REG.	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
8	COLO.	7-2(2)	1	45

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AS CONSTRUCTED

COLORADO FOREST HIGHWAY PROJECT 7-2(2)

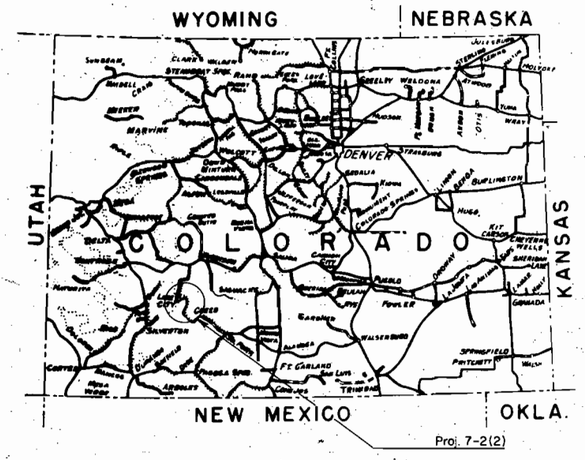
SOUTH FORK - LAKE CITY

CLASS 2

RIO GRANDE & GUNNISON NATIONAL FORESTS

HINSDALE COUNTY

LENGTH 10.559 MILES



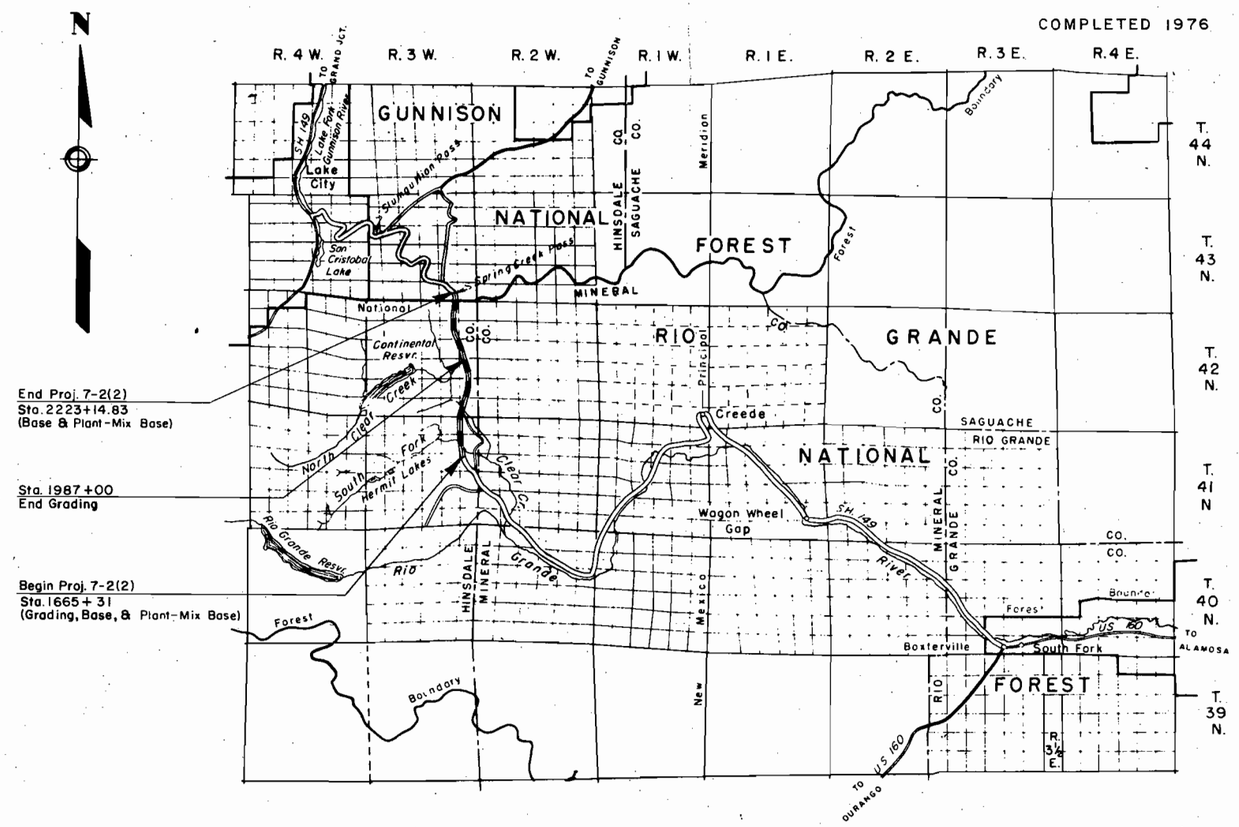
CONVENTIONAL SYMBOLS

- PROPOSED R/W LINE
- PROJECTED CENTERLINE
- STAKED CENTERLINE
- PARCEL NUMBER
- OWNERSHIP BOUNDARY
- EXISTING FENCE
- PROPOSED FENCE
- R/W CALCULATION
- SLOPE LIMIT - TOP OF CUT
- SLOPE LIMIT - TOE OF FILL
- COUNTY LINE
- PARK BOUNDARY (HASH MARKS ON PARK SIDE)
- TOWNSHIP OR RANGE LINE
- STATE BOUNDARY
- FOREST BOUNDARY
- CONSTRUCTION PERMIT
- SECTION LINE
- MANHOLE
- 1/4 SECTION LINE
- 1/16 SECTION LINE
- ROCK OUTCROP
- MARSH OR SWAMP
- EXISTING GUARD RAIL
- TREES
- FOUND SECTION CORNERS
- NOT FOUND SECTION CORNERS
- TRAIL OR TRACK
- MINE
- PRESENT ROAD
- RAILROAD
- UNDER GROUND POWER LINE
- EXISTING POWER POLES
- EXISTING TELEPHONE POLES
- UNDER GROUND TELEPHONE LINE
- EXISTING TOWER
- EXISTING BOX CULVERT
- NEW PIPE CULVERT
- DROP INLET
- EXISTING PIPE CULVERT
- CHANNEL CHANGES
- IRRIGATION DITCH OR FURROW DITCH
- MATERIALS TEST HOLE & NUMBER
- RIVER WITH BRIDGE
- INTERMITTENT STREAM
- VERTICAL CONTROL POINT
- TRIANGULATION STATION
- GATE
- CATTLE GUARD
- PIPE LINE (Water, Gas, etc)
- SIGN

LEGEND

EXISTING ROAD	UNIMPROVED	GRADED	REINFORCED SUBGRADE	BASE COURSE	SURFACE TREATMENT	RD. OR PLANT MIX BITUM.	CONCRETE

COMPLETED 1976



Plans prepared by: FHWA
Date: April, 1975

TYPE OF CONSTRUCTION
Grading, Drainage, & Bituminous Base

DESIGN DESIGNATION
A.D.T. (1973) 350
A.D.T. (1993) 670
D.H.V. 235
D. 65%
T. 10%
