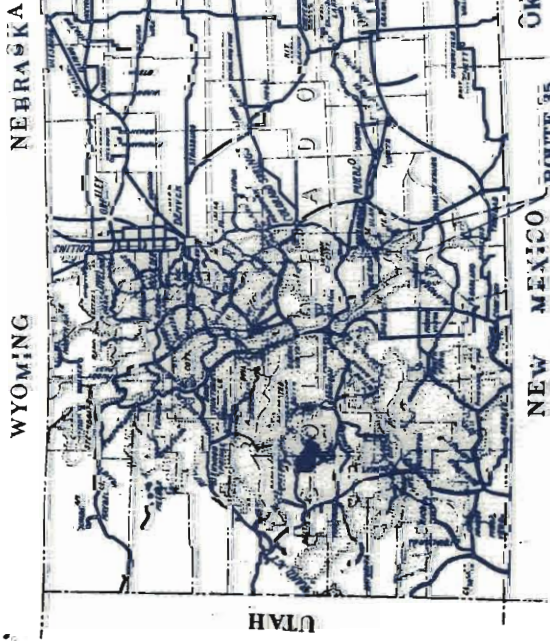




U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

AS CONSTRUCTED
PROJECT 35-1
ROUTE 35 GREENHORN HIGHWAY
RYE TO A JCT. WITH NORTH HARDCRABBLE FOREST HIGHWAY NO. 43
19 MILES CLASS 2
COLORADO FOREST HIGHWAY SYSTEM
SAN ISABEL NATIONAL FOREST
CUSTER & PUEBLO COUNTIES
COLORADO



