									
1598+90	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			10	4		10							60									
1601+00	Road Approach Rt & Lt & Side Drain Rt		50	25			30							26									
1606+00 - 1612+50	Intercepting Ditches Rt			100																			
1609+00	C.M.P. Cross Culvert & Inlet			10	4		15							58									
1616+00 - 1620+50	Intercepting Ditches Rt			70																			
1617+75	C.M.P. Side Drain & Road Approach Rt		50				15							28									
1618+05	C.M.P. Cross Culvert, Inlet & Outlet & Remove Structure			100	7		45							60									
1626+15	Remove Structure Rt																						
1626+50 - 1643+00	Intercepting Ditches Rt			250																			
1632+75	Remove Structure																						
1634+50	Road Approach Lt		150																				
1635+00	C.M.P. Cross Culvert, Inlet & Outlet			20	4		15							52									
1636+00	Mine Turnout Rt		475																				
1640+00	C.M.P. Cross Culvert, Inlet & Remove Structure			20	5		20							62									
1640+90	Road Approach Lt		350				15																
1643+00	Remove Structure																						
1643+00 - 1650+50	Intercepting Ditches Rt			115																			
1645+00	C.M.P. Cross Culvert, Inlet & Outlet			50	4		20							56									
1652+50	C.M.P. Cross Culvert, Inlet & Remove Structure			10	9		20							76									
1654+50	Road Approach & Side Drain Rt		25				15							28									
1654+50 - 1659+00	Intercepting Ditches Rt			40			25							78									
1659+00	C.M.P. Cross Culvert, Inlet & Outlet			50	8																		
1661+50	Road Approach & Side Drain Rt		50				15							28									
1672+00	C.M.P. Cross Culvert, Inlet & Outlet			10	5		5							70									
1673+50	Road Approach Rt		25				15																
1673+60	Remove Structure Rt																						
1675+00 - 1679+50	Intercepting Ditches Rt			70																			
1677+90	Remove Structure Lt																						
1678+00 - 1679+75	Road Slope Embankment Lt		300																				
1679+50	C.M.P. Cross Culvert & Inlet			5	5		30							64									
1681+00 - 1688+00	Intercepting Ditches Rt			105																			

GUARD POSTS

STATION	TYPE	POSTED TO	NO.	TOTAL
1479+00 - 1486+50	R	50	16	
1498+50 - 1502+00	R	50	6	
1500+00 - 1502+00	L	50	5	
1514+75 - 1521+25	L	50	26	
1523+00 - 1544+00	L	50	3	
1548+50 - 1557+50	L	50	19	
1568+50 - 1570+00	L	50	4	
1578+00 - 1582+00	R	50	9	
1622+50 - 1634+50	L	50	23	
1649+00 - 1651+50	L	50	6	
1650+00 - 1653+50	R	50	8	
1672+50 - 1682+50	L	50	21	
1683+00 - 1693+00	R	50	11	
1689+00 - 1690+50	L	50	3	
1691+50 - 1692+50	L	50	3	
1696+00 - 1701+50	L	50	12	
1715+00 - 1725+00	L	50	21	
1727+50 - 1729+00	L	50	4	
1743+00 - 1754+50	R	50	14	
1762+25	L		1	
TOTAL F.A.P. 4(3)				260
1762+75 - 1767+25	L	50	10	
1765+00 - 1768+00	R	50	7	
1777+00 - 1777+50	L	50	2	
1780+00 - 1781+50	L	50	16	
1803+50 - 1807+00	R	50	8	
1808+50 - 1817+50	L	50	20	
1821+50 - 1826+50	R	50	9	
1837+00 - 1845+00	L	50	17	
1852+50 - 1853+25	L	25	4	
TOTAL F.A.P. 128(2)				93
1857+00 - 1866+00	L	50	19	
1868+00 - 1882+00	R	50	29	
1879+00 - 1880+00	L	50	5	
1889+25 - 1902+25	L	50	27	
1906+50 - 1909+00	L	50	6	
1909+50 - 1915+50	R	50	13	
1910+50 - 1912+00	L	50	4	
1921+40 - 1921+51	L & R	50	8	
1921+812 - 1921+922	L & R	50	8	
1924+00 - 1934+00	R	50	21	
1930+50 - 1932+50	L	50	5	
1934+75 - 1935+35	L	20	4	
1951+25 - 1953+75	L	50	5	
1957+75 - 1963+25	L	50	12	
1966+50 - 1968+50	L	50	5	
1969+50 - 1975+50	L	50	13	
1978+00 - 1979+50	L	50	4	
1980+00 - 1982+50	R	50	6	
1986+25 - 1989+25	R	50	7	
2001+50 - 2006+00	L	50	10	
TOTAL F.A.P. 187(2)				211
COMBINED TOTALS				524

LIST OF STRUCTURES

STATION	DESCRIPTION	REMOVE STR. NO.	EXCAVATION CU. YD.	UNCL. DITCH EXCAV. CU. YD.	MECHANICAL TAMPING HOUR	STRUCTURAL EXCAVATION CU. YD.	GR OR CR RK. SURF. TON	CONCRETE CU. YD.	REINF. STEEL LB	CORRUGATED METAL CULVERT PIPE LIN. FT.						GR ROB SL. DITCH PAV. SQ. YD.	RIP RAP CU. YD.				MISCELLANEOUS
										18"	24"	30"	36"	48"	72"						
1660 + 50 - 1667 + 00	Intercepting Ditch Rt.			100																	
1684 + 50	C.M.P. Cross Culvert & Inlet			20	5	25											10				
1689 + 50 - 1690 + 20	Rock Slope Embank. Lt.		100																		
1692 + 00 - 1692 + 40	Rock Slope Embank. Lt.		100																		
1692 + 44	C.M.P. Cross Culv. (5x70") Inlet & Remove Struct.	1		20	10	130								112		22					
1693 + 50	Road Approach Lt. & Rt.		150	50			30														
1698 + 00 - 1708 + 00	Intercepting Ditches Rt.			150																	
1711 + 00	C.M.P. Cross Culvert, Inlet & Outlet			10	5	15															
1711 + 50	Remove Structure	1																			
1715 + 90	Remove Structure	1																			
1716 + 25	Road Approach Lt. & Rt. & Side Drain Rt.		100				30														
1716 + 50	C.M.P. Cross Culvert, Inlet & Outlet			25	8	45															
1717 + 50 - 1722 + 50	Intercepting Ditches Rt.			30																	
1725 + 00	Road Approach Lt. & Rt. & Side Drain Rt.		200				30														
1726 + 50	C.M.P. Cross Culvert & Inlet			5	7	25															
1727 + 50	Remove Structure	1																			
1727 + 90 - 1728 + 10	Rock Slope Embank. Lt.		100																		
1729 + 25 - 1737 + 00	Intercepting Ditches Rt.			120																	
1736 + 00	Remove Structure	1																			
1736 + 50	C.M.P. Cross Culvert & Inlet			5	5	25															
1737 + 00 - 1742 + 00	Intercepting Ditches Rt.			100																	
1739 + 75	Road Approach Lt.		50				15														
1742 + 50	C.M.P. Cross Culvert & Inlet			10	4	20															
1743 + 00	Remove Structure	1																			
1751 + 00	C.M.P. Cross Culvert, Inlet & Outlet			10	9	15															
1755 + 00 - 1762 + 55	Intercepting Ditches Rt.			15																	
1756 + 00	Road Approach Rt. & Lt.		30				30														
1759 + 50	C.M.P. Cross Culvert, Inlet & Outlet			100	4	35															
1762 + 55	Project Marker																				Project Marker
TOTALS F.A.P. 4(3)		3	350	2080	3970	269	1845	330		250	1498	464	112	222		62	75				
1779 + 1	Move Telephone Pole Line																				
1762 + 55 - 1765 + 00	Intercepting Ditches Rt.			40																	
1765 + 65	C.M.P. Cross Culvert, Inlet & Remove Struct. Rt.			2	9	30											20				
1768 + 00 - 1773 + 50	Intercepting Ditches Rt.			25																	
1769 + 15	Road Approach Lt.			25			15														
1776 + 18	C.M.P. Cross Culvert, Inlet & Outlet			15	5	20															
1776 + 75	Road Approach Lt.		150				15														
1777 + 30 - 1777 + 50	Rock Slope Embank. Lt.		300																		
1778 + 50 - 1790 + 25	Intercepting Ditches Rt.			50																	
1781 + 50	C.M.P. Cross Culvert & Inlet			20	6	20															
1785 + 70	C.M.P. Cross Culv., Inlet & Outlet & Rem. Struct. Lt.	1		25	5	10											75				
1788 + 10	Road Approach Lt.		25				15														
1790 + 60	Remove Structure	1																			
1792 + 20	C.M.P. Cross Culvert, Inlet & Outlet			15	6	45															
1797 + 95	C.M.P. Cross Culvert, Inlet & Remove Structure	1		15	5	20															
1798 + 50 - 1802 + 00	Intercepting Ditches Rt.			85																	
1810 + 50 - 1817 + 00	Intercepting Ditches Rt.			100																	
1802 + 50	Road Approach Lt.		15				5														
1805 + 00	C.M.P. Cross Culvert & Inlet			25	9	10															
1808 + 00	C.M.P. Cross Culvert, Inlet & Remove Struct. Rt.	1		20	5	20											13				
1810 + 00	Road Approach Rt.		100				15														
1812 + 45	Road Approach Lt.			25			15														
1817 + 25	C.M.P. Cross Culvert & Remove Structure	1		25	6	30															
1818 + 50 - 1823 + 50	Intercepting Ditches Rt.			75																	
1825 + 50	C.M.P. Cross Culvert & Inlet			5	9	5															
1828 + 00	Remove Structure Rt.	1																			
1829 + 35	Road Approach Lt.			50			15														
1830 + 50	C.M.P. Cross Culvert, Inlet & Outlet			15	5	25															
1830 + 00 - 1841 + 00	Intercepting Ditches Rt.			160																	
1832 + 50	Road Approach Lt.		25				15														
1835 + 45	C.M.P. Cross Culv., Inlet & Outlet & Rem. Struct. Lt.	1		20	7	45															
1836 + 35	Road Approach Lt. & Rt.		75				30														
1837 + 00	Road Approach Lt.		15				15														
1843 + 00 - 1849 + 00	Intercepting Ditches Rt.			90																	
1842 + 75	C.M.P. Cross Culv., Inlet & Outlet & Remove Struct.	1		20	6	25															
1847 + 75	Remove Structure Lt.	1																			
1848 + 40	C.M.P. Cross Culvert, Inlet & Outlet			50	6	30															
1849 + 75 - 1855 + 50	Intercepting Ditches Rt.			90																	
1855 + 00	C.M.P. Cross Culv., Inlet & Remove Struct. Lt.	1		30	6	25															
1852 + 62	Rock Slope Embank. Lt.		50																		
1855 + 50	Project Marker																				Project Marker
TOTALS F.A.P. (28(2))		11	230	625	1235	95	350	165		764	306					27	45				

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

REMOVE & RESET
MAIL BOXES

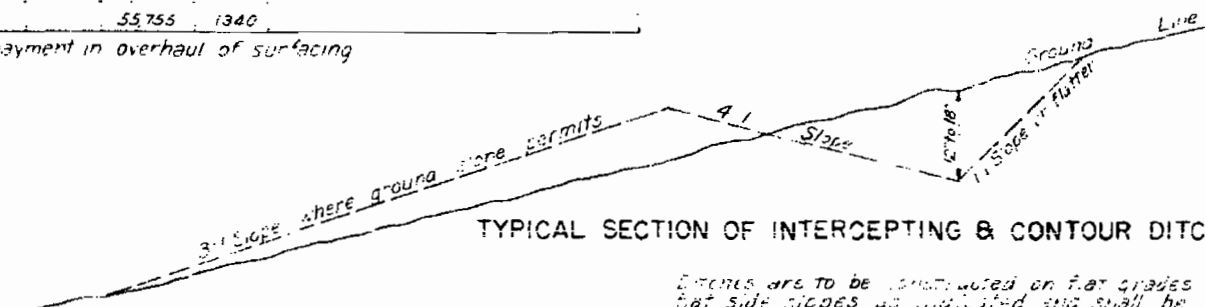
SELECTED MATERIAL					SOURCE
STATIONS	THICKNESS	APPROX. QUANTITY	ESTIMATED	REMARKS	
	FEET	CU YD	CU YD		
* 12-13					
1473+00 - 1498+50	6	2740	-		
1498+50 - 1520+00	12	5020	-		
1520+00 - 1521+50	6	165	-		Pit No. 1
1529+00 - 1536+39.7 BA	6	2960	-		Roadway excav Sta 1521+50 to 1529+00
1536+34.94 - 1578+00	6	2330	-		
1578+00 - 1622+10	6	4740	-		Pit No. 2
1622+10 - 1628+00	6	650	-		Rdwy excav & pit Sta 1628+00 to 1632+00
1632+00 - 1637+00	6	540	-		Pit No. 3
1642+00 - 1692+30	6	5400	-		Roadway excavation and pit
1692+30 - 1701+00	6	950	80		Sta 1637+00 to 1642+00
1701+00 - 1709+70	6	950	80		
1709+70 - 1762+55	6	5710	-		
* 14-15					
		32155	160		
* 16-17					
1762+55 - 1782+50	6	2150	-		
1784+75 - 1797+62.5	6	1390	-		
1797+62.5 - 1807+00	6	1210	-		
1814+00 - 1831+00	6	1840	-		Pit No. 5
1834+50 - 1855+50	6	2270	-		Rdwy excav & pit Sta 1831+00 to 1834+50
* 18-19					
		8660	-		
* 20-21					
1855+50 - 1882+50	6	2910	-		
1889+00 - 1917+00	6	3010	-		Pit No. 6
1923+00 - 1938+55	6	1630	-		Rdwy excav & pit Sta 1882+50 to 1889+00
1938+55 - 1972+80	6	3080	-		
1972+80 - 2006+66	6	3650	80		Pit No. 7
					Rdwy excav & pit Sta 1972+80 to 1923+00
* 22-23					
		14943	180		
* 24-25					
		55755	1340		

* Included for payment in overhaul of surfacing

MAIL	BOXES		
F.A.P. 20			
163d+20	#	1	
1716+65	A	1	
1725+15	I	1	
1502+50	L	1	
153+50	R	1	
1673+00			
TOTAL F.A.P. 45			6
F.A.P. 20			
1788+20	L	1	
TOTAL F.A.P. 246			1
C. S. S. 246			7

RIGHT OF WAY MARKERS

STATION FAP 4(3)			STATION FAP 12(2)			STATION FAP 18(2)		
1473+00	L & R	2	1770+00	L & R	2	1847+00	L & R	2
1414+00	L & R	2	1771+00	L & R	2	1848+00	L & R	2
1430+00	L & R	2	1788+64	L	1	1849+00	R	1
1491+00	L & R	2	1788+72	R	1	1850+00	R	1
1496+40	R	1	1815+81	L	1	1851+00	L	1
1496+52	L	1	1816+10	R	1	1852+00	R	1
1498+00	R	1	1830+00	R	1	1853+00	R	1
1499+00	L & R	2	1831+00	R	1	1854+00	R	1
1500+00	R	1	1836+00	R	1	1855+00	R	1
1500+50	L	1	1837+00.6	R	1	1856+00	R	1
1502+50	L	1	1843+97	R	1	1857+00	R	1
1504+00	L	1	1848+00	L	1	1858+00	L	1
1520+00	L & R	2	1849+00	L	1	1859+00	L	1
1521+00	L & R	2				1860+00	L	1
1522+92	R	1				1861+00	L	1
1523+08	L	1	1841+60	L	1	1862+00	L	1
1529+00	R	1				1863+00	L	1
1530+00	R	1				1864+00	R	1
1549+62	R	1				1865+00	R	1
1549+68	L	1				1866+00	R	1
1551+00	L	1				1867+00	R	1
1552+00	L	1				1868+00	R	1
1575+94	R	1				1869+00	R	1
1576+00	L	1				1870+00	R	1
1586+25	L	1				1871+00	R	1
1587+00	L	1				1872+00	R	1
1603+80	R	1				1873+00	R	1
1604+22	L	1				1874+00	R	1
1622+00	L & R	2				1875+00	R	1
1623+186	L & R	2				1876+00	R	1
1632+63	L	1				1877+00	R	1
1633+80.3	L	1				1878+00	R	1
1635+00	L	1				1879+00	R	1
1648+33	L	1				1880+00	R	1
1648+47	R	1				1881+00	R	1
1652+60.3	R	1				1882+00	L	1
1654+00	R	1				1883+00	L	1
1677+03	R	1				1884+00	L	1
1677+38	L	1				1885+00	L	1
1681+04	R	1				1886+00	R	1
1686+00	L	1				1887+00	R	1
1687+29.2	L	1				1888+00	L	1
1693+14.2	L	1				1889+00	L	1
1694+50	L	1				1890+00	R	1
1706+09	R	1				1891+00	L	1
1706+48	L	1				1892+00	R	1
1714+50	L	1						
1715+45.9	L	1						
1729+00	L	1						
1730+00	L	1						
1733+89	L	1						
1735+94	R	1						
1755+00	L & R	2						
1756+00	L & R	2						
1760+24	R	1						
1760+67	L	1						



TYPICAL SECTION OF INTERCEPTING & CONTOUR DITCHES

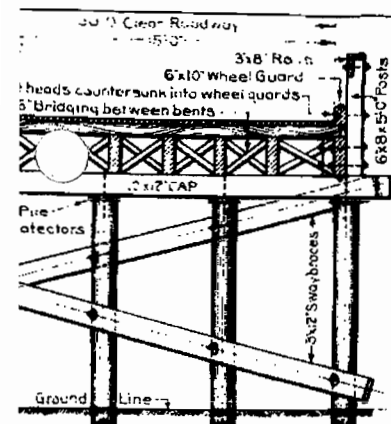
Ditches are to be constructed on flat grades with flat side slopes as indicated and shall be constructed to line, grade, and dimensions as stated by the Engineer.

FENCING REQUIREMENTS

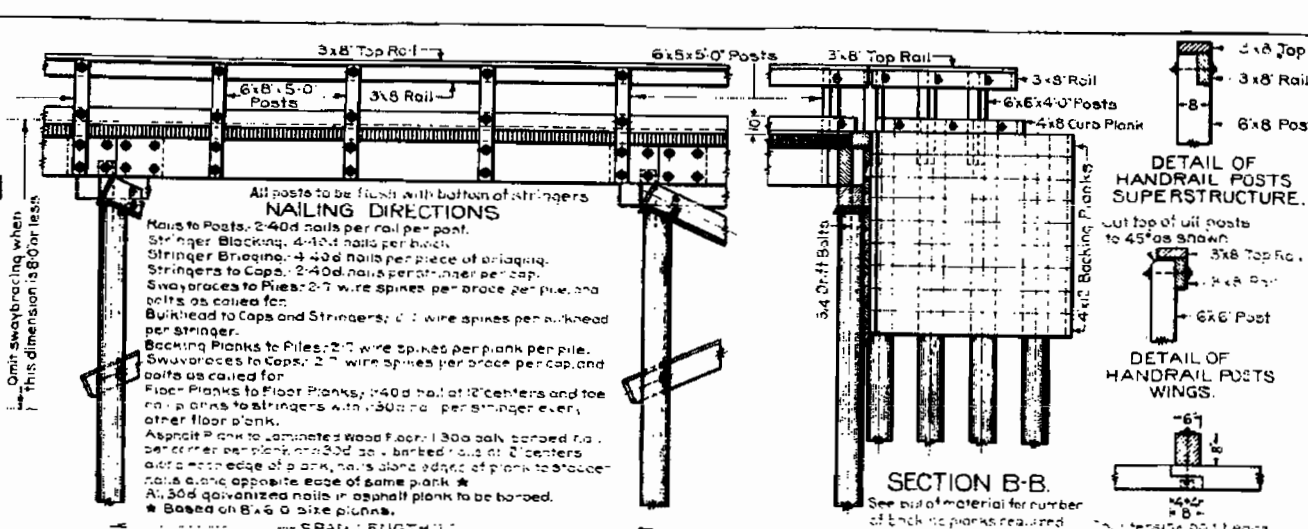
FENCING REQUIREMENTS				(CONTINUED)			
NEW	REPLACE	REPAIR	REPLACE	REPAIR	REPLACE	REPAIR	GATES
1924100	1941170	R			1790		
1932115	1941170	R	990				
1933180	1954100	L	2050				
1933190		R					1
19451		R					1
1947125		L					1
1954100	1985100	L	3160		3100		
1960100		R					1
1985100	2006166	L	2180		2170		
1985100		R					1
2006125		R					1
TOTAL F.A.P. 187 (2)			19160		23780		15
COMB. TOTAL WITH FED. AID			52840	14510	220	56,830	330 51 3
COMB. TOTAL WITHOUT FED. AID						2,800	3
COMB. TOTAL FENCING REQUIREMENTS			52840	14510	220	59,630	330 54 3

* No Federal Aid

Stations shown are approximate. Gates shall be constructed at locations as staked by the Engineer.