V. 1665+31 to 1860+00 40 M.P.H.
V. 1860+00 to 2223+14.50 M.P.H.

TYPE CODE: 2013

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION NO. 8 DENVER, COLORADO

APPROVED

Director, Office of Federal Highway Projects DATE 19

INDEX TO SHEETS

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1	Title Sheet		
2	Typical Sections		
3-5	Summary		
6-17	Plan & Profile	1665+31	1987+00
18-20	R8B-35,-36,-37, Conc. Box Culvert		
	Extension	1889+94	
21	COLO.-1 Lay Down Wire Fence		
22-24	COLO.-2, Intersection & Parking Details		
25	COLO. 3, So. Clear Creek Struct. Plate Pipe		
	Arch	1720+75	
26	COLO.-4, Channel Revision	1932+00	1941+00
27	COLO.-5, Materials Source & Reclamation Plan		
28	Std. 107-2, Traffic Signing for Hwy. Const.		
29	Std. 203-1, Approach Roads		
30	Std. 603-1, Fill-Height Tables		
31	Std. 603-2, Metal End Sections		
32	Std. 603-3, R.C.P. Bedding and Fill-Class Tables		
33	Std. 603-4, R.C. End Section and Cutoff Walls		
34	Std. 604-1, Concrete Drop Inlets and Pipe-Elbow Inlets		
35	Std. 605-1, Underdrain		
36	Std. 606-1, Beam Type Gardrail		
37	Std. 606-2, Beam-Type Gardrail End Anchorage		
38-39	Std. 607-6, Prefabricated Type Cattle Guard		
40	Std. 609-1, Bituminous Curb & Paved Waterways		
41	Std. 617-1, 5'-10' x 7'-8" Struct.-Plate Cattle Pass		
42	Std. 619-1, Loose Riprap Erosion Control		
43	Std. 621-2, Slotted Inlet Downdrain Assembly		
44	Std. 623-2(C) Standard Maintenance Post & Delineators		
45	Std. 633-1, Sign Details & Striping Schedule		

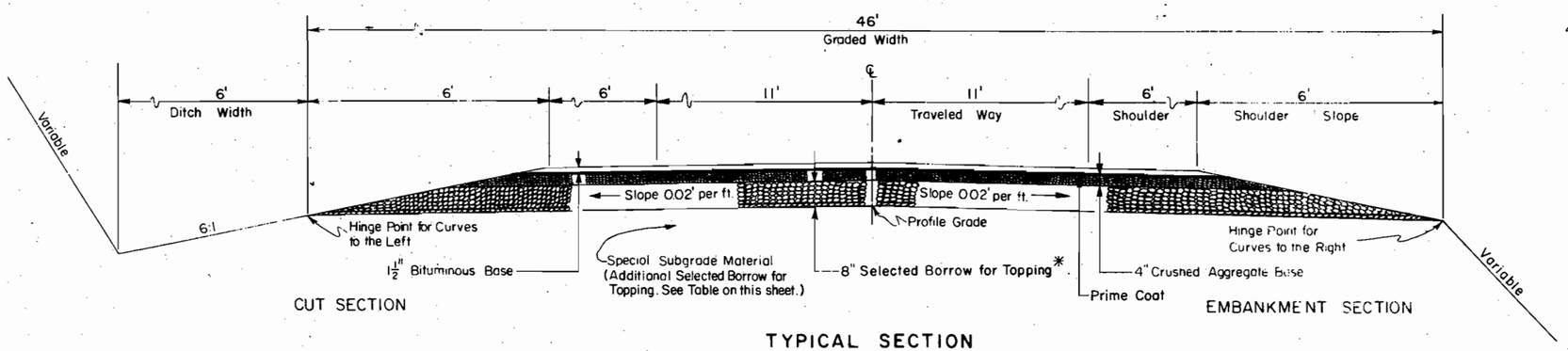
GENERAL NOTES

1. The gradient and width of roadway ditches, and the excavation and embankment slope ratios may be adjusted by the Engineer to assure adequate drainage and stability, and to provide an economical balance of quantities.