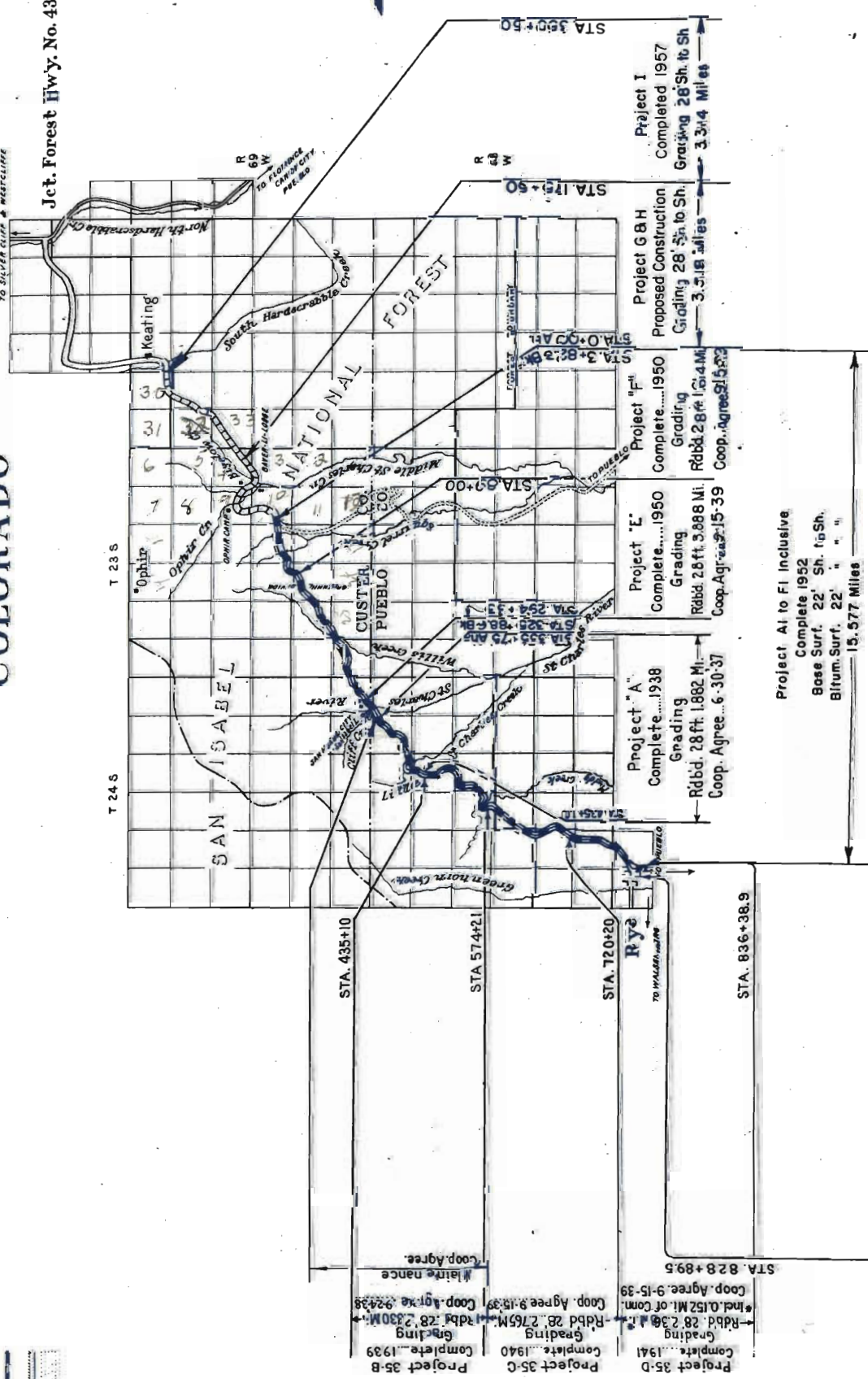
TRAFFIC VOLUME

A.D.T. (1932) - 60 -
A.D.T. (1934) - 200 -
D.A.V. - 45 -
D. - 100 -
T. - 20% -
V. - 25 -

INDEX MAP

Scale Miles
0 1 2 3 4

LEGEND



1961

DIV.	STATE	ROUTE NO.	SECTION	SHEET NO.	TOTAL SHEETS
9	COLO.	35	1	1	1

SHEET NO.	DESCRIPTION	STATION-SECTION
1	Title Sheet	
2	Typical Sections	
3	Summary	
9-15	Plan & Profile	175+50 350+50
16-18	Sta. 12' Cattle Guard	
19	Rev. 117 C.R.M. Hdw. for C.M.P. Culverts	
20	" 1174 Std. Angle Type Masonry Hdw.	
21	" 129 " Miscellaneous Structures	
22	" 131 " Maintenance Posts	
23	" 135 " Barbed Wire Fence	
24	" 143 " Typical Construction Signs	
25	D3-SP 4362 Sh. 5x7x154 Conc. Box Culvert	219+80
26	D3-SP 4362 Sh. 5x7x154 Conc. Box Culvert	315+75
27	D3-SP 4362 Sh. 5x7x154 Conc. Box Culvert	326+85
28	44-74 Cross Sections	175+50 350+50

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION NO. 9 DENVER, COLORADO

APPROVED

DIVISION ENGINEER
BY DESIGN ENGINEER

APPROVED

DISTRICT ENGINEER

APPROVED

REGIONAL FORESTER

APPROVED

CHIEF ENGINEER
COLORADO DEPARTMENT OF HIGHWAYS

Surveyed by U.S. B.P.R. 1935..... 15.699 Miles.

SLOPE ROUNDING FACTORS		ALTERNATE ROUNDING DIMENSIONS	
NATURAL GROUND SLOPE	CUT SLOPE HEIGHT (Ratio)	SEMI-TANGENTS "B"	FRONT OF SLOPE STAKE "F"
VARIABLE	0'-5' 3:1	5'	5'
RELATIVELY FLAT (6:1 AND FLATTER)	5'-10' 1 1/2:1	5'	5'
MODERATELY STEEP (6:1 TO 3:1)	10'-15' 1 1/2:1	5'	5'
STEEP (3:1 TO 1:1)	15'-30' 1 1/2:1	3'	5'
VERY STEEP (1:1 TO 1/2:1)	OVER 30' 1:1	3'	5'

NOTE: In areas where existing conditions permit, use more liberal rounding with unequal semi-tangents. (Approximating a parabolic curve.)

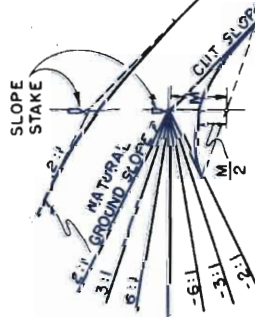
† Measured on slope surface.
 ** Desirable
 * Minimum (wanted)
 > These ratios are desirable in steep terrain.

ROUNDING, WARPING, AND FINISHING SLOPES, AS PROVIDED IN ITEM 24 - 3, 9, FP - 41 SPECIFICATIONS.

SLOPE ROUNDING TO BE CONSIDERED AS A SUBSIDIARY PART OF THE WORK REQUIRED IN DRESSING THE CUT SLOPES AND NO ALLOWANCE WILL BE MADE FOR MATERIALS MOVED.

HEIGHT	EMBANKMENT SLOPE
0' to 3'	6:1
3' to 6'	4:1
6' to 12'	2:1
12' to 30'	1 1/2:1
30' Up	1 1/2:1

When field conditions indicate the need for slopes other than those indicated above, they shall be constructed as asked by the Engineer.



CUT SLOPE ROUNDING

SELECT OR SUBBASE MATERIAL

STATION TO STATION	DEPTH (Inches)	DEPTH (Feet)
175 + 50	0	6"
"	5"	4"

Item 26 and 47, Unclassified Excavation for Borrow and Subbase Material, variable depths (See Table)

Any materials encountered in the primary excavation Item 24, or Unclassified Excavation for Borrow, Item 26, which are, in the opinion of the engineer, equal in quality to Item 47, Subbase Material, shall be used in place thereof and Item 47 reduced accordingly.

GENERAL NOTES

Where Borrow is specified in the contract and satisfactory material is found in the roadway excavation, the right is reserved to increase the amount of Unclassified Excavation and reduce the Unclassified Excavation for Borrow. When additional material is needed for completing embankments, stabilizing the subgrade, or for selected cushion or topping, it may be secured by uniformly widening thru or sidehill cuts or flattening cut slopes where satisfactory material is available. The slopes at the ends of all cuts shall be flattened and flared to improve appearance.

Farrow ditches shall be constructed on approximate one percent grades following the ground contour and when possible shall be so constructed that the direction of flow will be away from the roadway. Topsoil shall be conserved and either placed in stockpiles or spread over cut and embankment slopes as directed and in accordance with the specifications.

Roadway ditches at the ends of cuts shall be constructed so as to carry the flow away from the adjacent embankment slopes. Embankment slopes shall be uniformly warped between one rate of slope and another. The transition shall cover a distance of not less than fifty feet.