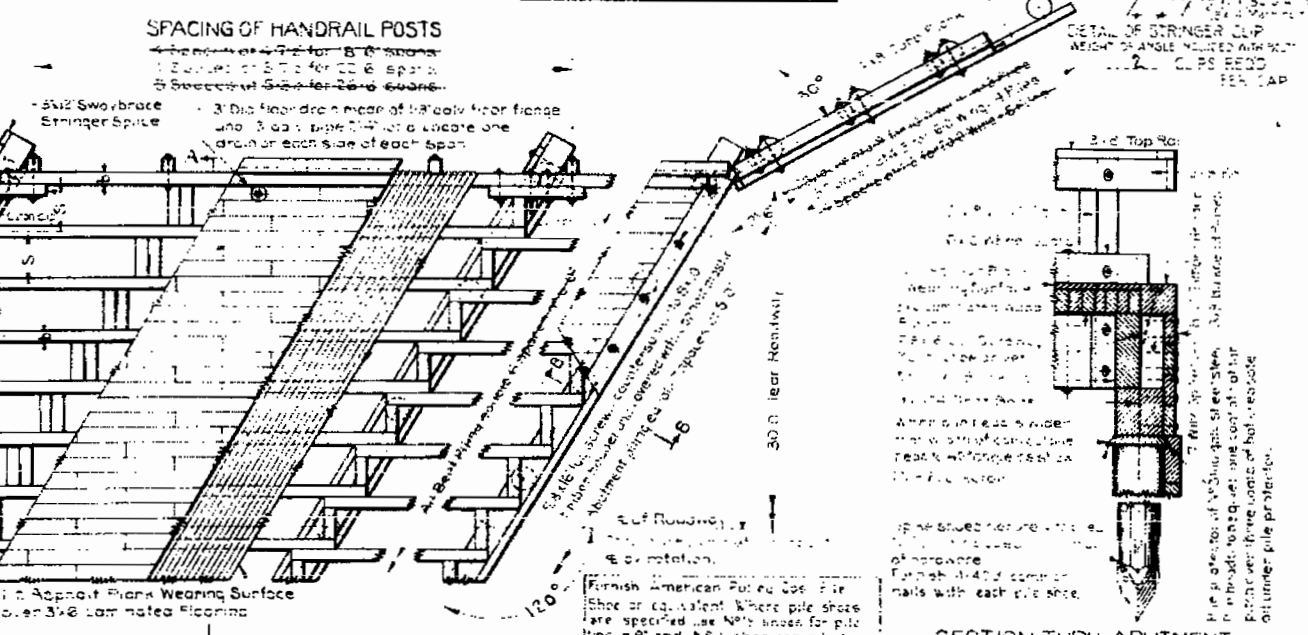
HALF SECTION A-A
TYPICAL BENT AND SPAN SECTION.



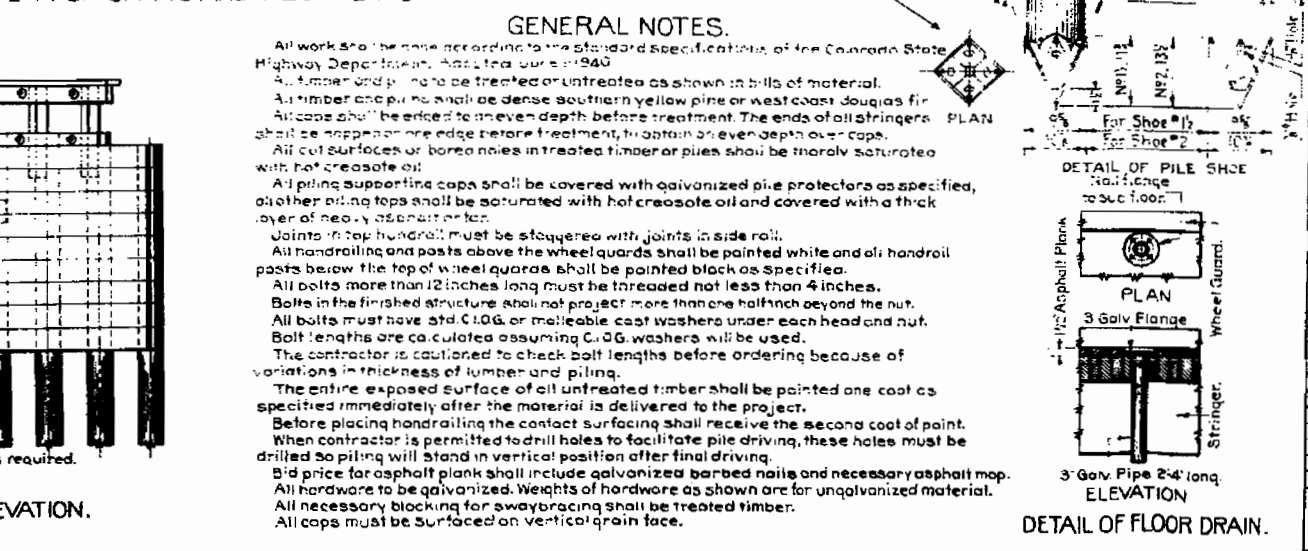
SECTION B-B
See bill of material for number of backings planks required.

TYPICAL ELEVATION OF SPAN.

STRINGER SPACING		NUMBER OF		STRINGER BLOCKING	
L	S	STRINGERS	ABUTMENTS	BENTS	
SPAN LENGTH	SINGLE SPAN	MULTIPLE SPAN	SINGLE SPAN	MULTIPLE SPAN	MULTIPLE SPAN
18'-6"	2'-4 1/2"	2'-3 1/2"	14	13 Pcs 10'x6"	13 Pcs 10'x6"
22'-6"	2'-4 1/2"	2'-3 1/2"	14	13 Pcs 10'x6"	13 Pcs 10'x6"
26'-6"	2'-4 1/2"	2'-3 1/2"	14	13 Pcs 10'x6"	13 Pcs 10'x6"



TYPICAL SECTIONAL HALF PLAN OF SPANS AND ABUTMENTS.



HALF END ELEVATION.

STANDARD P-117-B-H 60

FED. ROAD DIST. NO.	STATE	F.A. PROJ.	SHEET NO.	TOTAL SHEETS
3	COLO.	187 (2)	1	

Revised 6-1-40 W.W.D. Changed to 1940 Specifications.

BOLTS AND WASHERS FOR ONE SPAN OF SUPERSTRUCTURE

LOCATION	SIZE	18'-6" SPAN	22'-6" SPAN	26'-6" SPAN
POSTS TO RAILS	5/8"	6	6	6
POSTS TO WHEEL GUARDS	3/4"	6	6	6
POSTS TO STRINGERS	3/4"	6	6	6
WHEEL GUARD TO STRINGERS	3/4"	6	6	6
WASHERS STD C.O.G.	3/4"	6	6	6
TOTAL WEIGHT		46.0	47.0	200.0

BOLTS AND WASHERS FOR ONE ABUTMENT

LOCATION	ITEM	SIZE	NO	LENGTH	WT EACH	TOTAL WT.
POSTS TO RAILS	BOLTS	5/8"	2	10'	1.08 LBS	2.16
POSTS TO WHEEL GUARDS	BOLTS	3/4"	2	10'	1.10 LBS	2.20
POSTS TO STRINGERS	BOLTS	3/4"	2	10'	1.10 LBS	2.20
WHEEL GUARD TO STRINGERS	BOLTS	3/4"	2	10'	1.10 LBS	2.20
WASHERS STD C.O.G.	WASHERS	3/4"	2	10'	1.10 LBS	2.20
TOTAL WEIGHT						10.96

BOLTS AND WASHERS FOR ONE WING

LOCATION	ITEM	SIZE	NO	LENGTH	WT EACH	TOTAL WT.
POSTS TO RAILS	BOLTS	5/8"	3	10'	1.08 LBS	3.24
POSTS TO WHEEL GUARDS	BOLTS	3/4"	3	10'	1.10 LBS	3.30
POSTS TO STRINGERS	BOLTS	3/4"	3	10'	1.10 LBS	3.30
WHEEL GUARD TO STRINGERS	BOLTS	3/4"	3	10'	1.10 LBS	3.30
WASHERS STD C.O.G.	WASHERS	3/4"	3	10'	1.10 LBS	3.30
TOTAL WEIGHT						16.44

BOLTS AND WASHERS FOR ONE BENT

LOCATION	ITEM	SIZE	NO	LENGTH	WT EACH	TOTAL WT.
POSTS TO RAILS	BOLTS	5/8"	10	10'	1.08 LBS	10.80
POSTS TO WHEEL GUARDS	BOLTS	3/4"	10	10'	1.10 LBS	11.00
POSTS TO STRINGERS	BOLTS	3/4"	10	10'	1.10 LBS	11.00
WHEEL GUARD TO STRINGERS	BOLTS	3/4"	10	10'	1.10 LBS	11.00
WASHERS STD C.O.G.	WASHERS	3/4"	10	10'	1.10 LBS	11.00
TOTAL WEIGHT						54.80

SUMMARY FOR HARDWARE

LOCATION	ITEM	SIZE	NO	LENGTH	WT EACH	TOTAL WT.
1 SPAN	AT	1/2"	14	10'	1.08 LBS	15.12
2 ABUTMENTS	AT	1/2"	14	10'	1.08 LBS	15.12
1 WING	AT	1/2"	14	10'	1.08 LBS	15.12
1 BENT	AT	1/2"	14	10'	1.08 LBS	15.12
TOTAL WEIGHT						60.48

SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	QUANTITY	UNIT
ITEM 42a	UNTREATED BRIDGE TIMBER	112.00	CU YDS
ITEM 42b	TREATED BRIDGE TIMBER	112.00	CU YDS
ITEM 43	ASPHALT PLANK WEARING SURFACE	1591.60	SQ YDS
ITEM 60a	PILING-TREATED	480.00	LINEAL FT
ITEM 60b	METAL PILE SHOES	90.00	PIECES
ITEM 60c	DRAIN PIPE	2.00	PIECES

ONE SPAN OF SUPERSTRUCTURE

DESCRIPTION	SIZE	18'-6" SPAN	22'-6" SPAN	26'-6" SPAN
HANDRAILS S4S	3x8	150.00	150.00	150.00
HANDRAIL POSTS S4S	6x8	120.00	120.00	120.00
TOTAL UNTREATED TIMBER		270.00	270.00	270.00

ONE ABUTMENT

DESCRIPTION	SIZE	18'-6" SPAN	22'-6" SPAN	26'-6" SPAN
HANDRAILS S4S	3x8	150.00	150.00	150.00
HANDRAIL POSTS S4S	6x8	120.00	120.00	120.00
TOTAL UNTREATED TIMBER		270.00	270.00	270.00

ONE BENT

DESCRIPTION	SIZE	18'-6" SPAN	22'-6" SPAN	26'-6" SPAN
HANDRAILS S4S	3x8	150.00	150.00	150.00
HANDRAIL POSTS S4S	6x8	120.00	120.00	120.00
TOTAL UNTREATED TIMBER		270.00	270.00	270.00

STRUCTURES REQUIRED

STRUCTURE	SPAN	LENGTH	WIDTH
1 SPAN AT 22'-6"	22'-6"	150'-0"	18'-0"
1 ABUTMENT	18'-6"	150'-0"	18'-0"
1 BENT	22'-6"	150'-0"	18'-0"

COLORADO
STATE HIGHWAY DEPARTMENT
TREATED TIMBER PILE TRELLIS
WITH 6 LAMINATED FLOOR AND 1/2" ASPHALT PLANK WEARING SURFACE
30 FT CLEAR ROADWAY
Across Dry Gulch
Sta. 1921+54 to 1921+78.24
Near Meeker, Sec. 2, T. 3 S., R. 94 W.

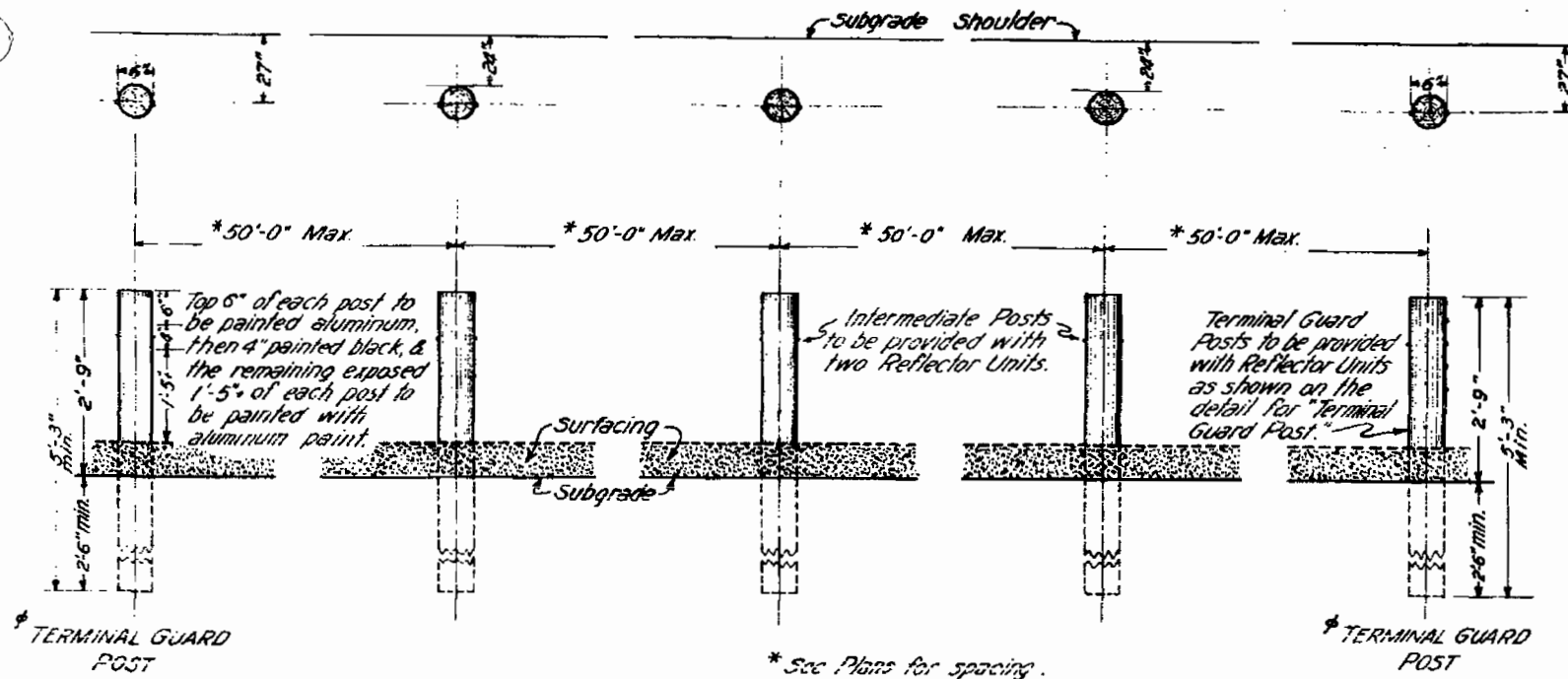
Designed by A.G.H. Approved by P. J. Bailey
Checked by H.S.D. Bridge Engineer
Check Detail H.S.D. Date: Feb. 9, 1935

REVISIONS

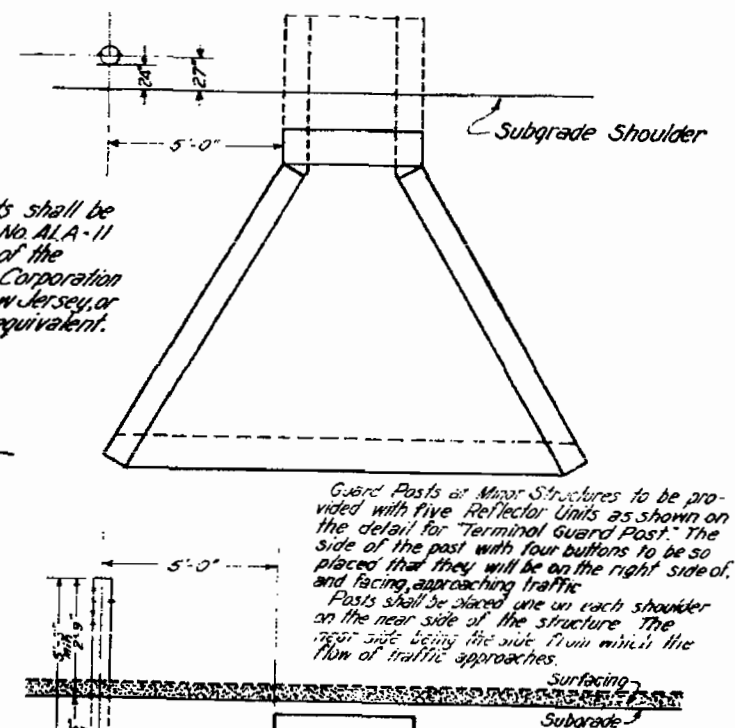
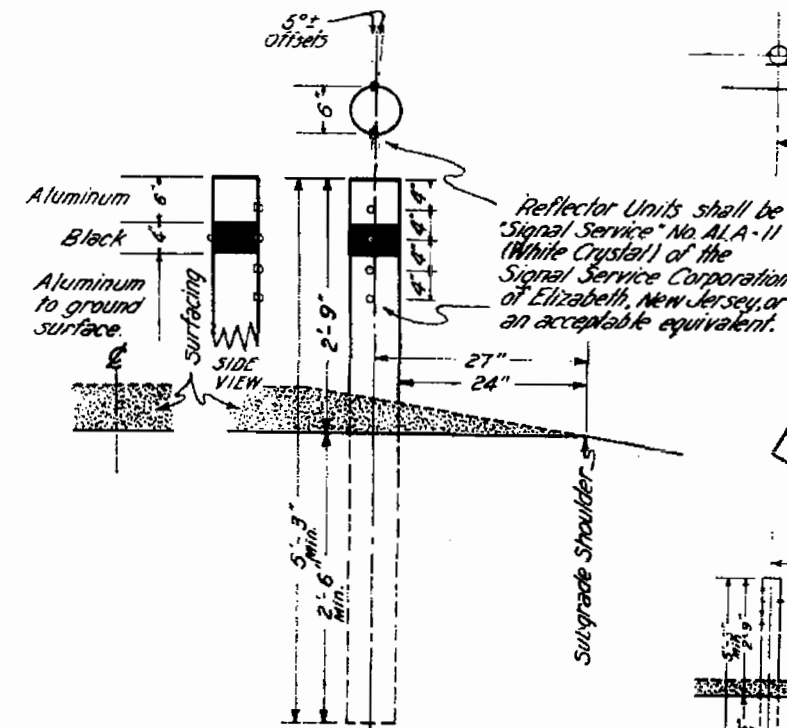
STANDARD M-19-B

Rev. 12-39-PBB Reflector Unit (Min. 1/16")
 Rev. 12-39-PBB Length and treatment of posts.
 Rev. 6-28-40-A.Z.-1940 Specs. & Location of posts.
 Rev. 10-9-40-PBB Painting & Refl. Units.
 Rev. 2-24-41-PBB Terminal Guard Post Placement.