2. All earth slopes and all rippable rock slopes shall be rounded. For cut slope distances less than 12 feet, B & F dimensions are reduced to the actual cut slope distance.

3. The thicknesses of Special Subgrade Material shown in the table may be varied by the Engineer. The roadway excavations and embankments shall be constructed to the grade that will allow for the required thickness.

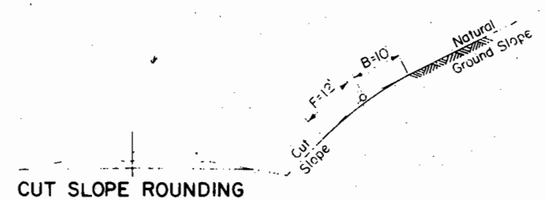
4. Traveled way widening on curves is applied equally on right and left, and is continued throughout where short tangents exist in reversing alignment.



TYPICAL SECTION

Sta. 1665+31 to Sta. 2223+14.83

* Special Subbase from Sta. 1987+00 to Sta. 2223+14.83, to be constructed under Project 7-2(1). Selected Borrow from Sta. 1665+31 to Sta. 1987+00 and all other surfacing work shown in the above Typical Section to be constructed under Project 7-2(2).



CUT SLOPE ROUNDING

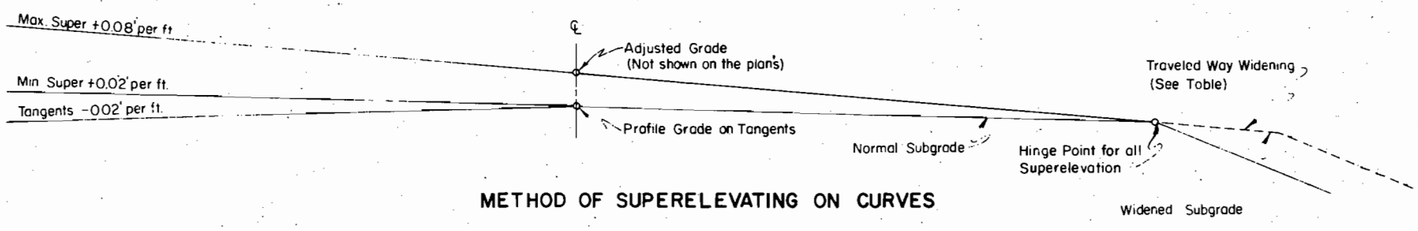
SLOPE RATIOS

HEIGHT	EMBANKMENT SLOPE
0' to 3'	6:1
3' to 6'	4:1
6' to 10'	3:1
10' to 50'	2:1
over 50'	1½:1

HEIGHT	EXCAVATION SLOPE
0' to 3'	6:1
3' to 6'	4:1
6' to 10'	3:1
10' to 50'	2:1
over 50'	1½:1
Rock	1¼:1

SPECIAL SUBGRADE MATERIAL

STATION TO STATION	ITEM	DEPTH
~~1869+00 to 1875+00~~	~~203(9)~~	~~18"~~
~~1947+00 to 1953+00~~	~~203(9)~~	~~18"~~



METHOD OF SUPERELEVATING ON CURVES

DEGREE OF CURVES	WIDENING IN FEET
0°-4°59'	0.0
5° & Over	2.0

TRAVELED WAY WIDENING ON CURVES

Revisions

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 8 DENVER, COLORADO

TYPICAL CROSS SECTION

NATIONAL FOREST HIGHWAYS

ROUTE: SOUTH FORK - LAKE CITY
PROJECT: COLO. F.H.P. 7-2(2)
NATIONAL FOREST: RIO GRANDE
COUNTY: HINSDALE
STATE: COLORADO

ROADBED WIDTHS
GRADED: 46' SH. to SH.
BASE: 36' SH. to SH.
SURFACE: 34' SH. to SH.

(As Constructed)