Subgrade grade to be on the surface of stabilized graded road and located ten feet from center line on tangents and inside of curves. Bureau of Public Roads book of "Transition Curves for Highways," shall be used to determine superelevation and transition lengths (Table I), and widening of curves (Table IX).

U.S. DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS
 DIVISION NO. 9 DENVER, COLO.

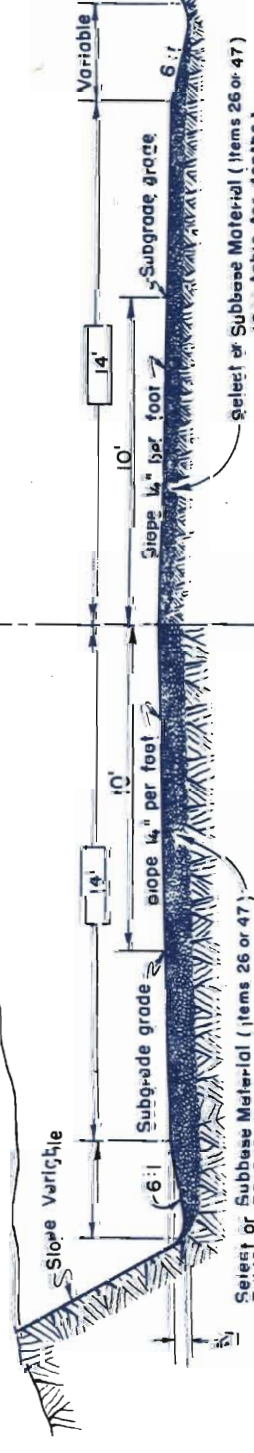
TYPICAL CROSS SECTIONS

NATIONAL FOREST & PARK HIGHWAYS

DIVISION No. 9 STANDARD ROADBED: BITUMINOUS WEARING SURFACE
 PROJECT: Colo 35-1 Greenhorn Highway
 NATIONAL FOREST: San Isabel
 COUNTY: Custer
 STATE: Colorado

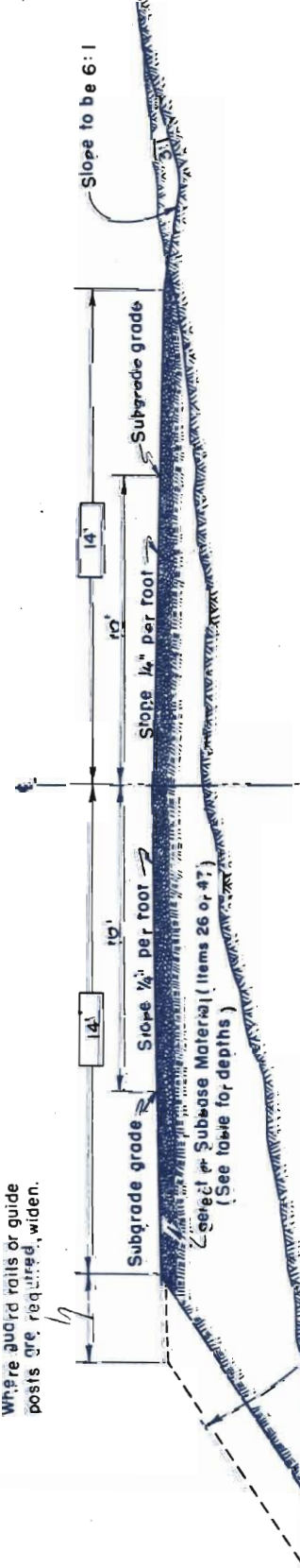
APPROVED: Edw. E. Leonard Date: June 21, 1934
 Design Engineer

GRADED: 28' Sh. to Sh.
 BASE COURSE: Not included in this Contract



TYPICAL HALF CUT SECTION IN ROCK

TYPICAL HALF CUT SECTION IN COMMON



TYPICAL HALF EMBANKMENT SECTION

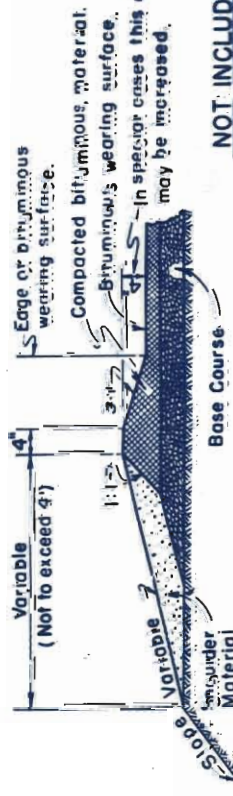
TYPICAL HALF SHALLOW EMBANKMENT SECTION

Base Course
 Bituminous Wearing Surface, Road or Plant Mix

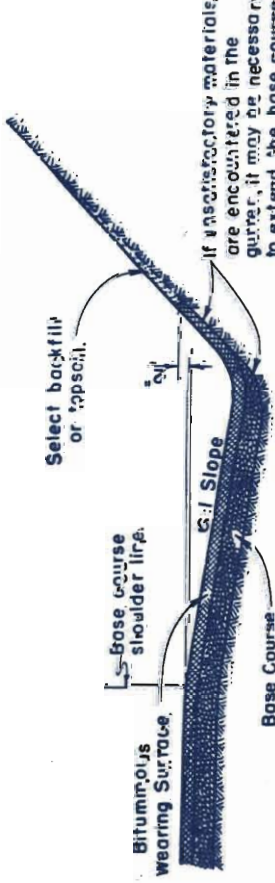
Depth: _____ inches



TYPICAL SURFACING SECTION



DETAIL OF RAISED BITUMINOUS SHOULDER ON WIDENED SECTIONS



DETAIL OF BITUMINOUS GUTTER

NOT INCLUDED IN THIS CONTRACT

Colo. 35-H, Granhorn Highway
Sta. 150+00 to Sta. 180+00
Sheet No. 9

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	A.S.	95/
RT. OF WAY CHECKED	ALIGNMENT CHECKED		