FED. ROAD DIST. NO.	STATE	SHEET NO.	TOTAL SHEETS
3	COLO.	9	

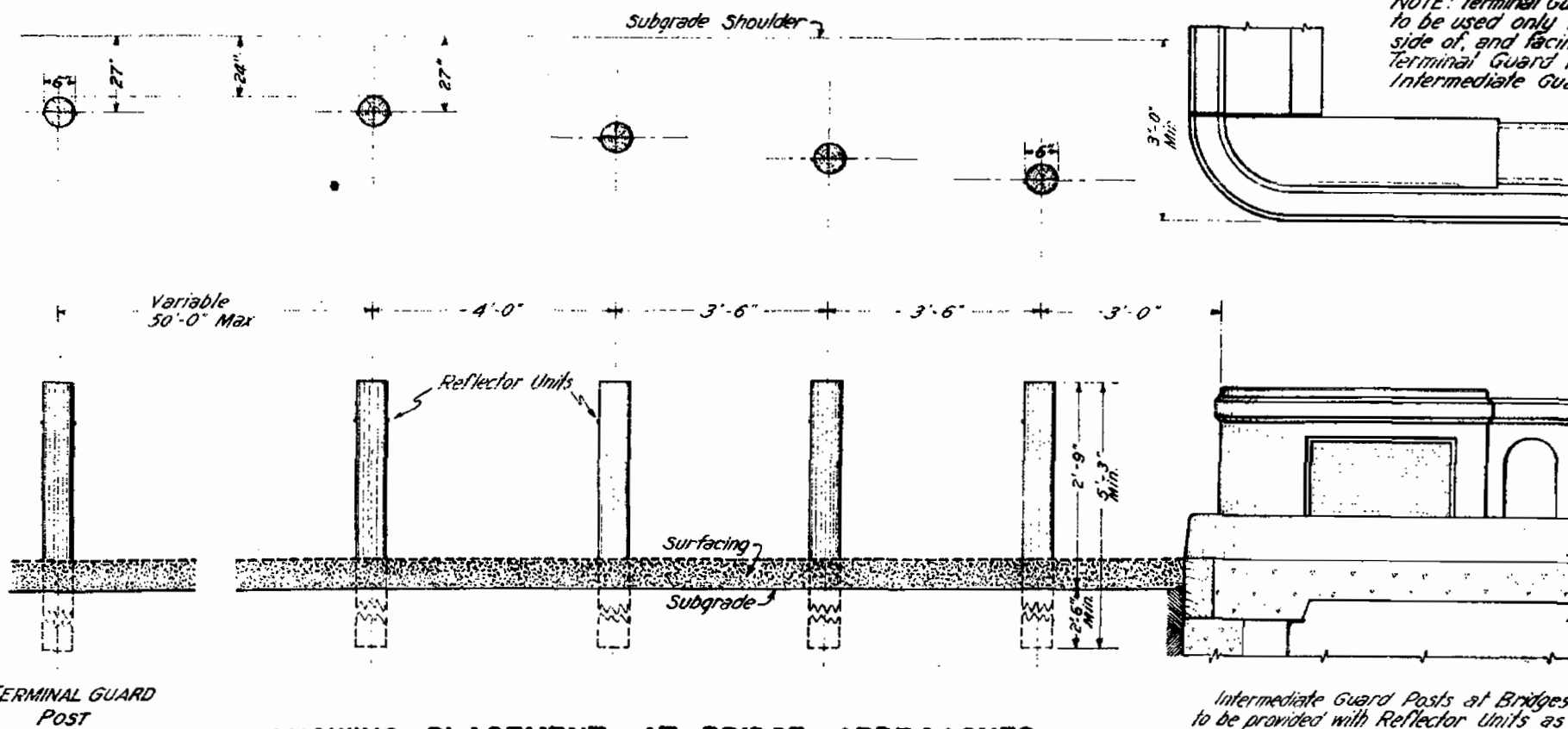


SHOWING PLACEMENT ON NORMAL ROADWAY FILLS



SHOWING PLACEMENT AT MINOR STRUCTURES

NOTE: TERMINAL GUARD POST
 NOTE: Terminal Guard Posts as detailed above to be used only for the near Post on the right side of, and facing, approaching traffic. All other Terminal Guard Posts to be identical with Intermediate Guard Posts.



SHOWING PLACEMENT AT BRIDGE APPROACHES

Intermediate Guard Posts at Bridges to be provided with Reflector Units as shown: that is, one Unit each on the three Posts nearest the bridge end and two Units on the fourth Post.

GENERAL NOTES

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, adopted on June 1, 1940.

All wood posts shall be made from seasoned, straight, sound Lodgepole Pine, Southern Yellow Pine, or West Coast Douglas Fir.

No section of wood posts shall be less than 6" in diameter.

All wood posts shall be entirely peeled and shaved, thoroly seasoned and dry, with square tops.

All wood posts shall be set and lamped in plumb and firm, to the lines and grades as directed by the Engineer.

Reflector Units in all posts shall be placed in such position that the units will function at a distance of 500 feet.

On tangents the Reflector Units shall be placed at an angle of approximately five degrees to a line parallel to the centerline of the highway.

In all instances a test shall be made to assure the position of the Reflector Units to be the most effective possible.

The diameter of holes drilled in the posts shall be drilled approximately one-sixteenth (1/16) inch less than the diameter of the signal button base. In all instances the hole shall be enough undersize that the button when driven into the post shall have complete bond with the post and be securely locked in correct position.

Posts shall be given a standard pressure Creosote treatment and then be thoroly steam-cleaned in accordance with requirements of specifications.

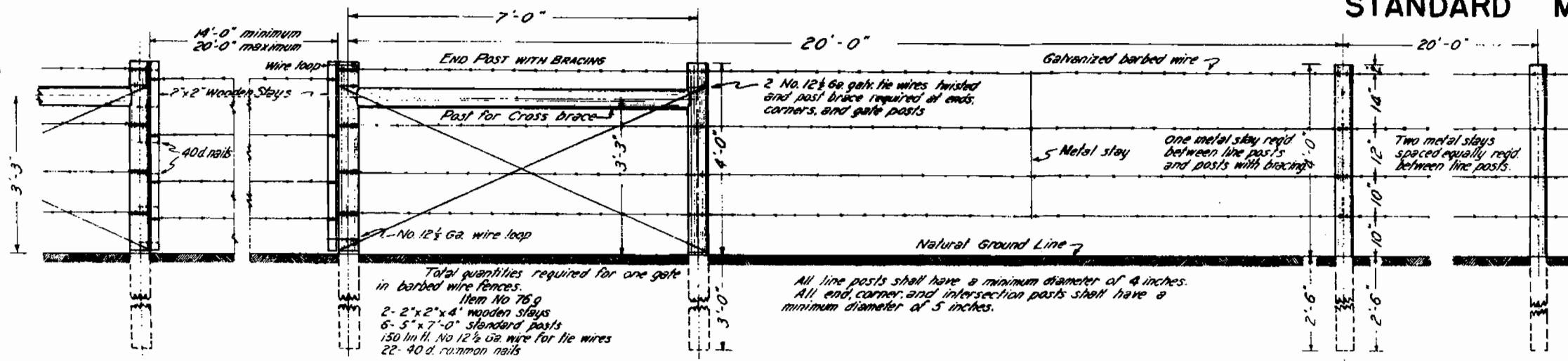
COLORADO
 STATE HIGHWAY DEPARTMENT
STANDARD
TIMBER GUARD
POSTS

Designed by R.E.L. Approved by J. H. Mendenhall
 Made by PBB. Chief Draftsman
 Checked by Date: Feb. 15, 1939

STANDARD M-24-G

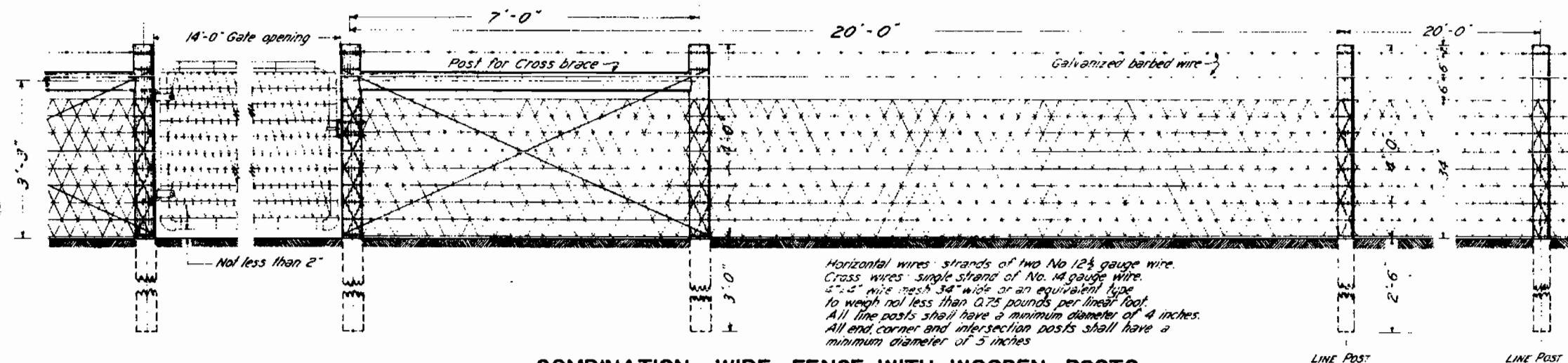
FED. ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.	TOTAL SHEETS
3	COLO.	4(3) 12(2) 13(1) 7(1)	10	

Rev. 6-20-40 - A.Z. - 1940 Specs.



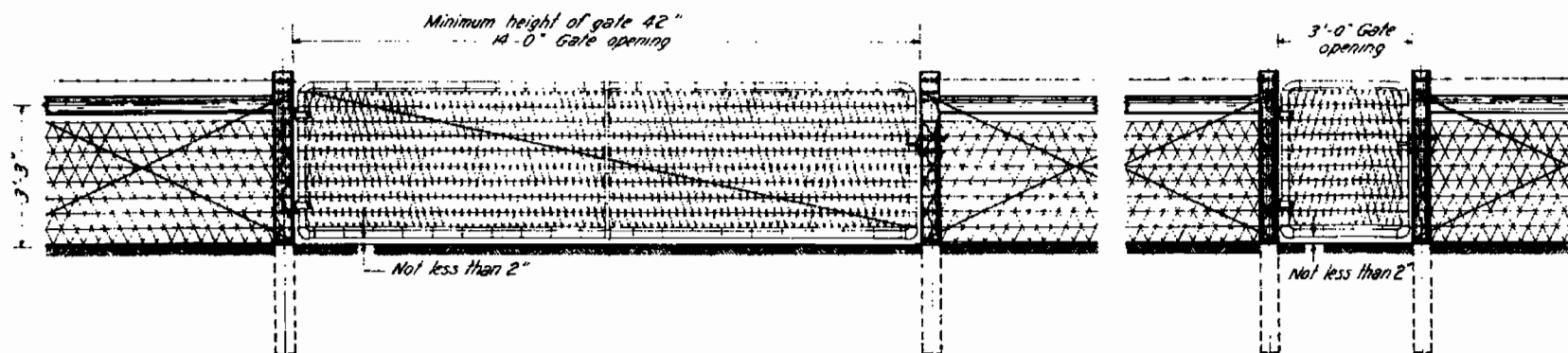
BARBED WIRE FENCE WITH WOODEN POSTS

Item No. 76 a



COMBINATION WIRE FENCE WITH WOODEN POSTS

Item No. 76 d



DRIVEWAY GATE

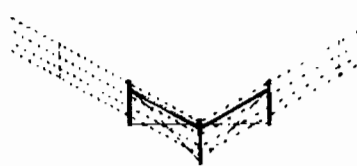
Item No. 76 h

Gate complete with hinges and latch to weigh not less than 70 lbs.
2"x4" single strand wire mesh filler or an equivalent type.
Width of mesh approximately 40 inches.
Horizontal wires No. 10 gauge.
Cross wires No. 12 1/2 gauge.
Galvanized metal latch and hinges.
Minimum 1" dia. gate pipe frame or an equivalent.

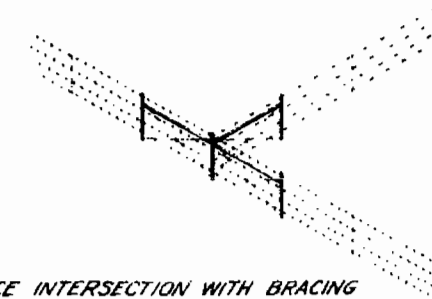
WALK GATE

Item No. 76 i

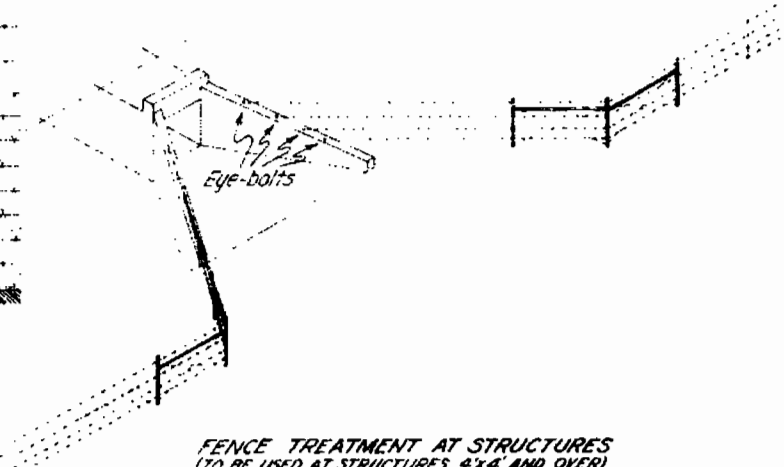
Gate complete with hinges and latch to weigh not less than 19 pounds.
2"x4" single strand wire mesh filler or an equivalent.
Width of mesh approximately 40 inches.
Horizontal wires No. 10 gauge.
Cross wires No. 12 1/2 gauge.
Galvanized metal latch and hinges.
Minimum 1/2" dia. gate pipe frame or an equivalent.



CORNER POST WITH BRACING



FENCE INTERSECTION WITH BRACING


FENCE TREATMENT AT STRUCTURES
(TO BE USED AT STRUCTURES 4'x4' AND OVER)

GENERAL NOTES

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, adopted June 1, 1940.

Barbed wire shall be of standard make, not lighter than No. 12 1/2 gauge, galvanized, with two point barb spaced not more than five inches apart. Wire mesh must be galvanized and not lighter than shown and noted on this plan.

Wire mesh used in driveway gates shall be painted with an approved water-proof asphalt or mineral paint.

Staples shall be at least 1 1/2" long, made of No. 9 ga. wire base galvanized, 8 staples required per post for barbed wire fence and 14 staples per post for combination wire fence.

Cross braces to be securely nailed with four 40d. nails at each post.

End post with bracing to be used at all gates and fence ends.

Corner post with bracing to be used at all corners and angles in fences.

Fence intersection with bracing to be used at all intersecting fences.

At all structures of 4'x4' or over the fence shall be ended at eye-bolts in the wings of the structure. Where the type of construction prohibits the use of eye-bolts, an end post with bracing shall be used.

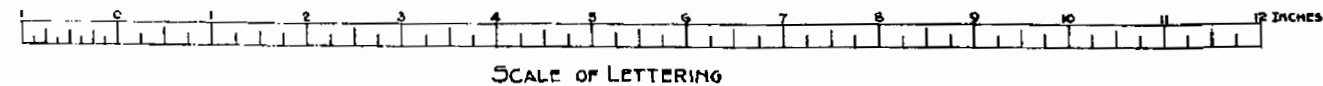
Eye-bolts are to be made from 1/2" round iron bars with a minimum of 6" of body length embedded in the concrete and a minimum of 1" inside eye diameter.

All wooden posts shall be made from seasoned, straight, sound Lodgepole Pine or Southern Yellow Pine, to be peeled and tops to be sawed off square before pressure treatment.

All posts shall be pressure treated with creosote in conformity with requirements given in the Specifications.

COLORADO
STATE HIGHWAY DEPARTMENT
STANDARD
WIRE FENCES
TREATED
WOODEN POSTS

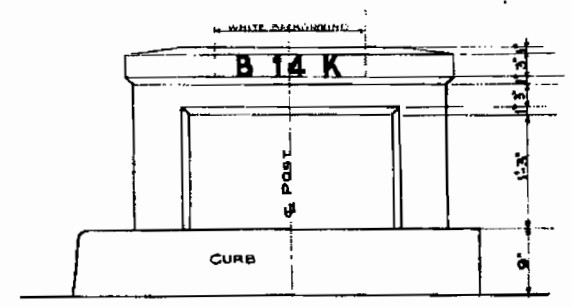
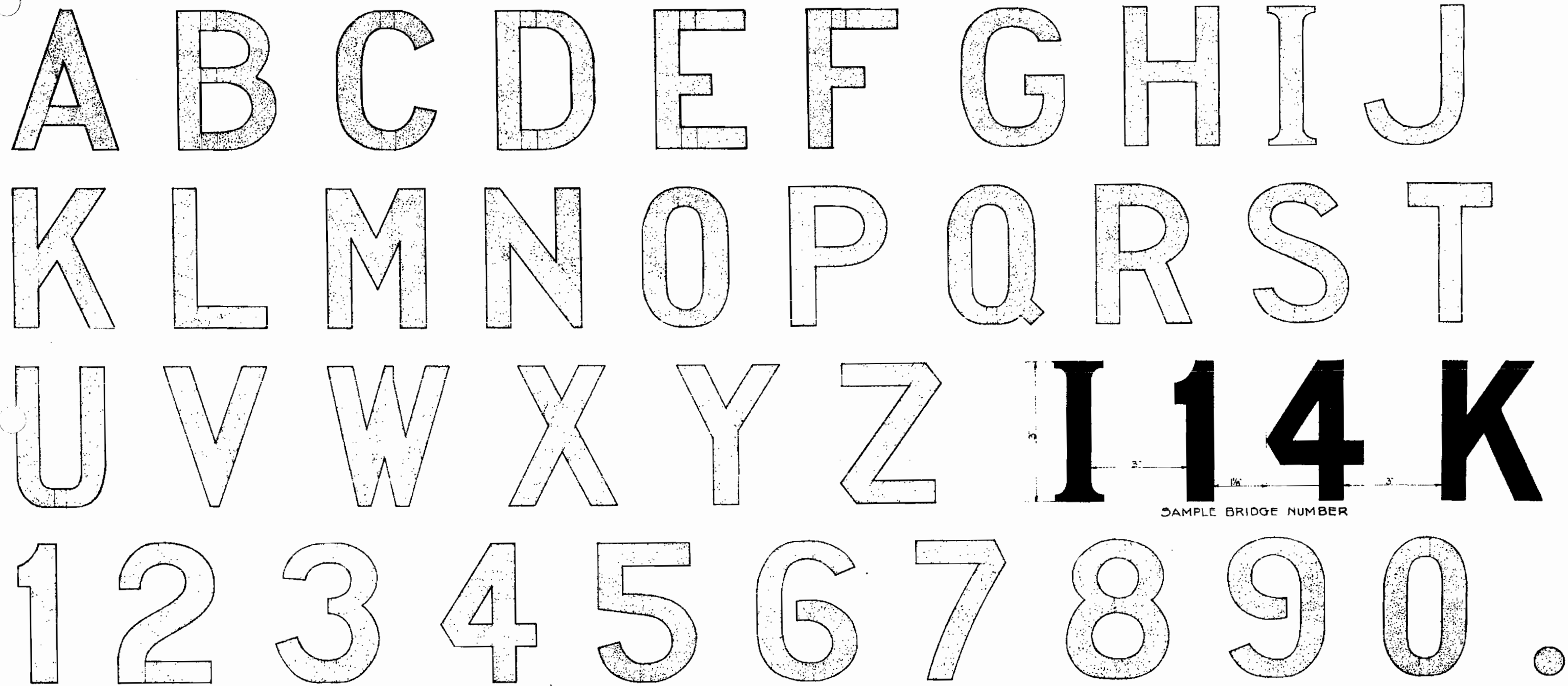
Designed by R.E.L. Approved by
Made by P.B.B. Date: Apr 27, 1939
Checked by R.E.L.