SCHEDULE OF SIGNS

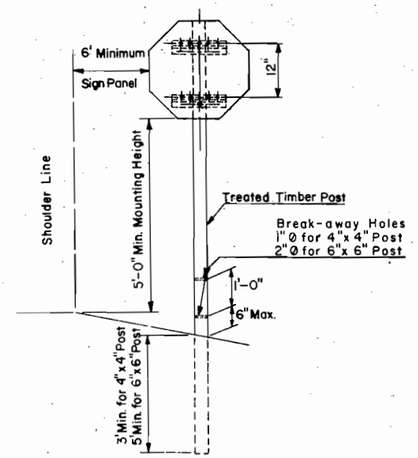
STATION	TYPE REFERENCE M.U.T.C.D.	MESSAGE OF SPECIAL SIGNS	DIMENSIONS A X B (inches)
1669+00 Lt.	R2-5b	30 MPH	24 x 30
1671+00 Lt.	W8-3		30 x 30
1673+00 Lt.	W5-1		36 x 36
1698+00 Rt.	W1-2L		30 x 30
1709+50 Rt.	W1-2R		30 x 30
1712+00 Lt.	W1-2R		30 x 30
*1715+00 Rt.	D5-3 4" Letters Series "D"	CAMPGROUND 1000 Feet	48 x 24
*1717+00 Lt.	D1-1 4" Letters Series "D"	← S. CLEAR CR. RD.	60 x 12
Lt. 1724+50 Appr.Rd.	R1-1		30 x 30
Rt. 1724+50 Appr.Rd.	R1-1		30 x 30
1730+00 Rt.	W1-2L		30 x 30
*1732+00 Lt.	D1-1 4" Letters Series "D"	S. CLEAR CR. RD. →	60 x 12
1734+00 Lt.	W1-2L		30 x 30
*1741+00 Lt.	D5-3 4" Letters Series "D"	CAMPGROUND 1500 Feet	48 x 24
1761+00 Lt.	W1-2R		30 x 30
1778+00 Rt.	W1-2R		30 x 30
1797+00 Lt.	W1-2L		30 x 30
*1809+00 Rt.	D6-2 4" Letters Series "D"	SCENIC OVERLOOK 1000 Feet	48 x 30
1817+00 Rt.	W1-2R		30 x 30
*1819+00 Rt.	D6-3 4" Letters Series "D"	SCENIC OVERLOOK ↗	36 x 24
*1821+00	D1-1 4" Letters Series "D"	← BLACK MOUNTAIN ROAD	60 x 12
*1825+50 Lt.	D6-3 4" Letters Series "D"	SCENIC OVERLOOK ↗	36 x 24
Lt. 1827+00 Appr.Rd.	R1-1		30 x 30
1834+00 Lt.	D1-1 4" Letters Series "D"	BLACK MOUNTAIN ROAD →	60 x 12
1837+00 Lt.	W1-2L		30 x 30
*1840+50	D6-2 4" Letters Series "D"	SCENIC OVERLOOK 1500 Feet	48 x 30
1859+00 Lt.	W1-5L		30 x 30
*1874+50 Rt.	D1-2a 4" Letters Series "D"	NORTH CLEAR CREEK FALLS →	48 x 24
Rt. 1881+90 Appr.Rd.	R1-1		30 x 30
*1886+00 Rt.	D5-3 4" Letters Series "D"	PARKING AREA 1000 Feet	48 x 24
*1889+00 Lt.	D1-2a 4" Letters Series "D"	← NORTH CLEAR CREEK FALLS	48 x 24
*1889+00 Rt.	D1-2a 4" Letters Series "D"	← CONTINENTAL RESERVOIR	48 x 24
*1894+00 Rt.	D5-4	↖ PARKING AREA	36 x 24
Lt. 1896+00 Appr.Rd.	R1-1		30 x 30
*1898+00 Lt.	D5-4	PARKING AREA ↗	36 x 24
*1903+00 Rt.	D1-2 4" Letters Series "D"	CONTINENTAL RESERVOIR →	48 x 24
*1911+00 Rt.	D5-3 4" Letters Series "D"	PARKING AREA 1500 Feet	48 x 24

*Denotes Special Signs, Item 633(2). All other signs are Standard Signs, Item 633(1).

SCHEDULE OF STRIPING

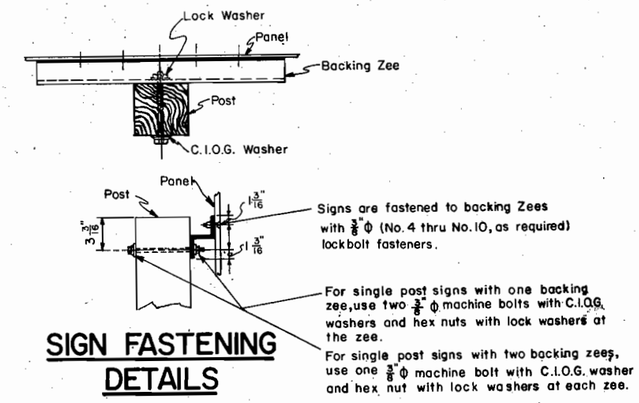
Station to Station	Broken Center-Line Stripe (ft)	Broken Left Lane Stripe (ft)	Solid Left Lane Stripe (ft)	Broken Right Lane Stripe (ft)	Solid Right Lane Stripe (ft)
1665+00 to 1675+00	1,000				
1675+00 to 1685+00		1,000			1,000
1685+00 to 1750+00			6,500		6,500
1750+00 to 1760+00			1,000	1,000	
1760+00 to 1761+00	100				
1761+00 to 1771+00		1,000			1,000
1771+00 to 1790+00			1,900		1,900
1790+00 to 1800+00			1,000	1,000	
1800+00 to 1815+00	1,500				
1815+00 to 1820+00		500			500
1820+00 to 1867+00			4,666		4,666
1867+00 to 1879+00			1,200	1,200	
1879+00 to 1944+00	6,500				
1944+00 to 1949+00		500			500
1949+00 to 1956+00	700				
1956+00 to 1961+00			500	500	
1961+00 to 1963+00	200				
1963+00 to 1968+00		500			500
1968+00 to 1975+00	700				
1975+00 to 1980+00			500	500	
1980+00 to 1983+00	300				
1983+00 to 1995+00		1,200			1,200
1995+00 to 1999+00			400		400
1999+00 to 2011+00			1,200	1,200	
2011+00 to 2017+00	600				
2017+00 to 2029+00		1,200			1,200
2029+00 to 2030+00			100		100
2030+00 to 2042+00			1,200	1,200	
2042+00 to 2046+00	400				
2046+00 to 2058+00		1,200			1,200
2058+00 to 2096+00			3,800		3,800
2096+00 to 2106+00			1,000	1,000	
2106+00 to 2112+00	600				
2112+00 to 2120+00		800			800
2120+00 to 2123+00	300				
2123+00 to 2131+00			800	800	
2131+00 to 2143+00		1,200			1,200
2143+00 to 2152+00			900		900
2152+00 to 2160+00			800	800	
2160+00 to 2206+00	4,600				
2206+00 to 2218+00		1,200			1,200
2218+00 to 2223+15			515		515
TOTALS	17,500	10,300	27,981	9,200	29,081