PROFILE	SURVEYED	BY	DATE
W/OTE BOOK	PLOTTED		
NO	GRADES CHECKED		
	B. M'S NOTED		
	STRUCTURE NOT'NS CM'K'D		

"All public and/or privately-owned utilities located on private lands shall be removed by the State or local authority as a right-of-way consideration."

C. A. and Lorna Pennington
(Owners)

The materials data shown on these plans have been secured from available information and are shown for the convenience of the Project Engineer and the Contractor. The Government neither guarantees nor assumes any responsibility as to the extent, character, or classification of the material. If materials not conforming to the data as shown on the plans are encountered during construction, the grading plan will be modified where necessary to secure the proper design.

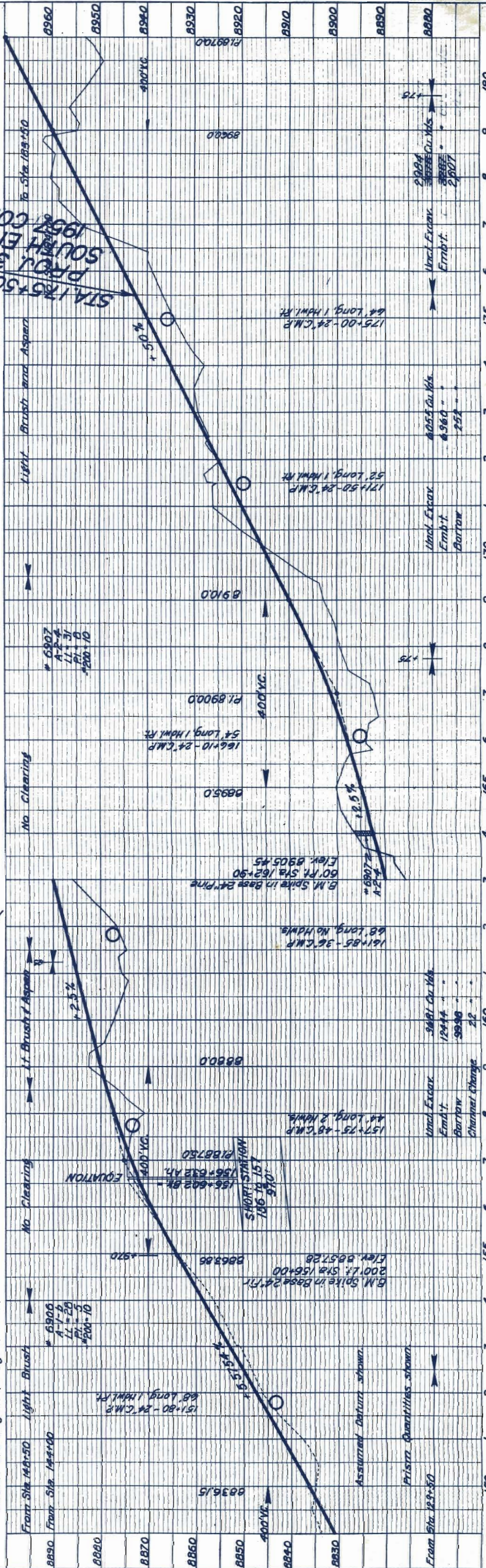
Constructed ~~Barbed~~ Barbed Wire Fence 414' 30"

Sta. 17.5+50 to Sta. 256+00

Set back line for special treatment ∞ Occupied and used only upon approval of Regional Forester.