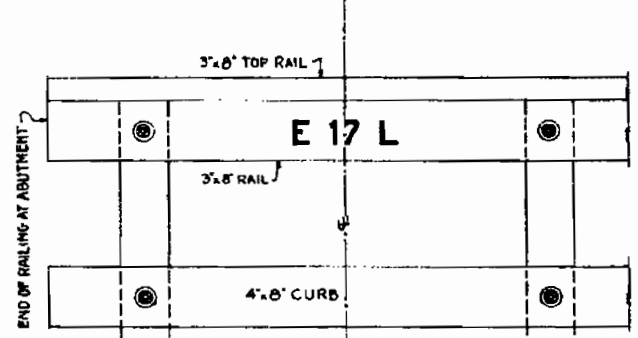
STANDARD M-10-A

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	9(1) 13702 12862	11	

Revised 3-11-1936 AGK Changed to 1935 Specifications
Revised 6-1-40 G.H.D. Changed to 1940 Specifications



TYPICAL CONCRETE ENDPOST.



TYPICAL TIMBER WING.

GENERAL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT, ADOPTED JUNE 1-1940.

THE STRUCTURE NUMBER SHALL BE STENCILED ON THE RIGHT HAND SIDE OF EACH BRIDGE END AS SHOWN ON THIS STANDARD AND AS SPECIFIED.

THE CORRECT NUMBER FOR EACH BRIDGE IS SHOWN IN THE LOWER RIGHT HAND CORNER OF THE DETAIL SHEETS FOR THAT PARTICULAR BRIDGE.

THE SIZE, SHAPE AND SPACING OF THE LETTERS AND FIGURES SHALL BE IDENTICAL WITH THE FULL SIZE SHOWN ON THIS SHEET. ADDITIONAL COPIES OF THIS FULL SIZE SHEET CAN BE OBTAINED FROM THE DEPARTMENT WITHOUT CHARGE.

BEFORE STENCILING THE NUMBER ON THE BRIDGE, THE SURFACE MUST BE THOROUGHLY CLEANED. A PROPER WHITE BACKGROUND SHALL BE PAINTED ON CONCRETE SURFACES. ON TIMBER HANDRAILS THE WHITE PAINT USED ON THE BRIDGE WILL BE SATISFACTORY. ON CONCRETE ENDPOSTS THE DRY CONCRETE SURFACE SHALL BE PROPERLY SIZED BEFORE PLACING THE WHITE RECTANGLE, UNLESS AN APPROVED WHITE CONCRETE PAINT IS USED.

TWO COATS OF ACCEPTABLE WHITE PAINT SHALL BE APPLIED TO THE CONCRETE IN A NEAT RECTANGULAR SHAPE AND EXTEND THREE INCHES BEYOND THE LIMITS OF THE STRUCTURE NUMBER.

AFTER THIS WHITE BACKGROUND HAS DRIED SUFFICIENTLY, THE CORRECT STRUCTURE NUMBER SHALL BE CAREFULLY STENCILED ON IT WITH TWO COATS OF STANDARD "SECOND FIELD COAT DARK" AS SPECIFIED UNDER ITEM 41, STEEL BRIDGES. THE BRACES OF THE STENCILED LETTERS AND FIGURES SHALL BE CAREFULLY FILLED IN BY HAND TO MAKE SOLID FIGURES. SUFFICIENT TIME BETWEEN SUCCESSIVE COATS SHALL BE ALLOWED TO PERMIT THE PRECEDING COAT TO DRY.

THIS WORK WILL NOT BE PAID FOR AS A SEPARATE ITEM. COMPENSATION SHALL BE INCLUDED IN THE ORIGINAL CONTRACT ITEMS.

COLORADO
STATE HIGHWAY DEPARTMENT
STANDARD STRUCTURE
NUMBER LETTERING.

Across Sta. Sec. T. R.

Designed by G.H.D.
Made by G.H.D.
Check Design
Check Detail

Approved by *Ed Bailey*
Bridge Engineer
Date: Feb. 6th 1935.

Designed by <i>R.F.L.</i>	Approved by
Made by <i>P.B.B.</i>	<i>J.S. Marshall</i>
Checked by <i>R.F.S. & P.B.B.</i>	Date: <i>FEB. 23RD 1937</i>

[illegible]

TYPICAL PLANS FOR SIDE APPROACH ROADS

Revised 6-1-37 A.O.R. Changed to 1937 Specifications
 Revised 8-18-39 A.Z. Changed side drain note.
 Revised 12-1-39 A.Z. Changed typical plans for side approach roads.
 Revised 2-19-40 A.Z. Changed takeoff grades for side approach roads.
ROADS Rev. 6-28-40 A.Z. ~1940 Specs.

POSITION OF SIGNS RELATIVE TO
 That distance to be determined is the
 maximum distance right parallel, which
 is influenced by track curvature, the
 presence of level signs, obstructions, etc.,
 etc.
 Exact location is determined by the
 Engineer, but in no case less than 100
 feet from the travel end zone.

2nd panel 100 yds. ahead

1st panel 100 yds. ahead

2nd panel 100 yds. ahead

1st panel 100 yds. ahead

SLOW
ROAD UNDER
CONSTRUCTION

 CONTRACTOR'S NAME

Side drains shall be placed at the greatest feasible distance from the roadway shoulder consistent with good practice. A minimum of 20 feet from shoulder should be adhered to wherever possible.

*** MAJOR ROAD APPROACH**

SLOPE TO SUIT MATERIAL

MIN. 30 FT.

SLOPE 2:1

SLOPE 0.02' PER FT.

SLOPE 1 1/2 TO 1

1/2 CUT SECTION

1/2 FILL SECTION

R.O.W. LINE

50'

400'

10' LANE FOR ACCELERATION

NORMAL SHOULDER LINE

10' LANE FOR DECELERATION

50'

*** MINOR ROAD APPROACH**

SLOPE TO SUIT MATERIAL

16 FT. MIN.

SLOPE 2:1

SLOPE 0.02' PER FT.

SLOPE 1 1/2 TO 1

1/2 CUT SECTION

1/2 FILL SECTION

R.O.W. LINE

50'

400'

10' LANE FOR ACCELERATION

NORMAL SHOULDER LINE

10' LANE FOR DECELERATION

50'

The diagram illustrates a super-elevated section of a road with the following details:

- 1/2 CUT SECTION:**
 - Top: 40' VERT. CURVE, 20' shoulder, 20' slope, 0.02' PER FT. SLOPE.
 - Bottom: 30' VERT. CURVE, 15' shoulder, 15' slope, 0.02' PER FT. SLOPE.
- 1/2 FILL SECTION:**
 - Top: 40' VERT. CURVE, 20' shoulder, 20' slope, 0.02' PER FT. SLOPE.
 - Bottom: 30' VERT. CURVE, 15' shoulder, 15' slope, 0.02' PER FT. SLOPE.
- SUPERELEVATED SECTION:**
 - Top: 40' VERT. CURVE, 20' shoulder, 20' slope, 0.02' PER FT. SLOPE.
 - Bottom: 30' VERT. CURVE, 15' shoulder, 15' slope, 0.02' PER FT. SLOPE.

Grades are indicated as "NOT STEEPER THAN 8%" and "NOT STEEPER THAN 10%".

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 June 1, 1940.

Whenever traffic is permitted on a road while under construction, the Contractor shall at all times adequately and appropriately 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, added to, 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.

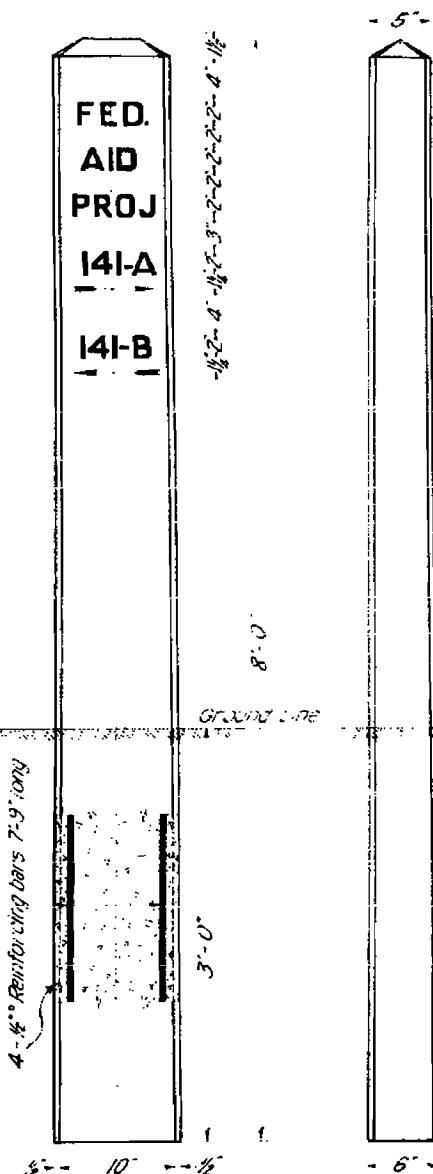
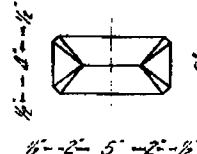
Costs of all of the foregoing materials and work by the Contractor shall be included in the original contract prices for the Project.

The Highway Department will furnish all standard signs not required to be furnished by the Contractor.

Designed by <i>J.S.M.</i>	Approved by <i>J. Marshall</i> Date: <i>Aug. 20, 1935</i>
Made by <i>S.M.</i>	
Check <i>J.S.M.</i>	
Check <i>K.A.K.</i>	

FED. ROAD DIST. NO.	STATE	F.A.P.	SHEET NO.	S
3	COLO.	900 1280 1320	14	

PROJECT MARKER POST ITEM N° 818

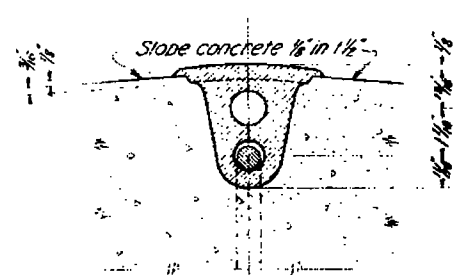


NOTES FOR PROJECT MARKER POSTS

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, adopted June 1, 1940.
Posts shall be made of Class 'A' concrete, except use white Portland Cement.
All exposed surfaces shall be rubbed free of form marks.
All letters and numbers shall be 2" plain upright black, painted or stenciled on the concrete with a good quality of black paint.
See Item N° 41, "Second Field Coat - Dark".
Numbers and arrows shall show the proper numbers and directions of the projects each way from where the post is placed.
Post to be set with sign facing the road at the end of the project, two feet inside the R.O.W. line or at a point amply protected from traffic in such a position that the sign will indicate properly the projects to which it refers.

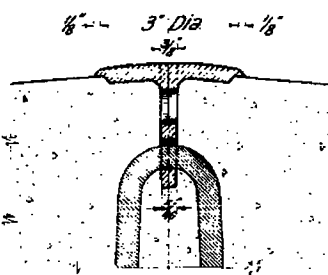
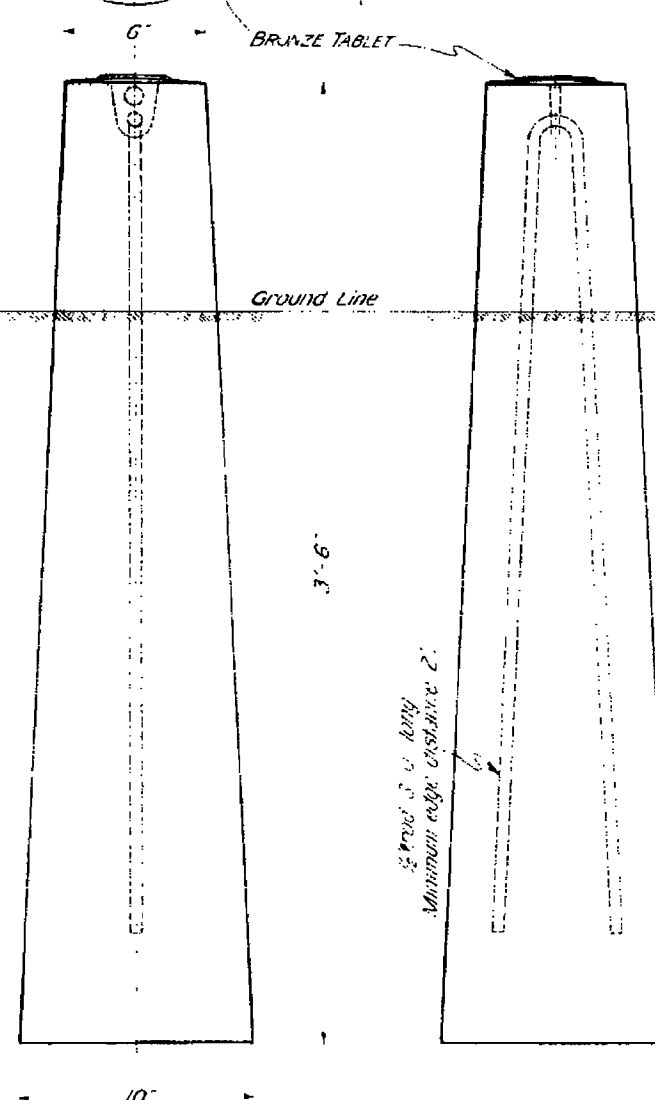
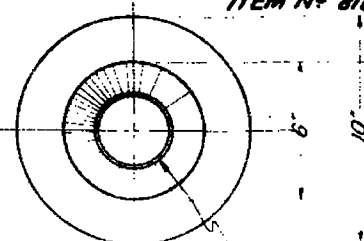
NOTES FOR ROW MARKER POSTS

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, adopted June 1, 1940.
Posts shall be made of Class 'A' concrete.
The upper 12 inches of marker posts shall be rubbed free of form marks, and the top surface of the post must be constructed to drain the water.
All exposed surfaces of the bronze tablet are to be ground to a smooth surface.
1. Letters and numbers shall be 3/4 inch high.
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97. All letters and numbers shall be 3/4 inch high.
98. All letters and numbers shall be 3/4 inch high.
99. All letters and numbers shall be 3/4 inch high.
100. All letters and numbers shall be 3/4 inch high.



SECTION B-B

RIGHT OF WAY MARKER POST ITEM N° 816



SECTION A-A

DETAIL OF BRONZE TABLET FOR RIGHT OF WAY MARKER POST

COLORADO STATE HIGHWAY DEPARTMENT
STANDARD MARKER POSTS

Designed by REL. Approved by J. H. Marshall
Made by F.E.S. Date: Apr. 27 1939
Checked by REL.

S.W. 1/4 S.W. 1/4
SECTION 16
T. 2 S. R. 94 W.

Sta 1473+00 to 1480+00 Req'd.
110 cu. yds. unclass. ditch excav.
for intercepting ditches left.

Δ 4° 54' L
D 1° 00' L
T 245.2'
L 490.0'
R 5730.0'

Sta 1480+00 Req'd.
24' x 66' C.M.P. cross culvert &
25 cu. yd. unclass. ditch excav.
for inlet.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4(3)	15	

Rev. 10-29-40-S.B.L. (C.B. of C.M.P.)

Sta 1480+00 to 1485+10 Req'd.
80 cu. yd. unclass. ditch excav. for
intercepting ditches left.

N.W. 1/4 S.W. 1/4
SECTION 16
T. 2 S. R. 94 W.

Sta 1485+10 to 1491+50 Req'd.
100 cu. yd. unclass. ditch excav. for
intercepting ditches left.

Sta 1485+65 Req'd.
24' x 82' C.M.P. cross culvert (50° skew)
815 cu. yd. unclass. ditch excav. for
inlet. Remove 12' x 36' C.M.P. cross
culvert

NOTE-

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

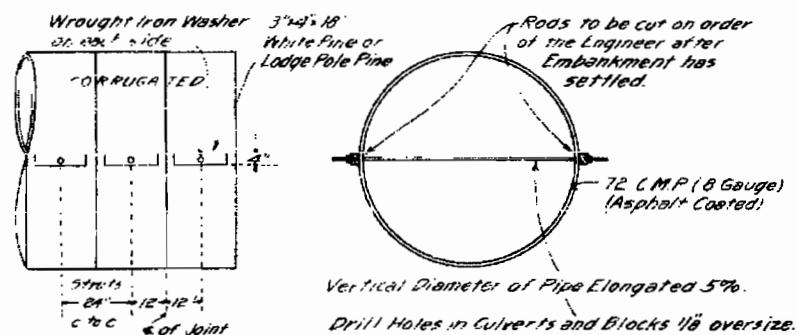
Gates, Fencing Requirements, Right of Way
Markers, and Removing and Resetting Mail
Boxes are tabulated on Sheet No. 6.

Guard Post Requirements are tabulated on
Sheet No. 3.

The estimated overhaul on all embankment material
specified to be of rock is shown in cross section sum-
maries.