NOTE: Solid white edge of shoulder strips shall be used throughout Project. Special striping at intersections or parking areas shall be as determined by the Engineer.



TYPICAL SIGN ERECTION DETAIL

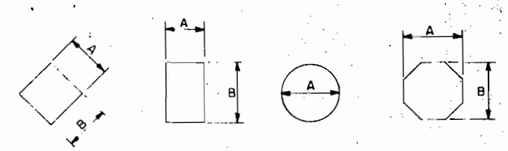
NOTE: Signs larger than 36-inches wide or with areas greater than 10 sq. ft. shall be mounted on two posts. All posts on this project shall be 4" x 4".



SIGN FASTENING DETAILS

Note: For this project all signs shall require two backing Zees. Backing Zees shall be at least as long as Dimension A minus 10 inches.

Backing zees are 3" x 2 3/4" x 1/4" at 6.7 lbs. per ft. for steel or 2.33 lbs. per ft. for 6061-T6 aluminum.



TYPICAL SIGN DIMENSIONS

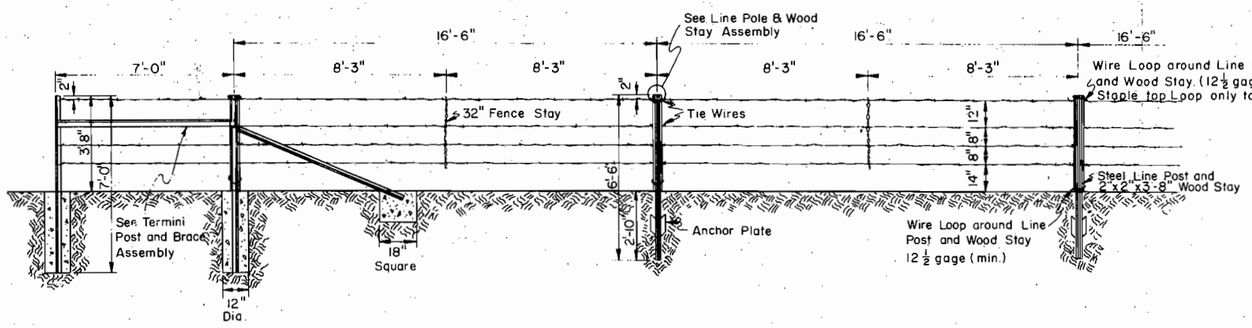
(As Constructed)

Revisions

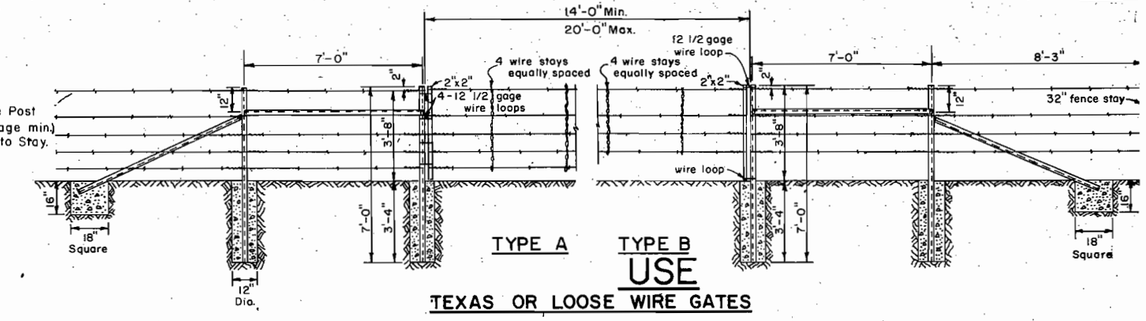
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION-8 DENVER, COLORADO

SIGN DETAILS AND STRIPING SCHEDULE

STANDARD 633-1



LAY DOWN FENCE TYPE B



GENERAL NOTES

Posts and Braces: All corner, end, gate and intermediate brace posts shall be 2-1/2"x 2-1/2"x 1/4" steel angle sections, 7'-0" long, weighing not less than 3.9 lbs. per lin. ft. Braces shall be 2"x 2"x 1/4" steel angles, 7'-0" long, weighing not less than 3.0 lbs. per lin. ft. Line posts shall be steel "Tees", 6'-6" long, weighing not less than 1.3 lbs. per lin. ft., and shall have an anchor plate sufficient to resist movement. All posts and braces shall be drilled or punched as shown hereon, and shall have a weather resistant green baked enamel finish which shall also be resistant to the shock of driving operations. White paint on the top portion of the post is optional. Line posts with studded face will be acceptable in lieu of drilled or punched posts.