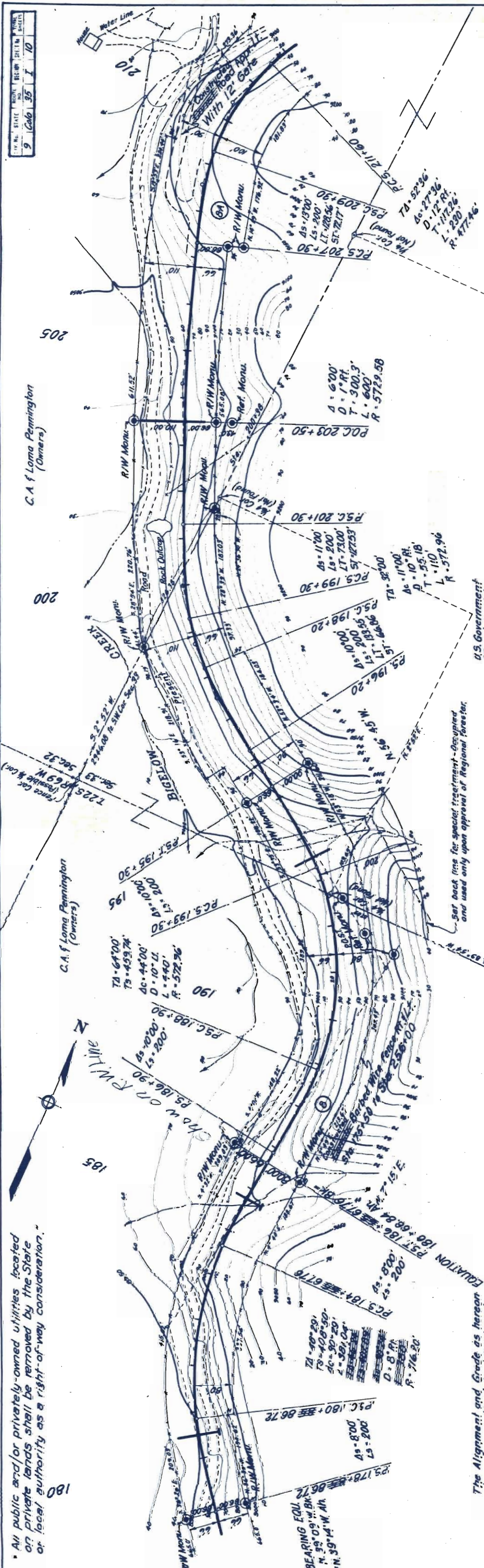
U. S. Government
(Forest Lands)

The Alignment and Grade as hereon shown are subject to adjustment.

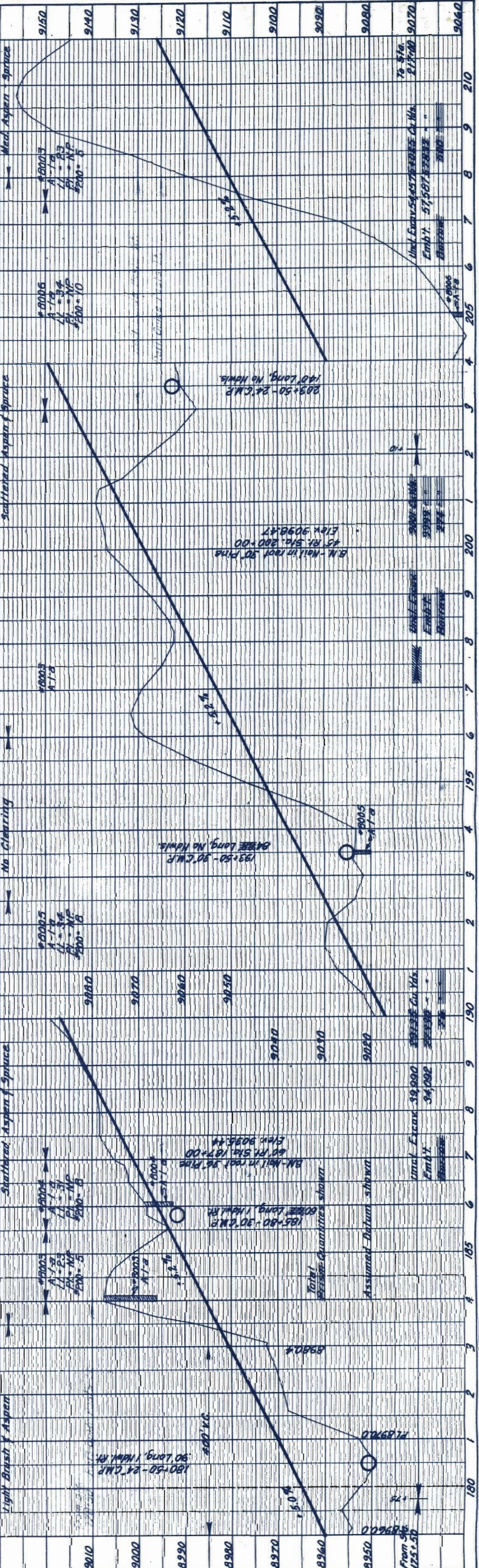


DATE	1954
BY	D.L.W.
PLANNED	
ALIGNED & CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK	
NO.	