Sta 1474+1 to 1475+1
Move telephone lines encroaching on Construction
ROW for Original F.A.P. is 60 ft wide, being 30 ft each
side of center line. Poles located on present ROW to
be moved at telephone Co. expense. Poles located on
private ROW to be moved Force Account (Work by
Mountain States Tel. & Tel. Co. forces)

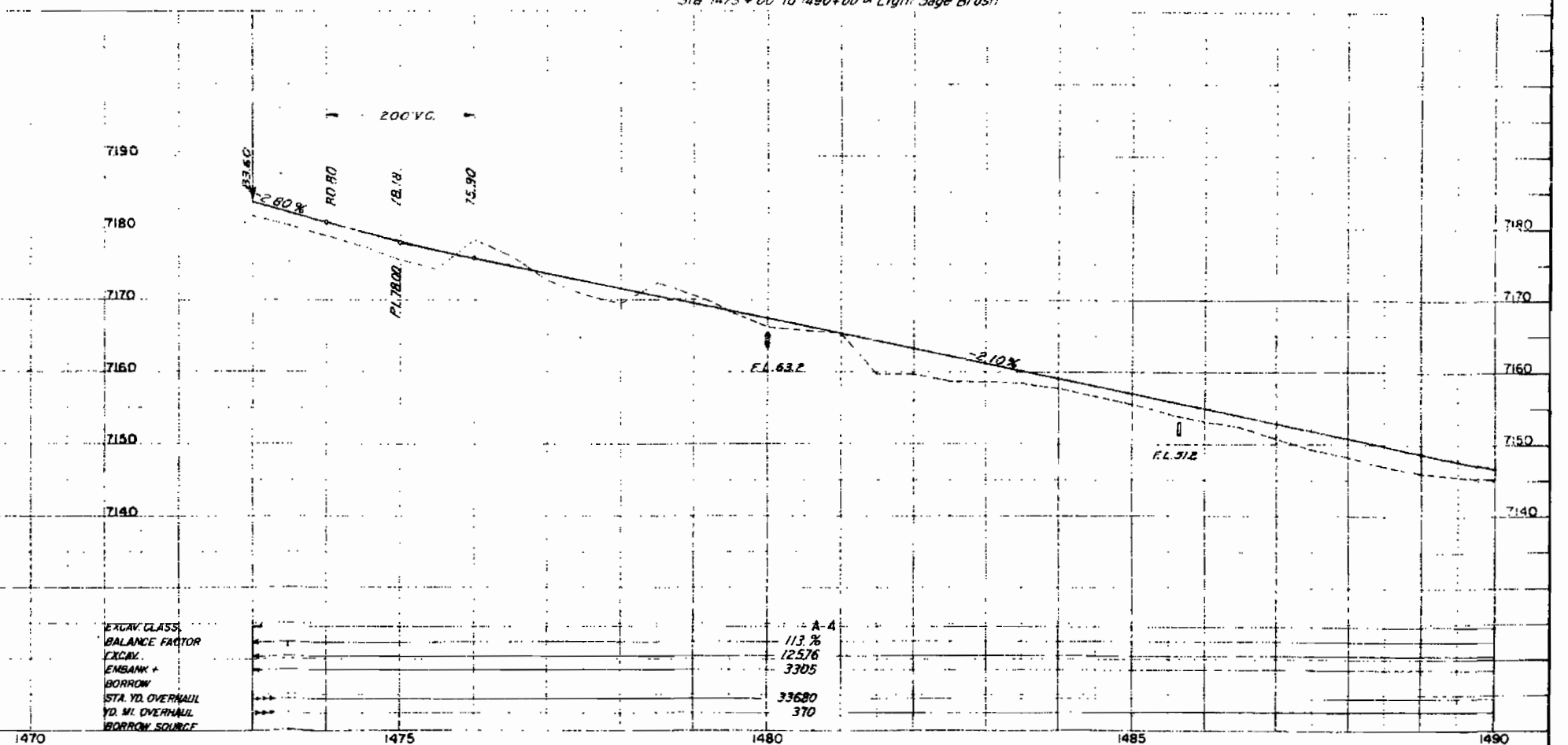
DETAILS OF SHOP STRUTTING FOR C.M.P. CULVERT AT STA 1499+70



3/4" Diam. x 8' Long Rod, threaded 7" each end for 72" Culvert

Strutting of C.M.P. Culverts as shown on page 254 of the Standard Specifications
will not be used on the 72" Asphalt Coated C.M.P. Culvert at Sta 1499+70. In order to
protect the asphalt coating of this culvert, it shall be "Shop Struttred" as shown
in the sketch above, or by other suitable methods to be approved by the Denver
Office of the Department.

CLEARING & GRUBBING Sta 1473+00 to 1490+00 - Light Sage Brush



Sta. 1499+50 Reg'd.
50 cu. yd. embank. & 18"x30"
C.M.P. side drain for road
approach left.

Sta. 1501+75
Remove double 36'x53' C.M.P.
cross culvert left.

Sta. 1508+50 Reg'd.
40 cu. yd. embankment for
road approach left.

Sta. 1509+50 Regd.
24"x68" C.M. R. cross culvert & 15 cu. yd.
unclass. ditch excav. for inlet.

Sta 1516+88. Reqd
36"x102" C.M.P. cross culvert @ 50 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 18"x32" C.M.P. cross culvert right.
Also reqd 13 sq yd Grouted Slope & Ditch
Paving for Apron.

5ra. 1519 + 25 Regd
100 cu.yd Embankment (material to be
rock) for protection of Fill Slope on Left

Sta 1517+50 Req'd
100 cu.yd Embankment
(Material to be Rock) for
protection of Fill Slope
on Left

Sra 1491+78 Reg'd.
24'x74' C.M.P. cross culvert (65° skew)
± 50 cu. yd. unclass. ditch excav. for
inlet & outlet. Remove 18'x32' C.M.P.
cross culvert.

Sta. 14991+70 Reg'd.
72"x222" C.M.P. cross culvert (45° skew).
Also, 3850 cu.yd. unclass. excav. for
channel change. (3500 cu.yd. of above
material included in profile quantities
for payment as borrow and 350 cu.yd.
included for payment as excav. in
List of Structures.)
Remove 18"x16" C.M.P. side drain left.

Sta. 1505+10 Reg'd.
25 cu. yd. unclass. excar. & 18"x28"
C.M.P. side drain for road approach
right.

Sta. 1502+00 to 1504+80 Req'd.
50 cu. yd. unclass. ditch excav. for
intercepting ditches right.

Sta 1505+50 to 1509+50 Req'd.
60 cu yd. unclass. ditch excav. for
intercepting ditches right.

Sta. 1509+25
Remove 24"x36' C.M.P.
cross culvert right

Sta 1515+50 to 1521+00 Req'd.
85 cu yd. unclass ditch excav for
intercepting ditches right.

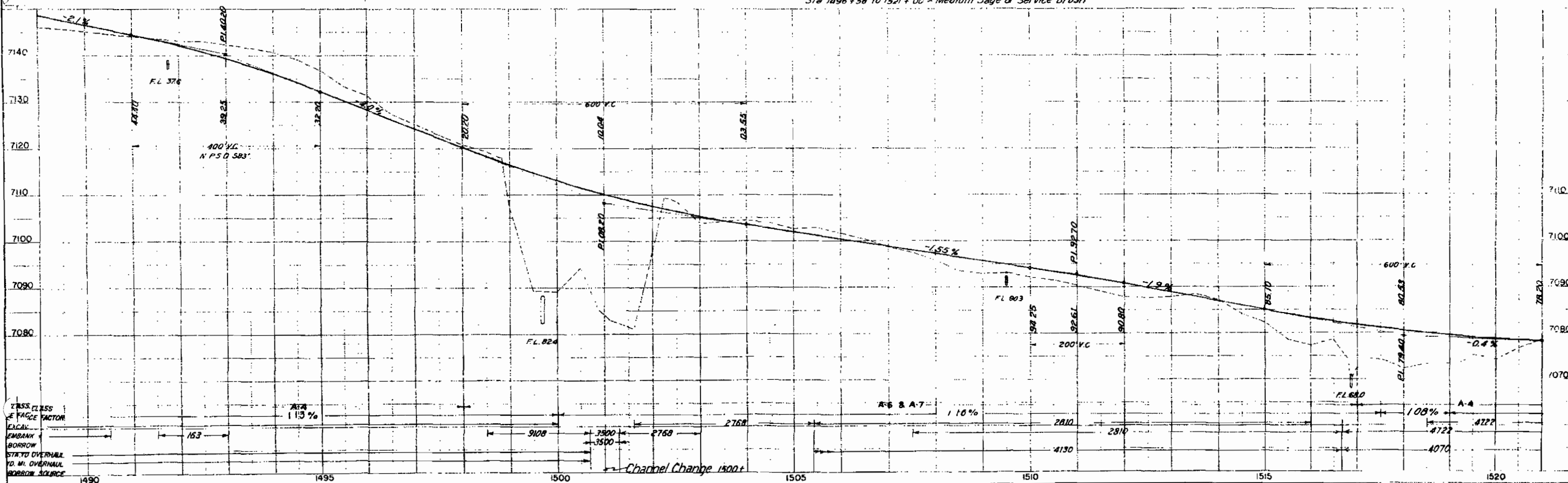
Sta. 1509+50 to 1514+50 Req'd.
75cu. yd. unclass. ditch excav. for
intercepting ditches right.

Sta. 1519+50
Remove 18"x30' C.M.P. cross
culvert right.

NW 1/4 SW 1/4 SEC. 16
T. 2 S. R. 94 W.

CLEARING & GRUBBING
Sta 1489 + 00 to 1496 + 58 - Light Sage Brush
Sta 1496 + 58 to 1521 + 00 - Medium Sage & Service Brush

NW 14 SEC. 16
T2S. R94W



Sta 1524+10 to 1526+ Regd
100 cu yd Embankment
(material to be rock) for
protection of fill slope on Lr

Sta 1525+35
Remove 12'x28' C.M.P. cross culvert.

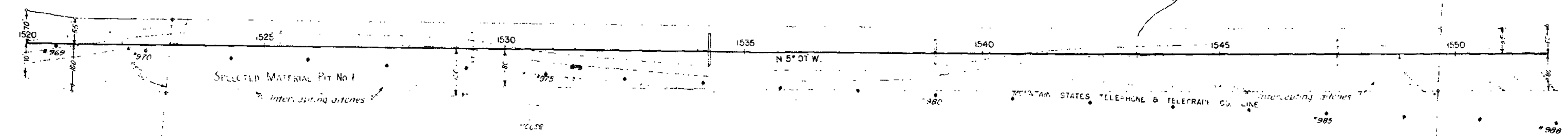
Sta 1529+33 Regd
24'x64' C.M.P. cross culvert & 10 cu yd.
unclass. ditch excav. for inlet.
Remove 24'x36' C.M.P. cross culvert.
Also reqd. 10 cu yd. Riprap for outlet.

Sta 1534+25 Regd.
36'x66' C.M.P. cross culvert &
20 cu yd. unclass. ditch excav. for
inlet.

Sta 1539+00 Regd
24'x54' C.M.P. cross culvert & 10 cu.
yd. unclass. ditch excav. for inlet.

Sta 1543+24
Remove 18'x28' C.M.P. cross culvert.

Sta 1543+20 to 1545+100 Regd
50 cu yd. embank (material
to be rock) for checks to
control erosion in dry wash
left.

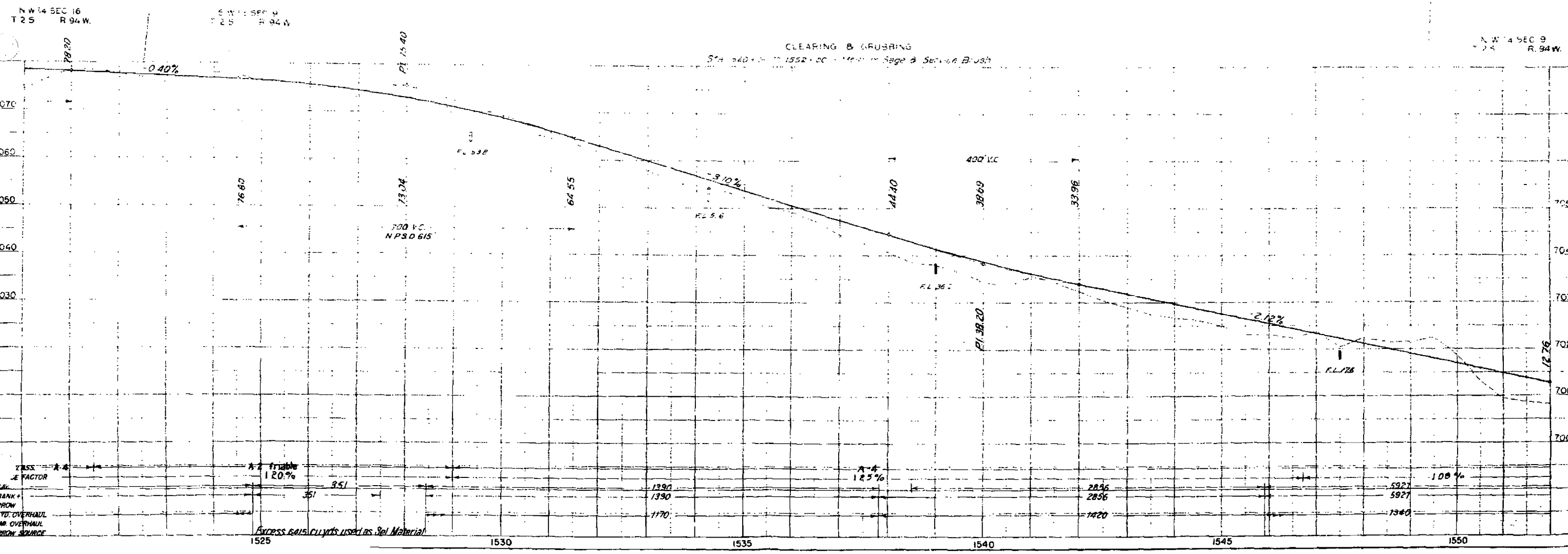


Sta 1521+00 to 1529+25 Regd
1250 cu yd. unclass. ditch excav. for
intercepting ditches right.

Sta 1531+50 Regd
15 cu yd. embank & 18'x26' C.M.P.
side drain for road approach right.
Remove 18'x28' C.M.P. side drain right

Sta 1539+00 to 1552+00 Regd.
195 cu yd. unclass. ditch excav. for
intercepting ditches right.

Sta 1547+50 Regd.
24'x54' C.M.P. cross culvert & 10 cu yd.
unclass. ditch excav. for inlet, 20 cu yd.
Riprap for outlet



EXCAV.
EMBANK.
BORROW
STAYD. OVERHAUL
BORROW SOURCE

Express 6415 cu yds. used as Spl. Material



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4(3)	18	

S.W. 1/4, S.W. 1/4 SEC 4
T. 2 S., R. 94 W.

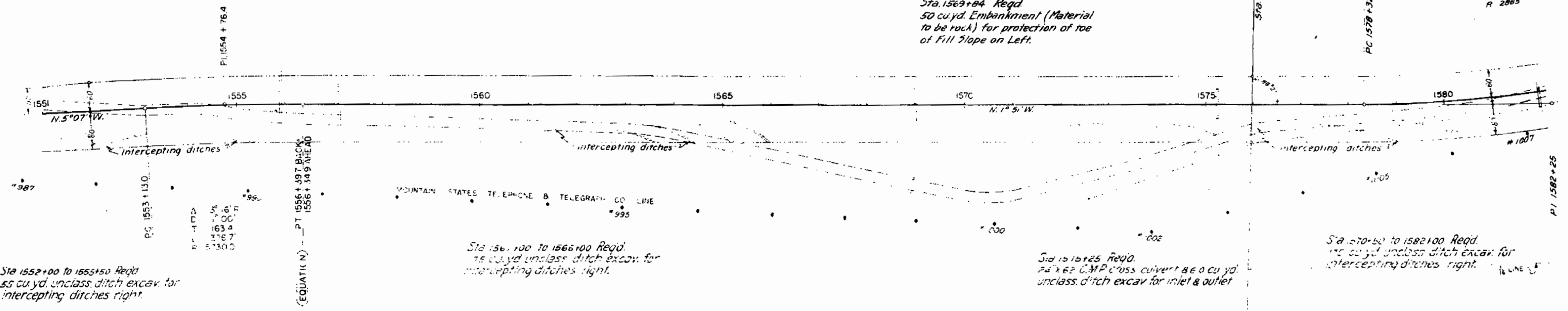
Δ 15° 36' L.
D 2"
T 392.5'
L 780'
R 2865'

Sta. 1555+89 Req'd.
24"x94" C.M.P. cross culvert & 5 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 18"x26" C.M.P. cross culvert right.

Sta. 1557+11 Req'd.
36"x94" C.M.P. cross culvert & 50 cu. yd.
unclass. ditch excav. for inlet & 13 sq yds
grouted rubble slope and ditch paving for apron.

Sta. 1569+00 Req'd.
36"x86" C.M.P. cross culvert & 50 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 18"x28" C.M.P. cross culvert right.

Sta. 1569+84 Req'd.
50 cu. yd. Embankment (Material
to be rock) for protection of toe
of Fill Slope on Left.



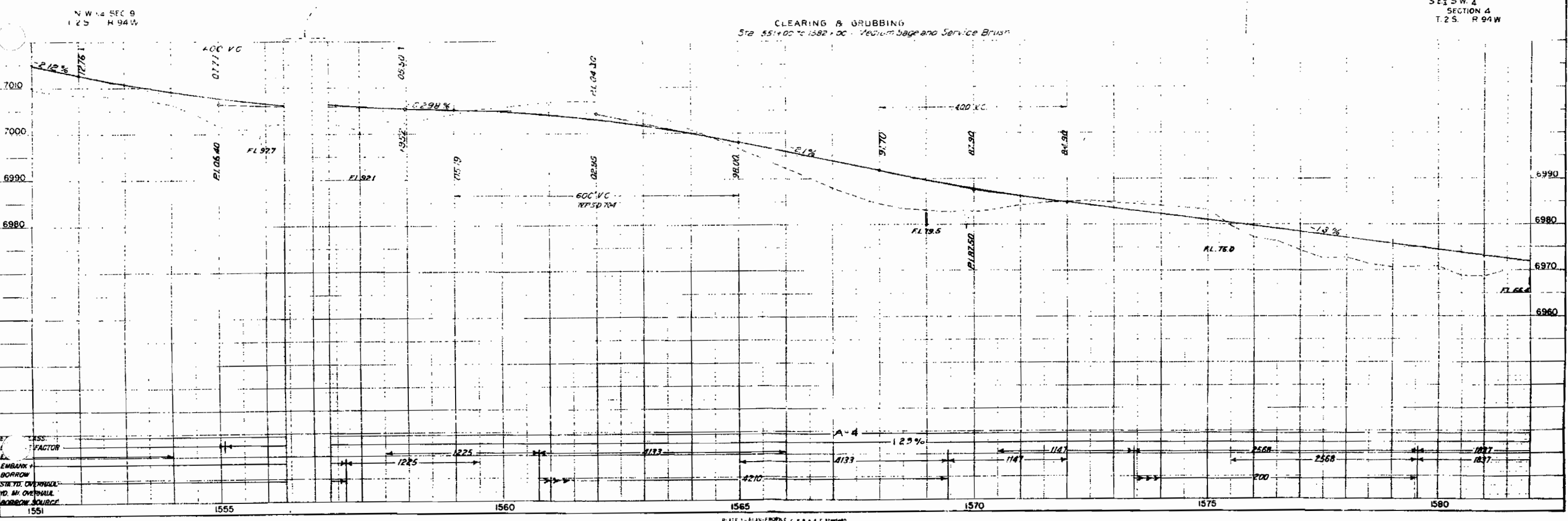
Sta. 1552+00 to 1555+50 Req'd.
65 cu. yd. unclass. ditch excav. for
intercepting ditches right.

Sta. 1561+00 to 1566+00 Req'd.
75 cu. yd. unclass. ditch excav. for
intercepting ditches right.

Sta. 1570+50 to 1582+00 Req'd.
125 cu. yd. unclass. ditch excav. for
intercepting ditches right.

CLEARING & GRUBBING
Sta. 1551+00 to 1582+00 - Medium Sage and Service Brush

SE 1/4 SW 1/4
SECTION 4
T. 2 S., R. 94 W.



CLASS.
FACTOR
EMBANK.
BORROW
STATION OVERPAV.
YD. M. OVERPAV.
BORROW SOURCE

S.W. 1/4, S.W. 1/4 SEC. 4
T 2 S., R. 94 W.

N.W. 1/4, S.W. 1/4 SEC. 4
T 2 S., R. 94 W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4(3)	19	

Δ 15° 36' L
D 2°
T 392.5'
L 780'
R 2865'

Sta. 1586+75
Remove 18'x24' C.M.P. cross culvert left.