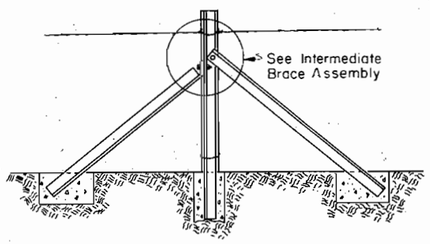
Wood Stays: Treated fence stays shall be made from well seasoned, straight, sound, West Coast Douglas Fir, Ponderosa Pine, or Lodgepole Pine. Treatment of posts and fence stays shall be in accordance with FP-74, Section 716, Material for Timber Structures. Treatment shall be either Pentachlorophenol or Creosote. If Pentachlorophenol is used, the minimum net retention shall be 0.30 lbs. per cubic ft., of wood. If Creosote is used, the minimum net retention shall be 5 lbs. of preservative per cubic ft., of wood.

Brace Panels: All corner, end or gate posts shall be braced as detailed hereon. Corner posts and bracing shall be placed at all changes in alinement in excess of 20 degrees. Intermediate brasing shall be placed at all changes in grade in excess of 20 degrees. Where the distance between corners or ends is in excess of 1/8 of mile, intermediate bracing shall be inserted at uniform intervals of not less than 1/8 mile.

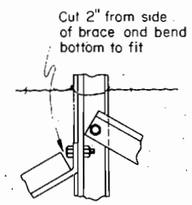
Barbed Wire: Barbed wire shall conform to current A.S.T.M. Specification A-121, Class 1, and shall be 2 strands of 12-1/2-gage galvanized wire, twisted, having 2 point, double wrap, 14-gage round barbs, maximum of 4" apart. Minimum net weight shall be 78 lbs. per 80-rod reel.

Miscellaneous: Fence stays shall be double strand, twisted, 9-1/2-gage galvanized wire. Fence ties shall be a minimum of 12-1/2-gage galvanized wire. Every strand of barbed wire shall be tied to each lay-down post. Bolts for attaching braces shall be 1/2" x 1" galvanized machine bolts. Loops connecting lay-down posts to line posts shall be 12-1/2-gage (min.) galvanized. Staples shall be 9-gage, galvanized 1-1/2" long.

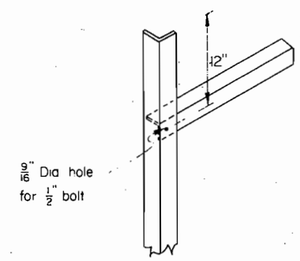
Concrete: Concrete shall be as specified in Section 602, Minor Concrete Structures and shall be allowed to set not less than seven days before wire may be stretched.