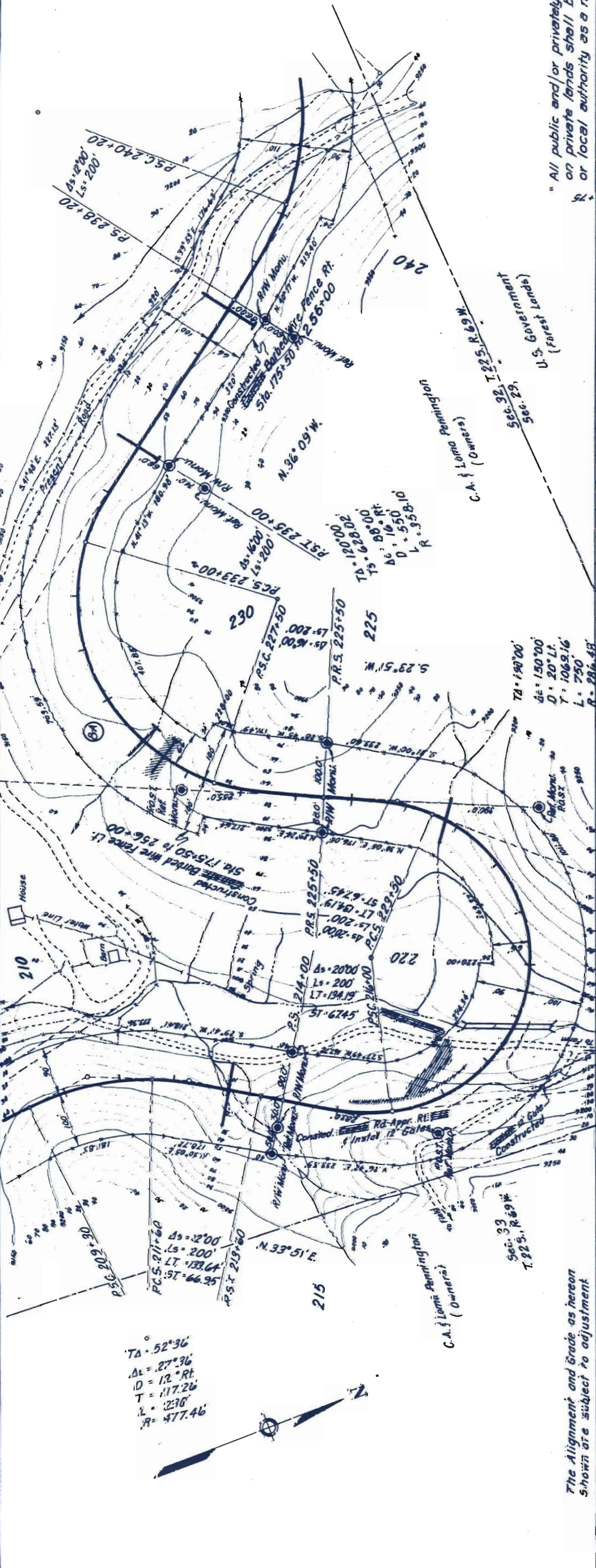
All public and/or privately-owned utilities located on private lands shall be removed by the State or local authority as a right-of-way consideration.



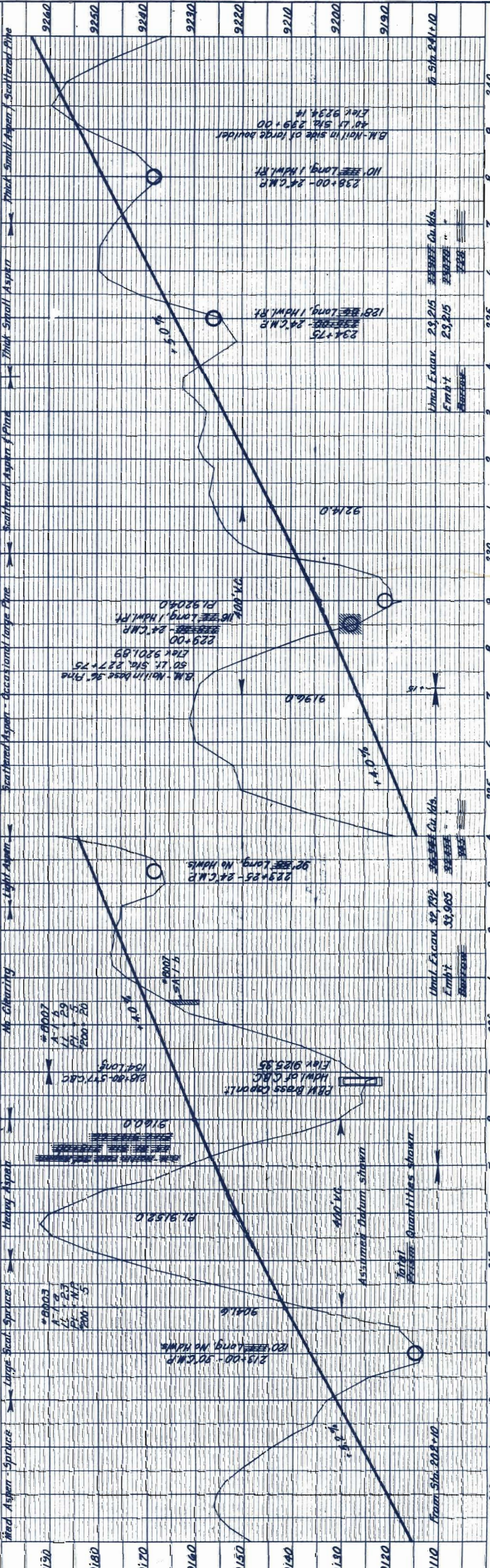
The Alignment and Grade as hereon shown are subject to adjustment.



DATE	1954
BY	D.L.W.
PLANNED	
ALIGNED & CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK	
NO.	