Sta. 1592+00 Req'd.
24'x64' C.M.P. cross culvert 820 cu. yd.
unclass. ditch excav. for inlet.
Remove 15'x24' C.M.P. cross culvert.
Also req'd. 7 sq. yds. grouted rubble slope and ditch paving for apron.

Sta. 1598+90 Req'd.
24'x60' C.M.P. cross culvert & 10 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 15'x24' C.M.P. cross culvert right.

Sta. 1609+00 Req'd.
24'x58' C.M.P. cross culvert & 10 cu. yd.
unclass. ditch excav. for inlet & 25 cu. yds.
riprap for outlet

Sta. 1582+00 Req'd.
24'x76' C.M.P. cross culvert 820 cu. yd.
unclass. ditch excav. for inlet.

Sta. 1595+50 Req'd.
24'x70' C.M.P. cross culvert & 10 cu. yd.
unclass. ditch excav. for inlet & 7 sq. yds.
grouted rubble slope and ditch paving for apron

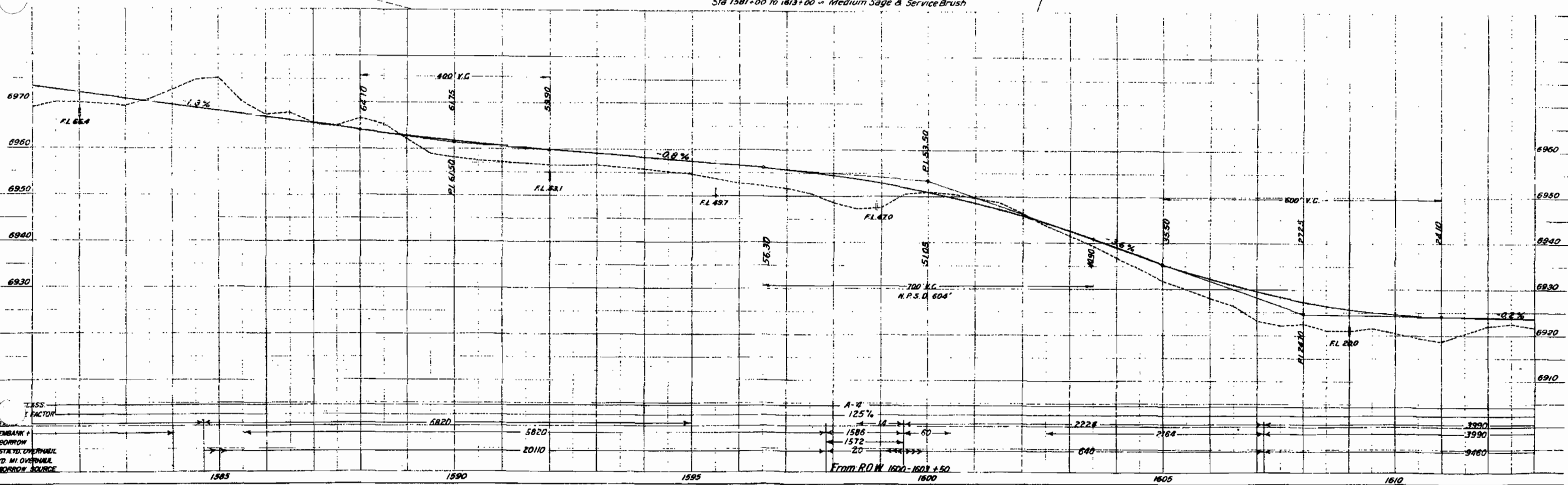
Sta. 1606+00 to 1612+50 Req'd.
100 cu. yd. unclass. ditch excav. for
intercepting ditches right.

Sta. 1601+00 Req'd.
50 cu. yd. unclass. excav. & 18'x26'
C.M.P. side drain for road approach
right & 25 cu. yd. embank. for road
approach left.

Sta. 1582+00-1598+90 Req'd.
255 cu. yd. Uncl. Ditch Excavation
for Intercepting Ditches on Right.

CLEARING & GRUBBING
Sta. 1581+00 to 1613+00 - Medium Sage & Service Brush

W. 1/2 LOT 8
SECTION 4
T. 2 S. R. 94 W.



LOT 6, SEC. 5
T. 2 S. R. 94 W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4(3)	20	

Sta. 1618+05 Req'd.
36"x60" C.M.P. cross culvert & 100 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 18"x26" C.M.P. cross culvert right.

Sta. 1632+75
Remove 18"x26" C.M.P. cross culvert.

Sta. 1634+50 Req'd.
150 cu. yd. embank. for
road approach left.

Sta. 1640+90 Req'd.
350 cu. yd. embank. for road
approach left.

Sta. 1635+00 Req'd.
24"x52" C.M.P. cross culvert & 20 cu. yd.
unclassified ditch excav. for inlet & outlet.

Sta. 1643+00
Remove 15"x26" C.M.P. cross culvert.

Sta. 1640+00 Req'd.
24"x62" C.M.P. cross culvert & 20 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 18"x24" C.M.P. cross culvert.

Sta. 1636+00 Req'd.
475 cu. yd. unclass. excav. for
mine turnout right.

Sta. 1626+15
Remove 18"x22" C.M.P. cross
culvert right.

Sta. 1626+50 to 1643+00 Req'd.
250 cu. yd. unclass. ditch excav. for
intercepting ditches right.

Sta. 1617+75 Req'd.
50 cu. yd. unclass. excav. & 18"x20" C.M.P.
side drain for road approach right.

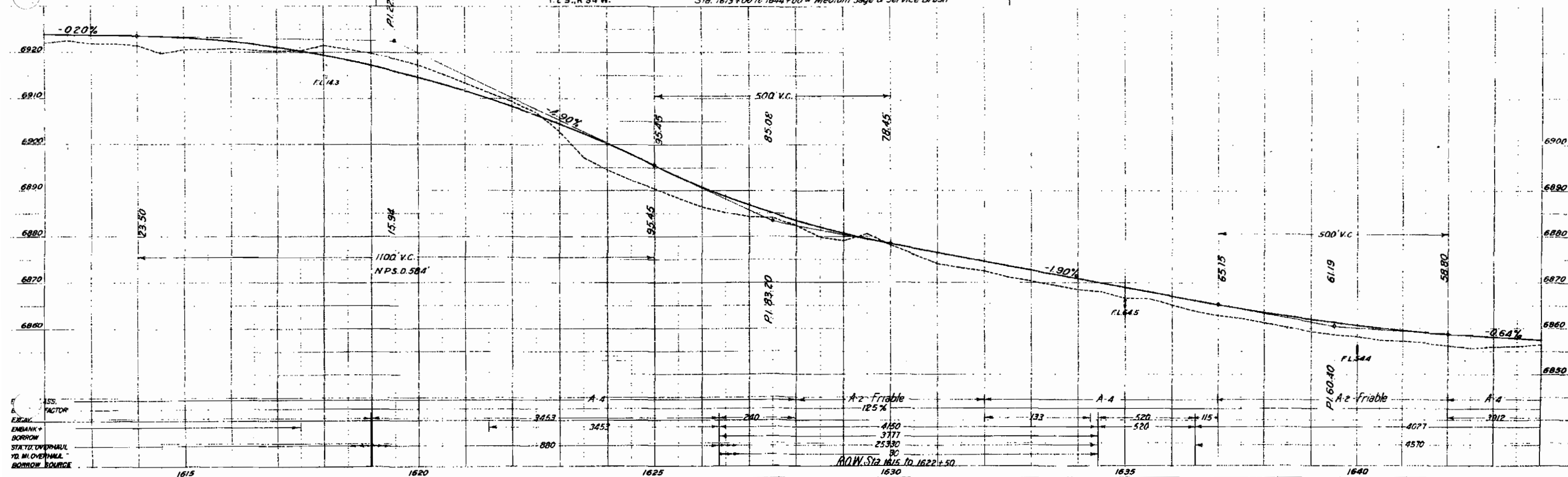
Sta. 1616+00 to 1620+50 Req'd.
70 cu. yd. unclass. ditch excav. for
intercepting ditches right.

W. 1/2 LOT 8, SECTION 4
T. 2 S. R. 94 W.

W. 1/2 LOT 5, SEC. 4
T. 2 S. R. 94 W.

CLEARING & GRUBBING
Sta. 1613+00 to 1644+00 - Medium Sage & Service Brush

LOT 4
SECTION 4
T. 2 S. R. 94 W.



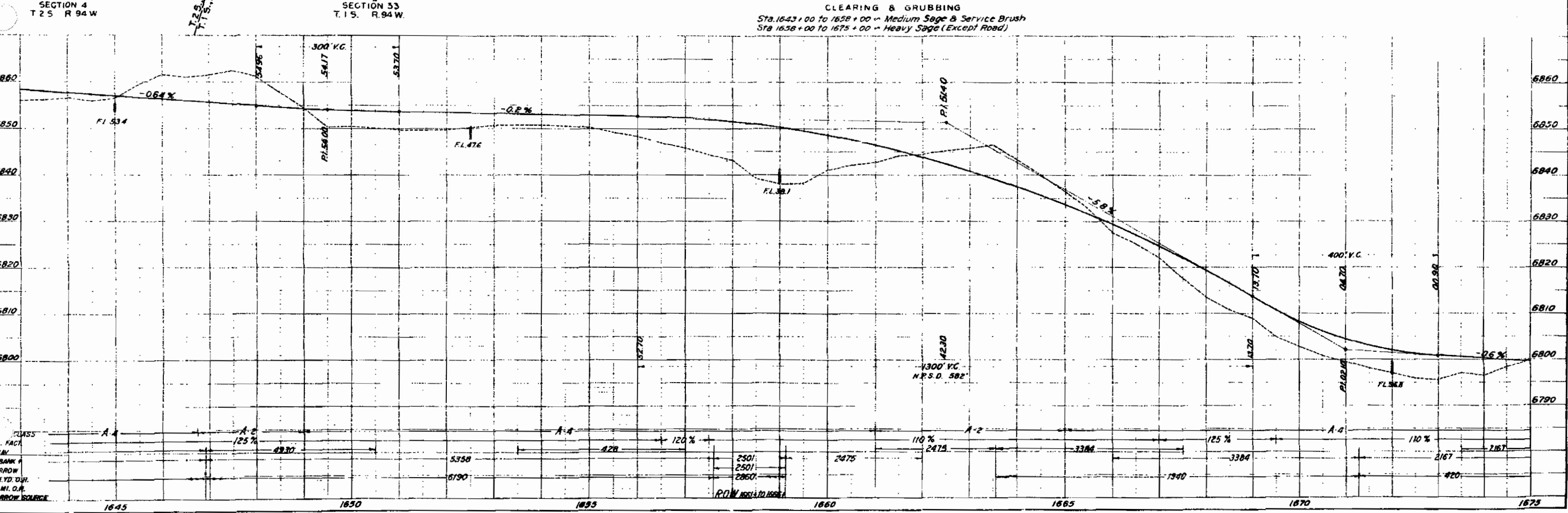
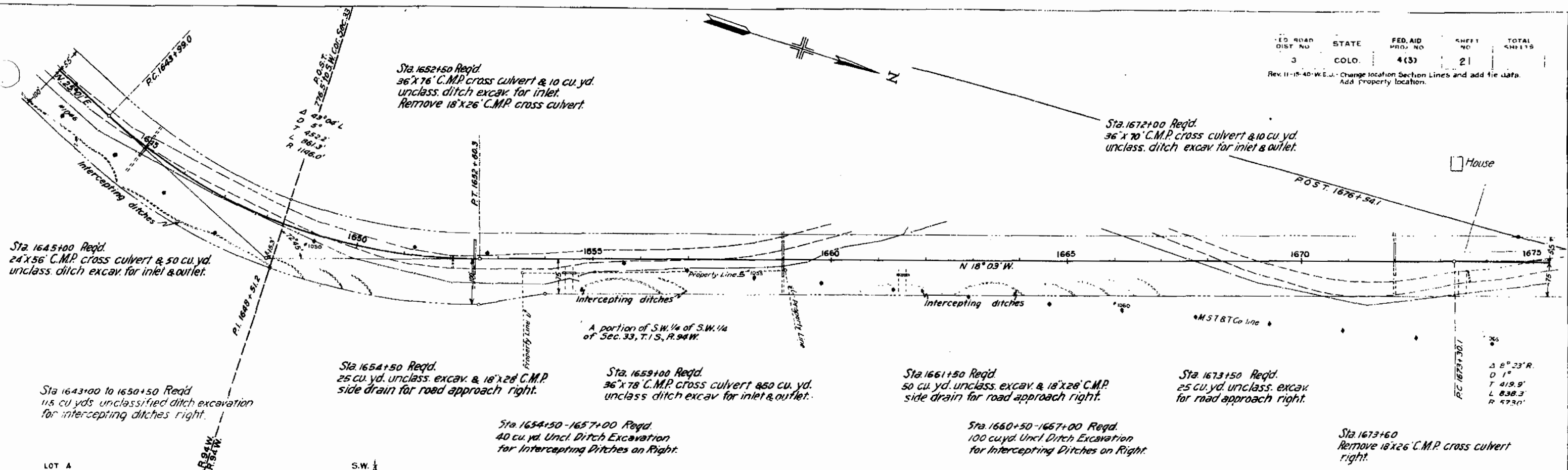


PLATE 1 - PLAN-PROFILE OF ROAD STANDARD

Sta. 1677+90
Remove 18'x30' C.M.P. cross culvert left.

Sta. 1679+50 Regd.
24'x64' C.M.P. cross culvert & 5 cu. yd. unclass. ditch excav. for inlet.

Sta. 1678+00-1679+75 Regd.
300 cu. yd. Embankment (Material to be rock) for protection of toe of Fill Slope on Left.

Sta. 1689+50-1690+20 Regd.
100 cu. yd. Embankment (Material to be rock) for protection of toe of Fill Slope on Left.

Sta. 1692+00-1692+40 Regd.
100 cu. yd. Embankment (Material to be rock) for protection to toe of Fill Slope on Left.

P.I. 1698+89.6

Δ 10° 48' R
D 2°
T 270.9'
L 540.0'
R 2865'

Sta. 1698+00-1708+00 Regd.
150 cu. yd. Uncl. Ditch Excavation for Intersecting Ditches on Right.

Sta. 1693+50 Regd.
150 cu. yd. unclass. excav. & 50 cu. yd. embank. for road approach right & left.

NE 4 SEC. 32
T. 15, R. 94 W.

S.W. 1/4
SECTION 33
T. 15, R. 94 W.

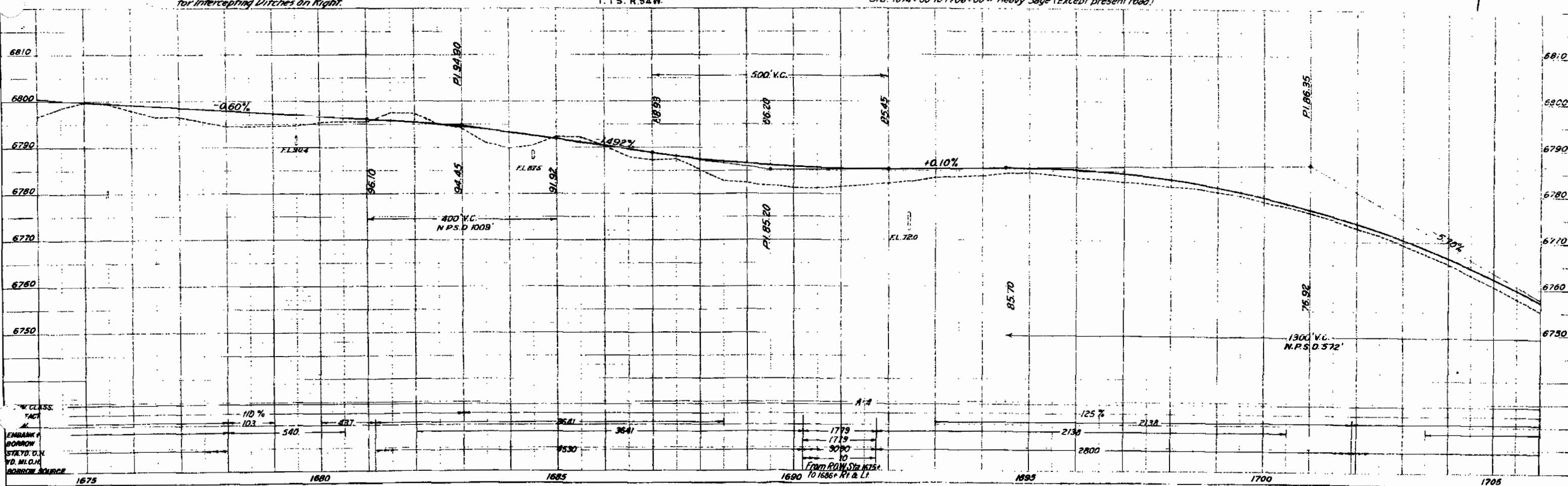
Sta. 1675+00-1679+50 Regd.
70 cu. yd. Uncl. Ditch Excavation for Intersecting Ditches on Right.

Sta. 1684+50 Regd.
24'x68' C.M.P. cross culvert & 20 cu. yd. unclass. ditch excav. for inlet, & 10 cu. yds. riprap for outlet.

Sta. 1681+00-1688+00 Regd.
105 cu. yd. Uncl. Ditch Excavation for Intersecting Ditches on Right.

N.W. 1/4 SEC. 33
T. 15, R. 94 W.

CLEARING & GRUBBING
Sta. 1674+00 to 1706+00 = Heavy Sage (Except present road)



NE 1/4 SEC. 32
T.1 S., R. 94 W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4(3)	23	

Rev 11-15-40 hbm Sec name

Sta. 1711+00 Req'd.
24'x68' C.M.P. cross culvert & 10 cu. yd. unclass. ditch excav. for inlet & outlet

Sta. 1716+25 Req'd.
100 cu. yd. embank. for road approaches right & left & 18'x26' C.M.P. side drain right.

Sta. 1725+00 Req'd.
200 cu. yd. embank. for road approaches right & left.
18'x30' C.M.P. side drain right.

Sta. 1727+50
Remove 15'x26' C.M.P. cross culvert.

Sta. 1736+00
Remove 15'x26' C.M.P. cross culvert.

Sta. 1729+25 to 1737+00 Req'd.
120 cu. yd. unclass. ditch excav. for intercepting ditches right.

Sta. 1711+50
Remove 15'x26' C.M.P. cross culvert.

Sta. 1715+90
Remove 18'x26' C.M.P. cross culvert.