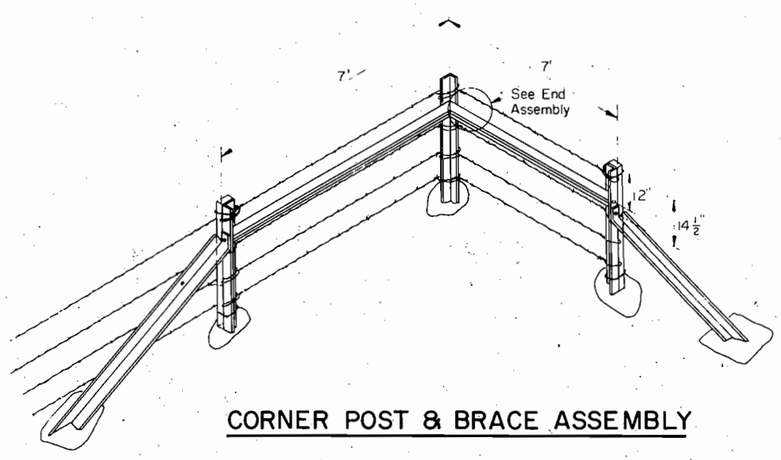
INTERMEDIATE BRACING



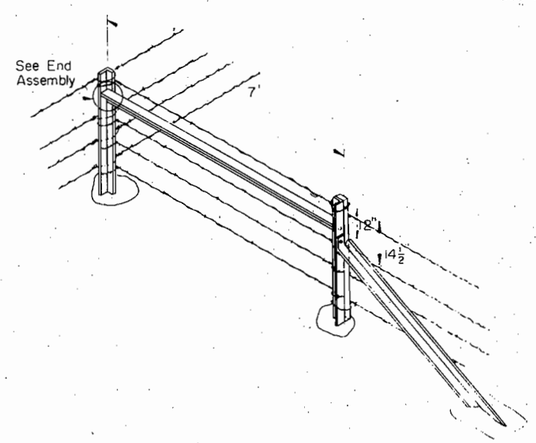
INTERMEDIATE BRACE ASSEMBLY



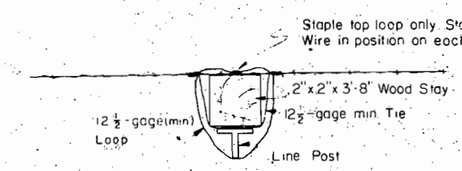
END ASSEMBLY



CORNER POST & BRACE ASSEMBLY



TERMINI POST & BRACE ASSEMBLY



LINE POLE & WOOD STAY ASSEMBLY

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 8 DENVER, COLORADO

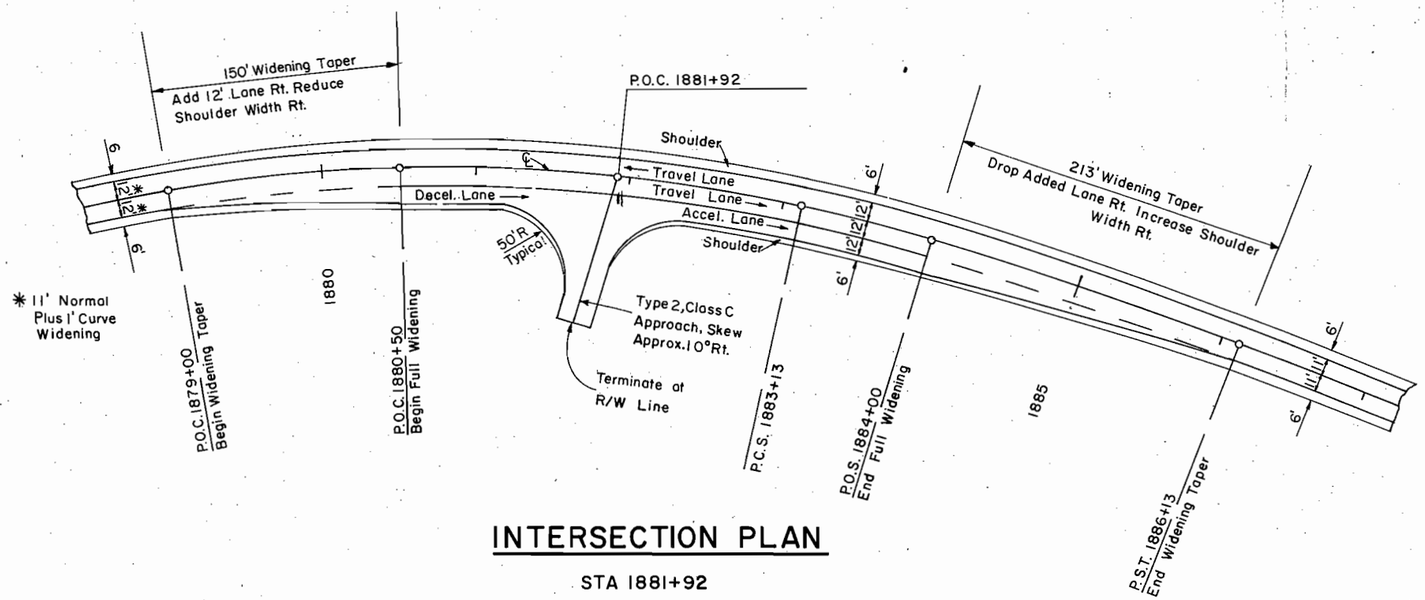
LAY DOWN WIRE FENCE

(As Constructed)