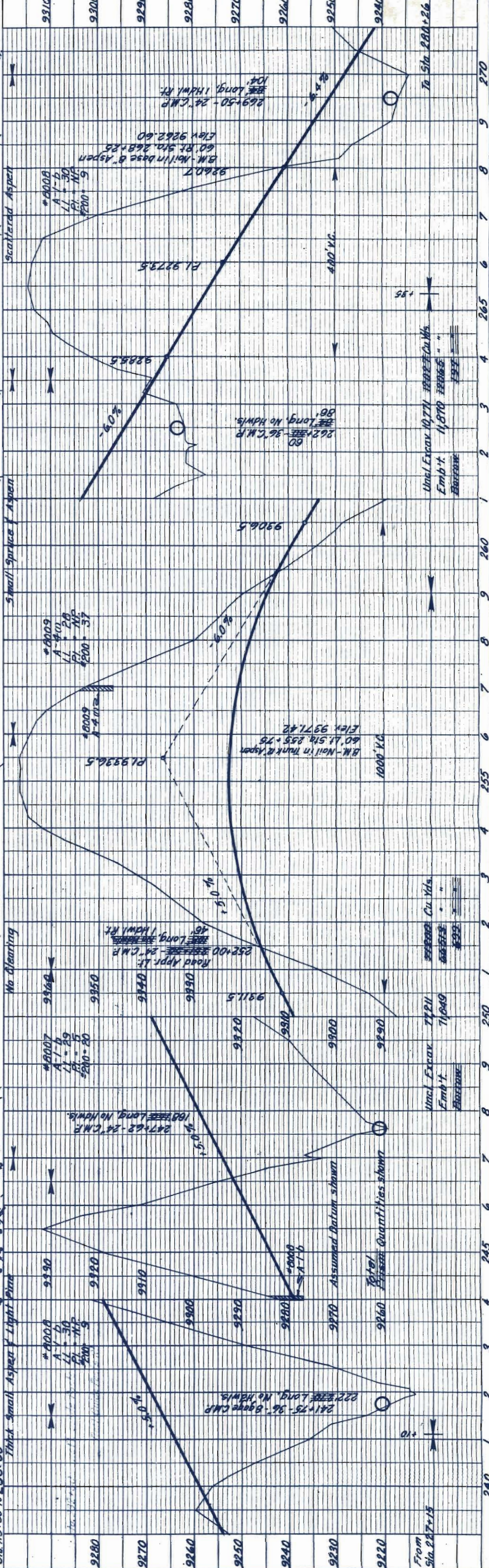
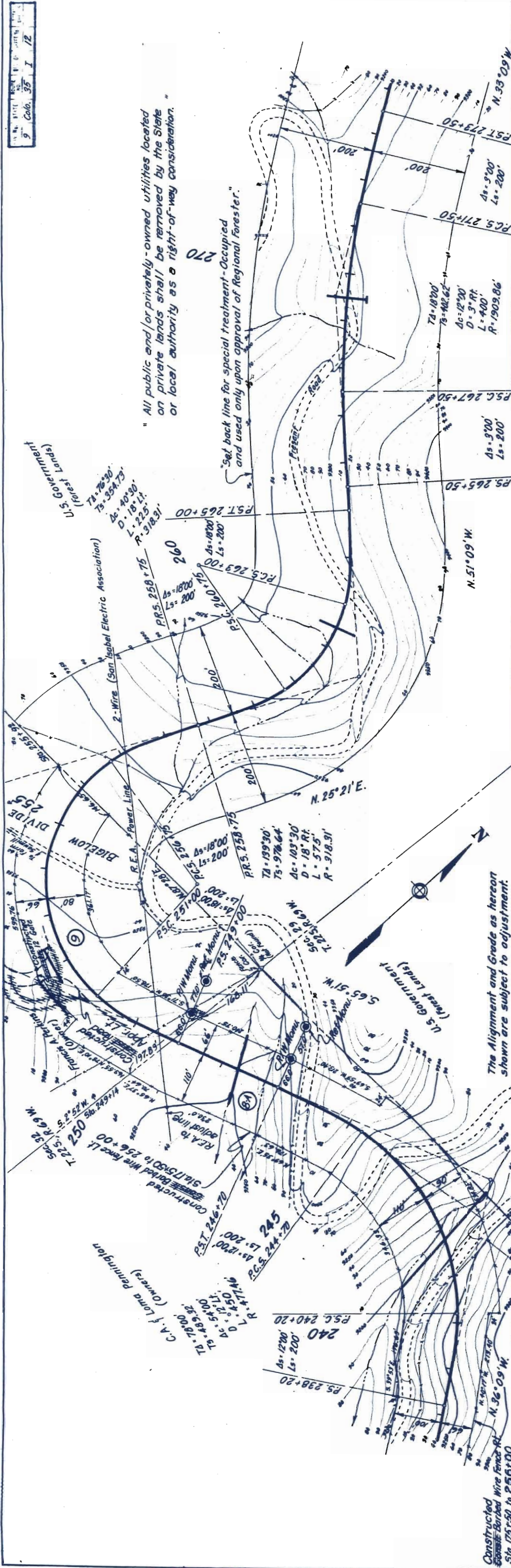