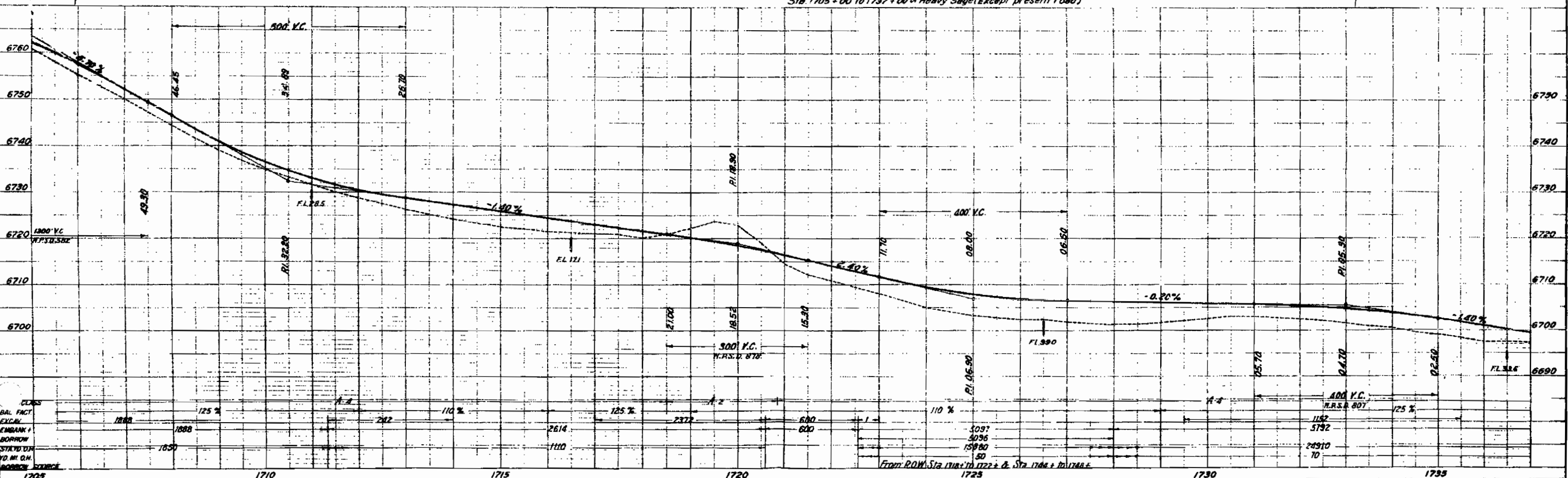
Sta. 1717+50 to 1724+90 Req'd.
90 cu. yd. unclass. ditch excav. for intercepting ditches right.

Sta. 1726+50 Req'd.
36'x74' C.M.P. cross culvert & 5 cu. yd. unclass. ditch excav. for inlet.

Sta. 1716+50 Req'd.
36'x74' C.M.P. cross culvert & 25 cu. yd. unclass. ditch excav. for inlet & outlet.

CLEARING & GRUBBING
Sta. 1705+00 to 1737+00 - Heavy Sage (Except present road)

E 1/4, N.E. 1/4
SECTION 29
T.1 S., R. 94 W.

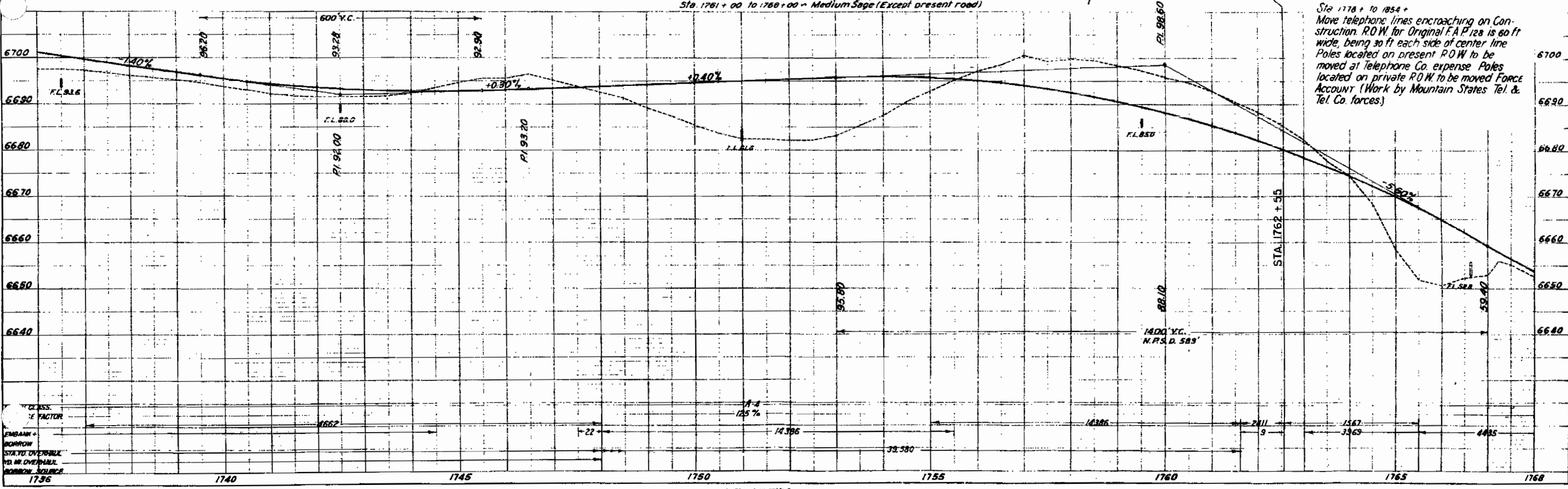
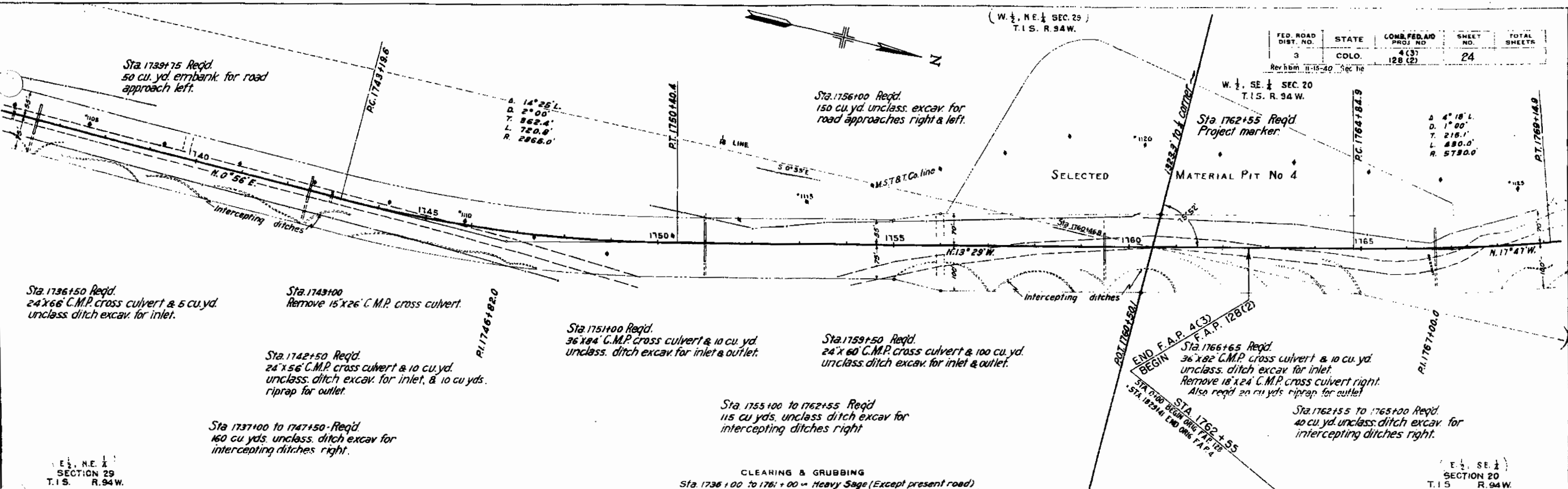


(W. 1/2, N.E. 1/4 SEC. 29)
T.1 S. R. 94 W.

FED. ROAD DIST. NO.	STATE	CONSTR. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	4 (3) 128 (2)	24	

Rev. 11-15-40 Sec. 116

W. 1/2, SE. 1/4 SEC. 20
T.1 S. R. 94 W.



W. 1/2, S.E. 1/4 SEC. 20
T.1 S. R. 94 W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	128(2)	25	

Rev. h.b.m. 11-15-40 Sec. 11c

Sta. 1769+15 Req'd.
25 cu. yd. embank. for road approach left.

Sta. 1776+75 Req'd.
150 cu. yd. embank. for road approach left.

Sta. 1781+50 Req'd.
24'x76' C.M.P. cross culvert & 20 cu. yd. unclass. ditch excav. for inlet.

Sta. 1785+70 Req'd.
24'x70' C.M.P. cross culvert & 40 cu. yd. unclass. ditch excav. for inlet & outlet.
Remove 18'x44' C.M.P. cross culvert, left.
Also req'd. 25 cu. yds. riprap for outlet.

Sta. 1788+10 Req'd.
25 cu. yd. unclass. excav. for road approach left.

Sta. 1792+20 Req'd.
24'x80' C.M.P. cross culvert & 15 cu. yd. unclass. ditch excav. for inlet & outlet.

Sta. 1776+18 Req'd.
24'x68' C.M.P. cross culvert & 15 cu. yd. unclass. ditch excav. for inlet & outlet.

Sta. 1768+00 to 1773+50 Req'd.
85 cu. yd. unclass. ditch excav. for intercepting ditches right.

Sta. 1777+30 to 1777+50 Req'd.
300 cu. yds. embankment (material to be rock) for protection of toe of fill slope left.

Sta. 1778+50 to 1790+25 Req'd.
180 cu. yd. unclass. ditch excav. for intercepting ditches right.

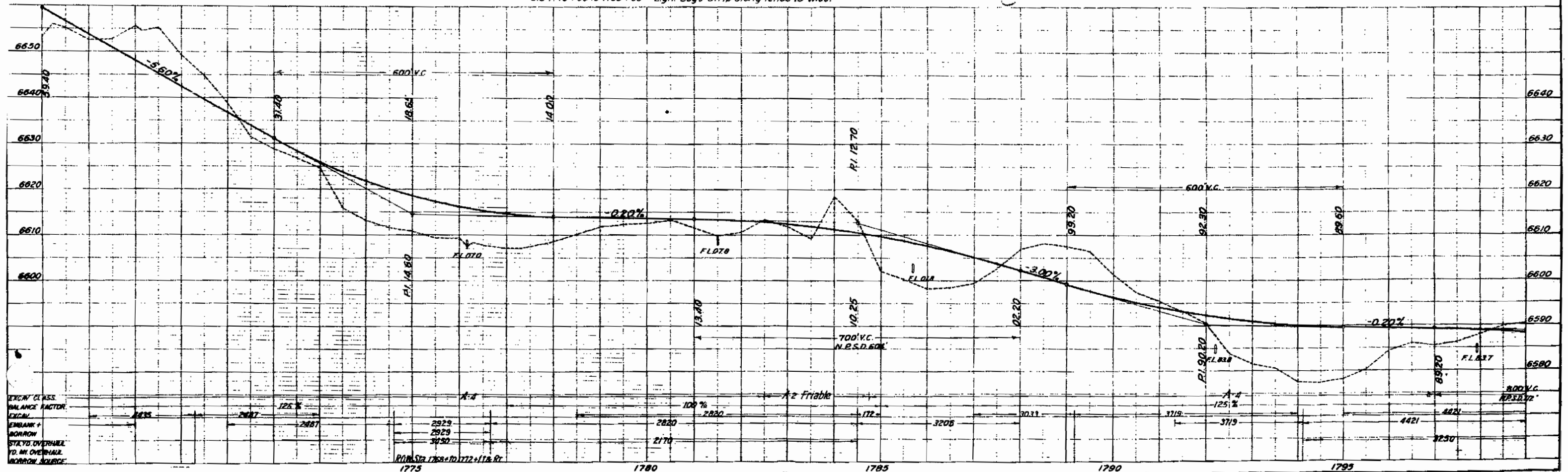
Sta. 1790+60
Remove 18'x36' C.M.P. cross culvert.

Sta. 1797+95 Req'd.
24'x56' C.M.P. cross culvert & 15 cu. yd. unclass. ditch excavation for inlet.
Remove 18'x30' C.M.P. cross culvert.

CLEARING & GRUBBING

Sta. 1767+00 to 1768+00 - Medium Sage (Except present road)
Sta. 1768+00 to 1773+00 - Pinon, Oak & Light Sage (Except present road)
Sta. 1773+00 to 1799+00 - Light Sage Strip along fence 15' wide.

W. 1/2 OF N.E. 1/4 SEC. 20
T.1 S. R. 94 W.



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	128(2)	26	
Rev h m m 11-15-40 Sec. 17				

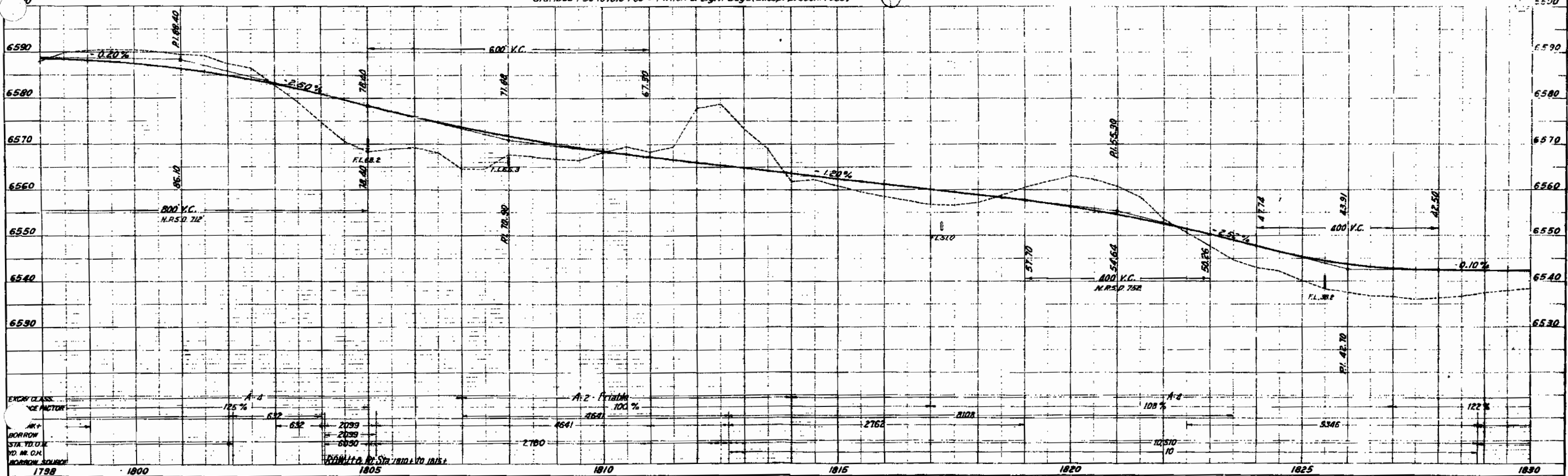
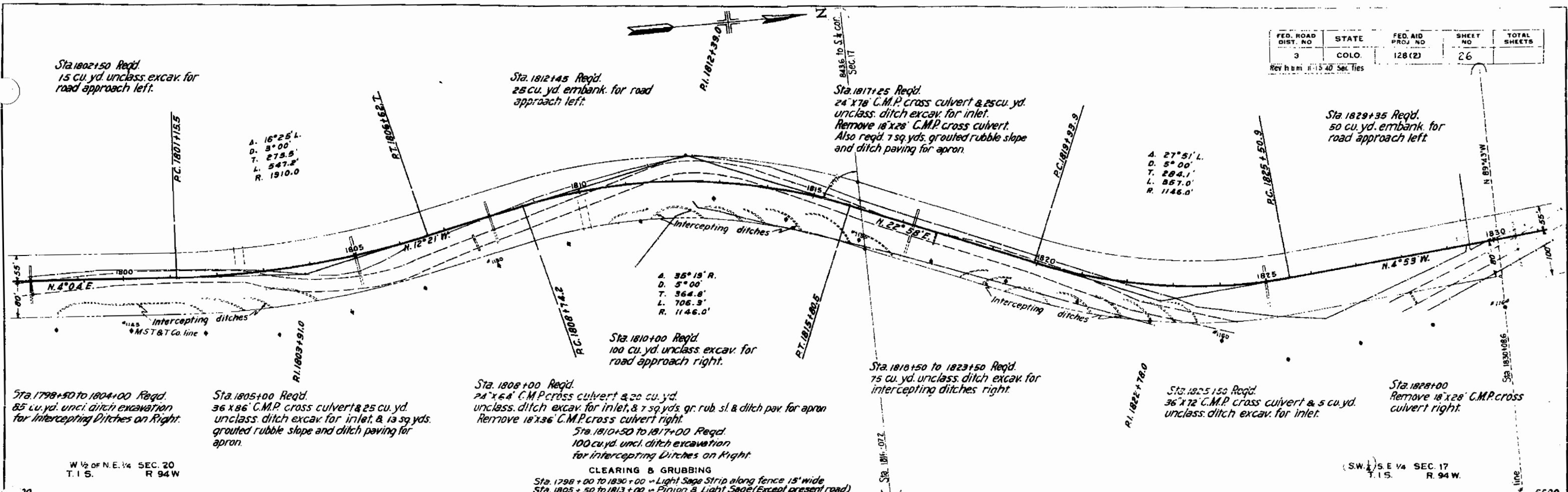
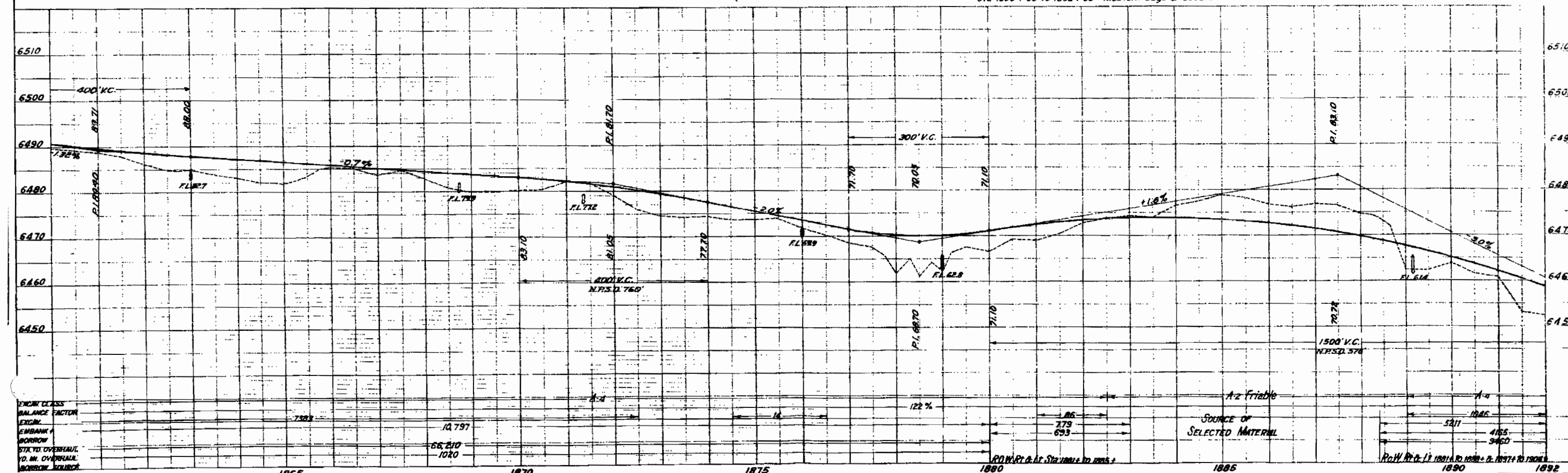
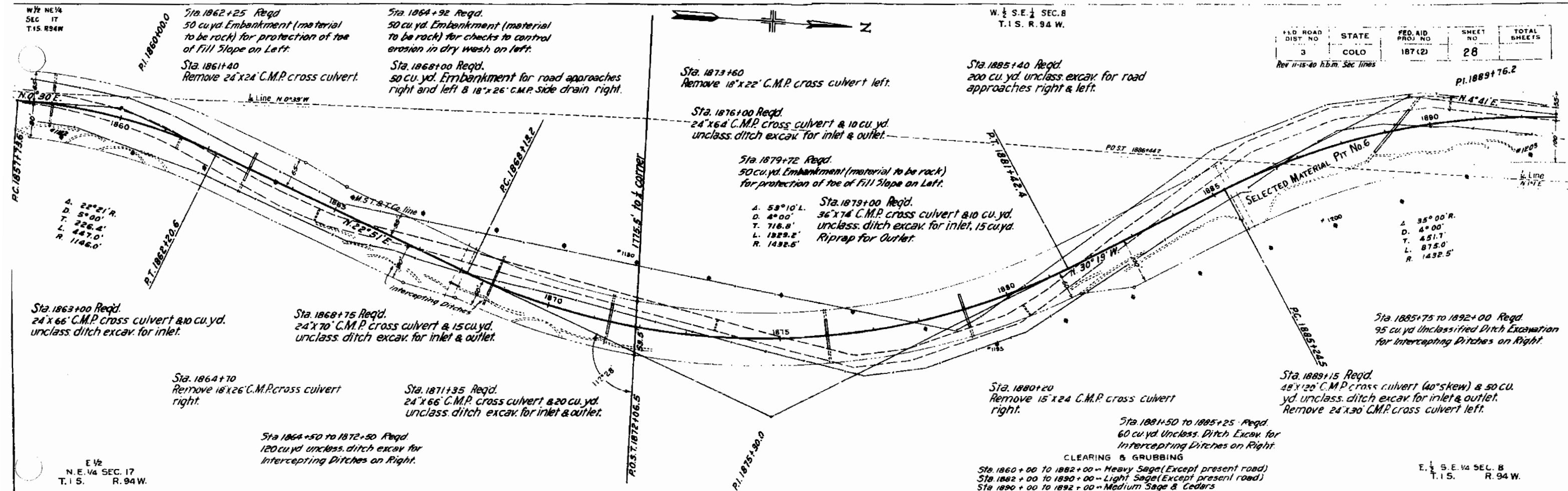