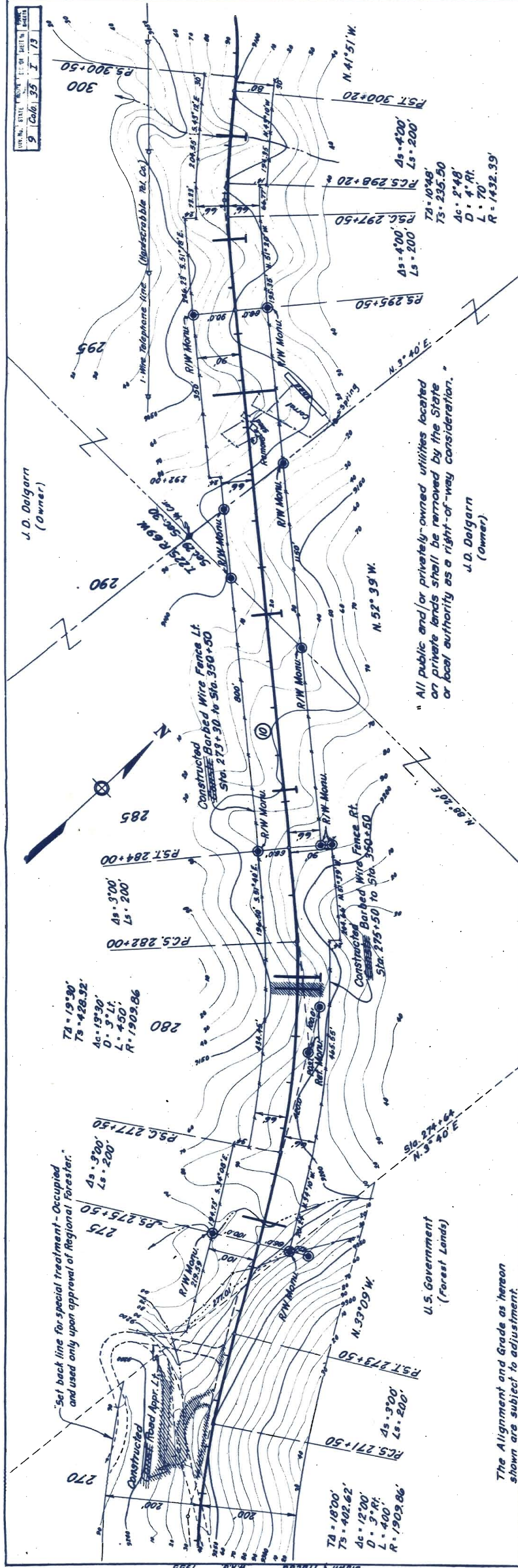
"All public and/or privately-owned utilities located on private lands shall be removed by the State or local authority as a right-of-way consideration."



PLAN	DATE	BY	CHECKED
1933	1933	W.E.W.	W.E.W.
1935	1935	W.E.W.	W.E.W.

PROFILE	DATE	BY	CHECKED
1933	1933	W.E.W.	W.E.W.
1935	1935	W.E.W.	W.E.W.



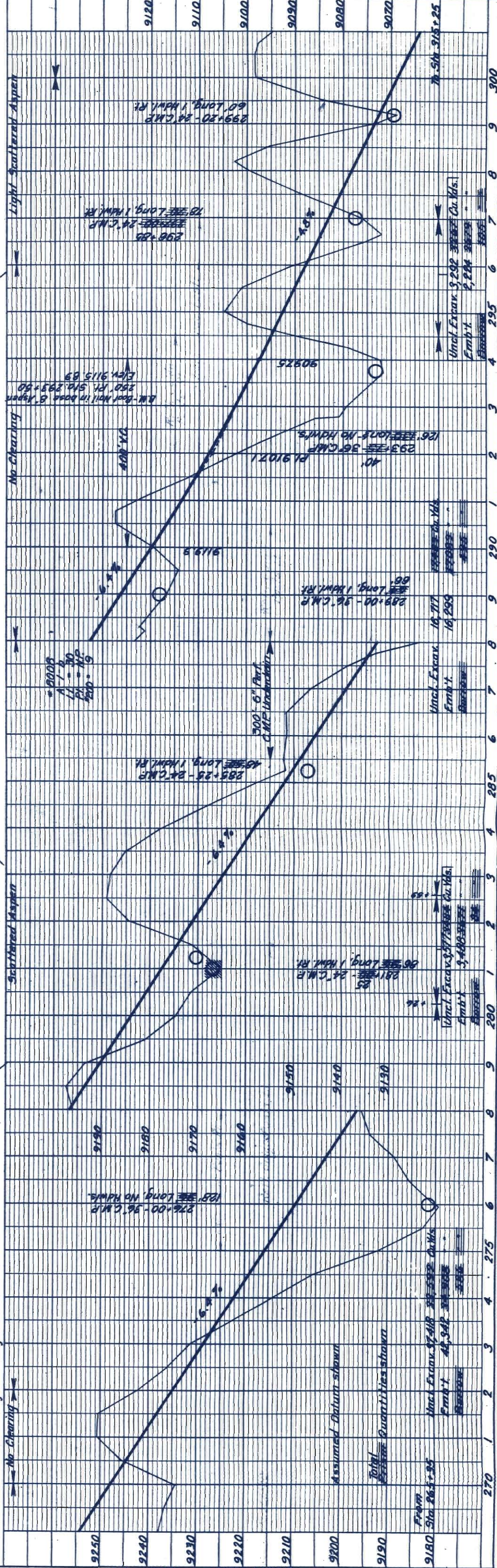


Greenhorn Highway, Colo. 35
Sta. 270+00 to Sta. 300+00
Sheet No. 13

PLAN	DATE	BY	CHKD.
1953	W.A.B.		
1954	R.T.M.		
1955			

"All public and/or privately-owned utilities located on private lands shall be removed by the State or local authority as a right-of-way consideration."

The Alignment and Grade as hereon shown are subject to adjustment.



PROFILE	DATE	BY	CHKD.
1953	W.A.B.		
1954	R.T.M.		
1955			



J.D. Dalgarn
(Owner)