PLATE 1 PLAN-PROFILE OF H&E STANDARD



N.W. ¼ N.E. ¼ SEC. 8
T. 1 S. R. 94 W.

for SELECTED MATERIAL PIT No. 7
SURFACING PIT No. 2

A. 29°55' L
D. 1°00'
T. 1213.6'
L. 2391.7'
R. 5730.0'

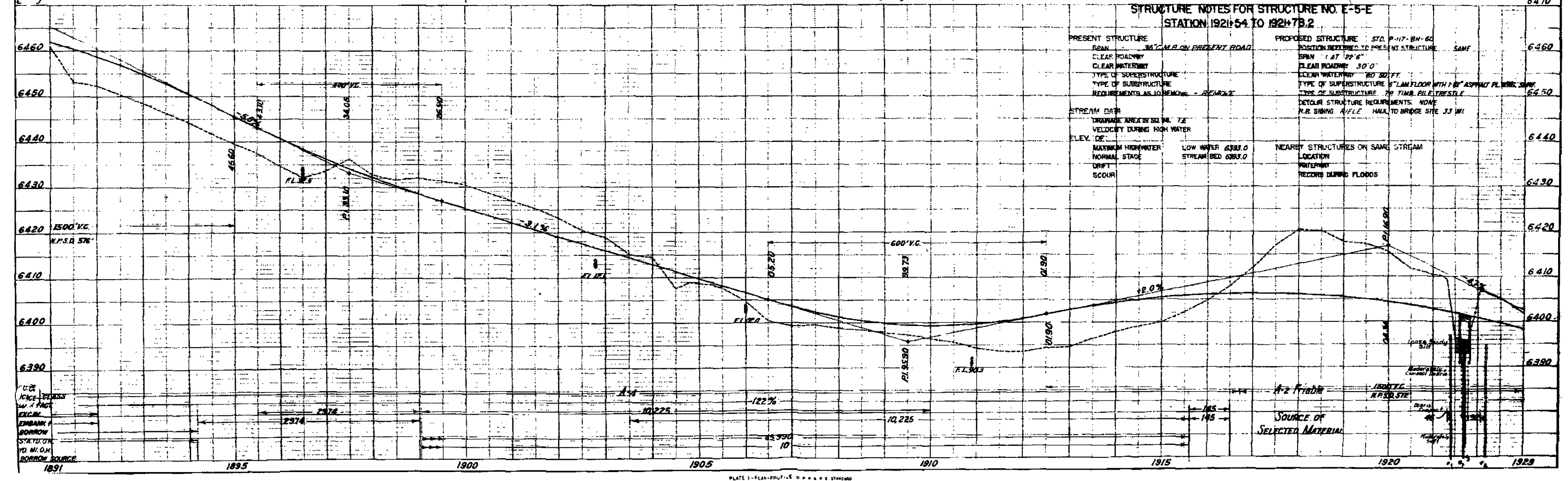


PLATE 1-FLAN-PROFILE OF HARE STAND

NW 1/4 SEC 8
T.1S. R.94W.

W. 1/2 S.E. 1/4 SEC. 5
T.1S. R.94W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	187(2)	30	

Rev. 11-15-40-W.E.J. - Change location of 1/4 line and R.O.W.
Add 1/4 line tie angle and Section note

Sta. 1929+50 Req'd.
24'x66' C.M.P. cross culvert & 5 cu. yd.
unclass. ditch excav. for inlet & outlet.

Sta. 1935+25 Req'd.
36'x68' C.M.P. cross culvert (60° skew) & 15
cu. yd. unclass. ditch excav. for inlet.
Remove 24'x22' C.M.P. cross culvert left.

Sta. 1935+25 Req'd.
100 cu. yds. embankment (material
to be rock) for filling hole left.

Sta. 1943+78 Req'd.
24'x60' C.M.P. cross culvert & 25 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 18'x22' C.M.P. cross culvert.

Sta. 1947+25 Req'd.
50 cu. yd. embank. for
road approach left.

Sta. 1952+90 Req'd.
50 cu. yds. embankment (material to be
rock) for checks to control erosion in
dry wash left.

Sta. 1929+50 Req'd.
100 cu. yd. unclass. excav. & 18'x26'
C.M.P. side drain for road appr'ch.
right.

Sta. 1933+90 Req'd.
25 cu. yd. unclassified excavation & 18'x26' C.M.P.
side drain for road approach right.

Sta. 1932+50 to 1941+00 Req'd.
130 cu. yds. unclass. ditch excavation
for intercepting ditches right.

Sta. 1947+00 Req'd.
24'x62' C.M.P. cross culvert & 5 cu. yd.
unclass. ditch excav. for inlet & outlet.

Sta. 1952+20 Req'd.
24'x78' C.M.P. cross culvert (Sk 75°) &
7 sq. yds. grouted slope and ditch paving for apron.
Remove 18'x22' C.M.P. cross culvert right.

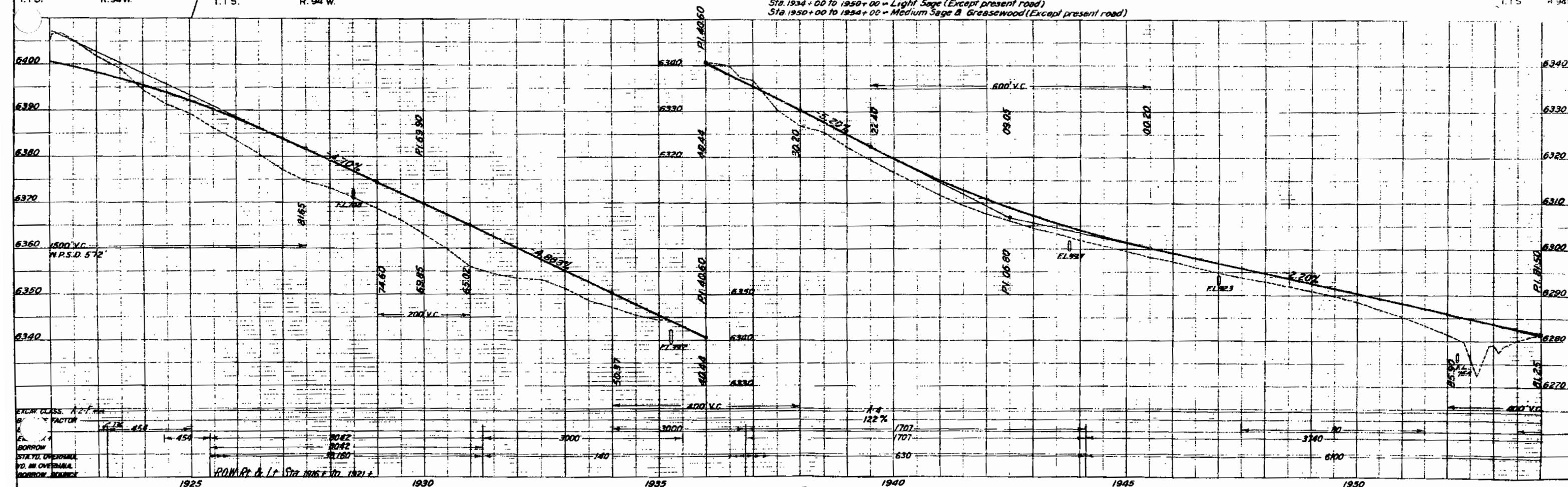
E. 1/2 OF N.E. 1/4 SEC. 8
T.1S. R.94W.

E. 1/2 S.E. 1/4 OF SECTION 5
T.1S. R.94W.

N.E. 1/4 SEC. 5
T.1S. R.94W.

CLEARING & GRUBBING

Sta. 1922+00 to 1934+00 - Heavy Sage (Except present road)
Sta. 1934+00 to 1950+00 - Light Sage (Except present road)
Sta. 1950+00 to 1954+00 - Medium Sage & Greasewood (Except present road)



Sta. 1967+50 Reg'd.
24' x 72" C.M.P. cross culvert &
5 cu yd. uncl. ditch excav. for inlet &
Remove 18" x 24" C.M.P. cross culvert.
Also req'd 20 cu yds riprap for outlet.

Sta 1977+50 to 1979+50 Reg'd
100 cu yds embankment (material
to be rock) for rock checks to control
erosion in dry wash left
Sta 1981+00 Reg'd
24'x16' C.M.P. cross culvert & 5 cu. yd.
unclass. ditch excav. for inlet.
Remove 24'x22' C.M.P. cross culvert left.
Also reg'd 7 sq yds grouted rubble slope
& ditch paving for apron.

FEED ROAD DIST NO	STATE	FED. AID PROJ NO	SHEET NO	TOTAL SHEETS
3	COLO.	187(2)	31	

Rev. 11-15-40 - W.E.J. Change location of 1/4 line and R.O.W.
Add 1/4 line tie angle

Sta 1953+50 to 1961+00 Reg'd.
55 cu.yds. unclassified ditch
excavation for intercepting
ditches right

Sta. 1962+05
Remove 24"x24" C.M.P.
cross culvert.

Sta. 1963+00 to 1976+00 Req'd.
195 cu. yd. unclass. ditch excavation
for intercepting ditches right.

Sta. 1977+50 Req'd.
24'x78' C.M.P. cross culvert & 5 cu. yd.
unclass. ditch excav. for inlet.

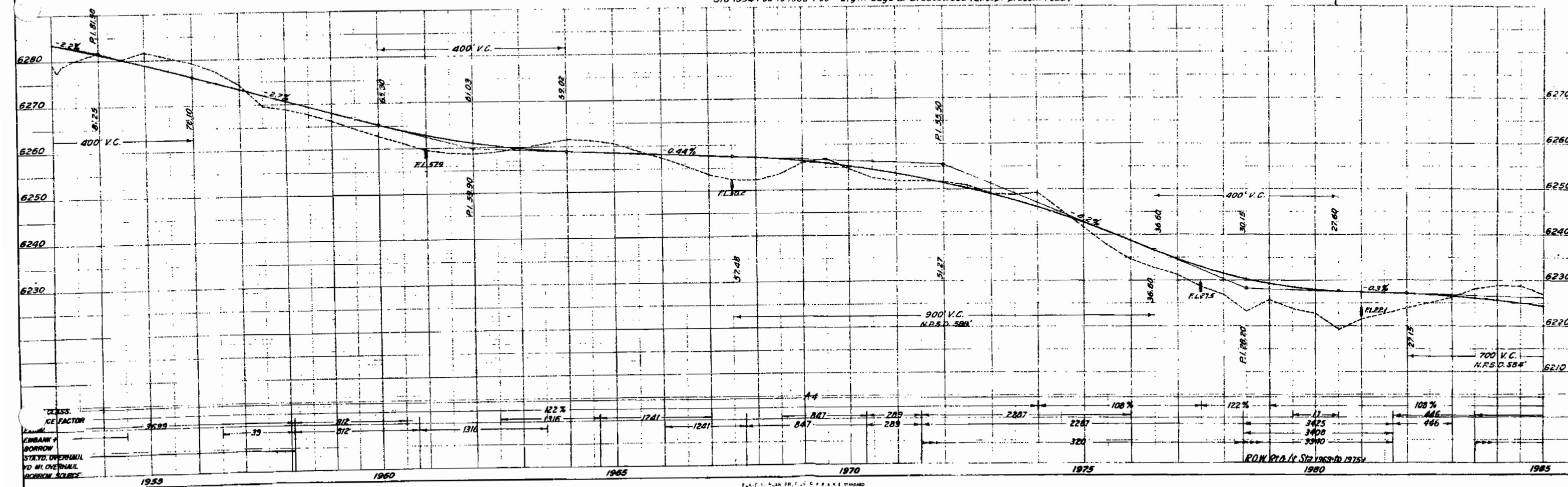
Sta. 1981+00 to 1989+00 Reg'd.
120 cu.yd unclass ditch excav. for
intercepting ditches right.

W 1/2 OF S.E. 1/4 SEC. 3
T. 1 S. R. 94 W.

N.E. 1/4 SEC. 5
T.1 S. R. 94 W.

CLEARING & GRUBBING
Sta. 1953+00 to 1954+00 ~ Medium Sage & Greasewood (Except present road)
Sta. 1954+00 to 1985+00 ~ Light Sage & Greasewood (Except present road)

S.W. 1/4 OF SECTION 32
T. 1 N. R. 94 W.





LOT 18
N.W. 1/4 SEC. 32
T. 1 N. R. 94 W.

TRACT 103
N.W. 1/4 SEC. 32
T. 1 N. R. 94 W.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
3	COLO.	187(2)	32

4. 7° 48' L.
D. 1° 00'
T. 390.6'
L. 780.0'
R. 5730.0'

P.T. 1988+14.4

Sta. 1996+00 Req'd.
24' x 60' C.M.P. cross culvert & 5 cu. yd.
unclass. ditch excav. for inlet & 20
cu yds riprap for outlet.

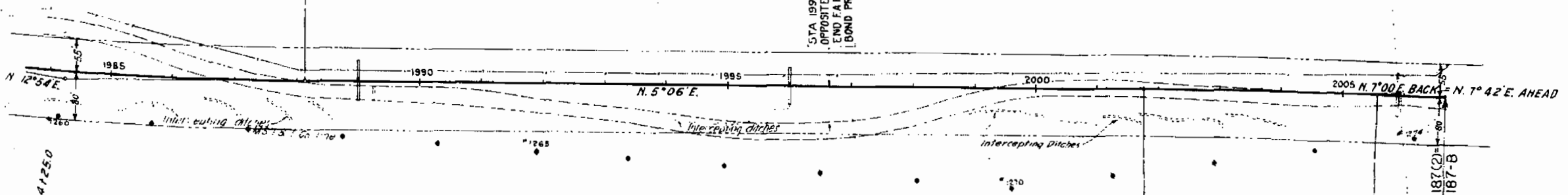
Sta. 1996+84 Req'd. 50 cu. yds.
embankment (material to be rock)
for checks to control erosion in
dry wash left.

STA 1996+65 ON F.A.P. 187(2)
OPPOSITE STA. 437+50 ORIG.
END F.A.P. 187-BEGIN 1992
BOND PROJ.

Sta. 2005+90 Req'd.
24' x 62' C.M.P. cross culvert & 10 cu. yd.
unclass. ditch excav. for inlet & outlet.
Remove 18' x 20' C.M.P. cross culvert.

P.I. 2009+67.5

Sta. 2006+661 Req'd
1 project marker



P.I. 1984+125.0

Sta. 1993+50 to 1996+00 Req'd.
40 cu. yd. unclass. ditch excav.
for intercepting ditches right.

Sta. 1997+00
Remove 18' x 20' C.M.P.
cross culvert right.

Sta. 1999+00 to 2004+00 Req'd
75 cu. yds. uncl. ditch excav.
for intercepting ditches right

4. 1° 54' R
D. 0° 30'
T. 190.0'
L. 380.0'
R. 11,460.0'

P.C. 2001+77.5

P.T. 2005+57.5

Sta. 2006+35 Req'd.
25 cu. yd. uncl. excav. for
road approach right.

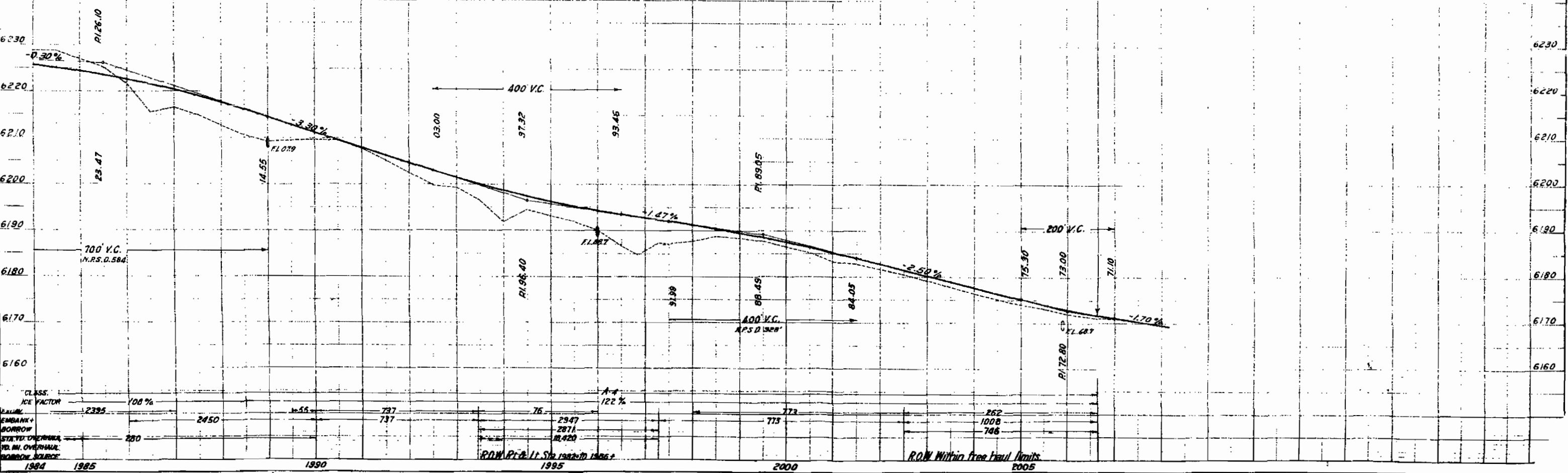
STA 2006+661 END F.A.P. 187(2)
STA -6+00 BEGIN F.A.P. 187-B
STA 248+34 END 1992 BOND PROJ.

TRACT LINE

S.W. 1/4
SECTION 32
T. 1 N. R. 94 W.

CLEARING & GRUBBING

Sta. 1984+00 to 2006+661 - Light Sage & Greasewood (Except present road)



CLASS.	ICE FACTOR
2395	100 %
2450	
255	
737	
737	
76	
2947	
2871	
11420	
773	
773	
262	
1008	
748	