Revisions

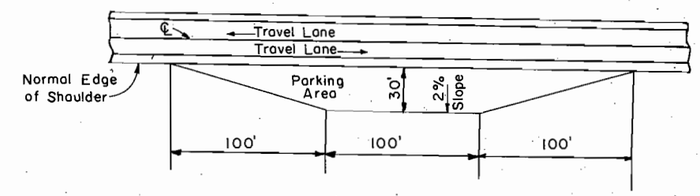
Project 7-212 South Fork - Lake City

COLO. - 1



INTERSECTION PLAN

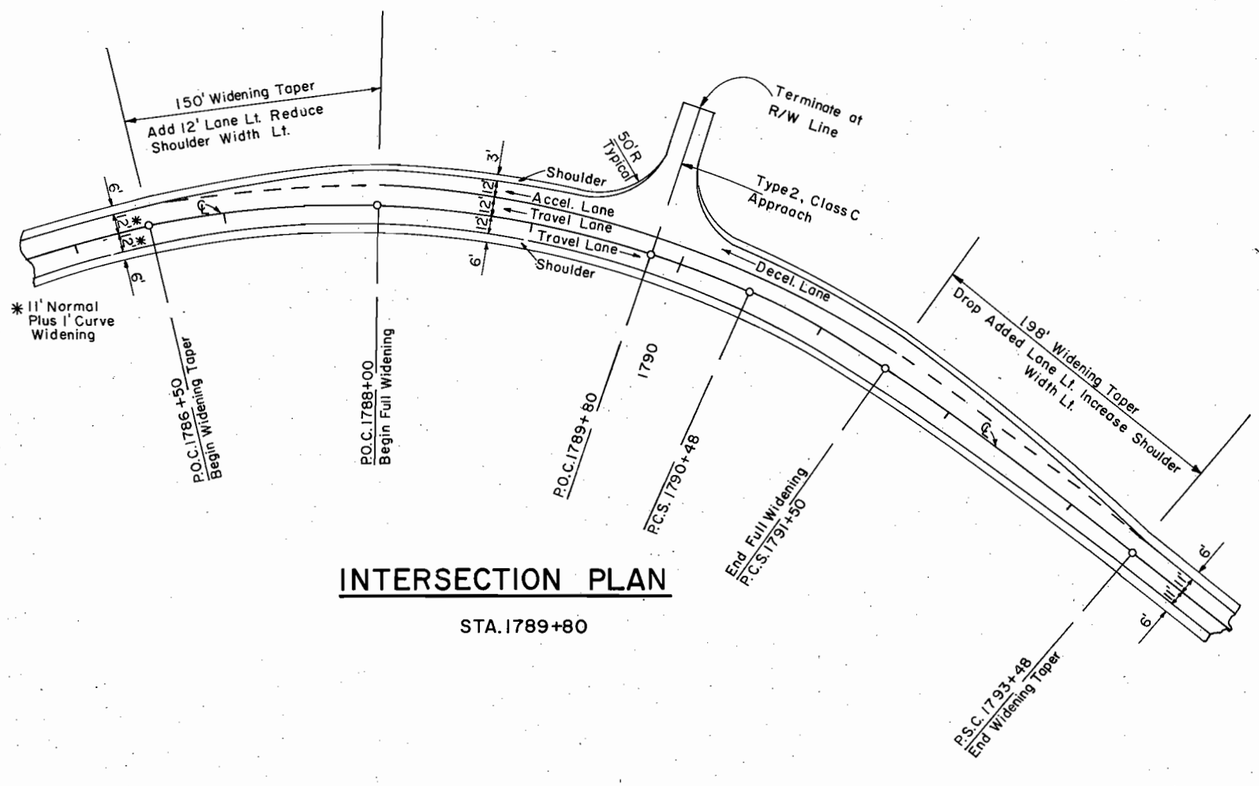
STA 1881+92



PLAN-TYPICAL FISHERMAN'S PARKING AREA

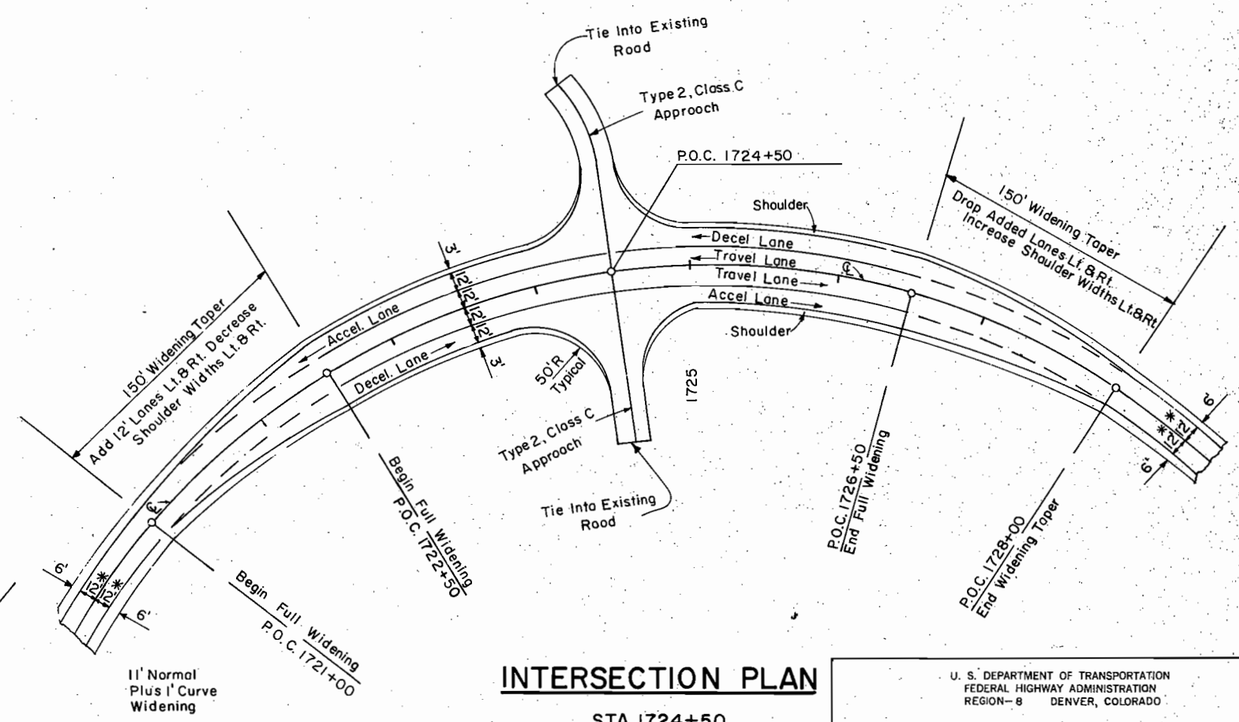
STA. 1694+00 to STA. 1697+00
STA. 1957+00 to STA. 1960+00

STA. 2053+00 to STA. 2056+00
STA. 2096+50 to STA. 2099+50
STA. 2131+00 to STA. 2134+00
} GRADING UNDER PREVIOUS PROJ. 7-2(1)



INTERSECTION PLAN

STA. 1789+80



INTERSECTION PLAN

STA. 1724+50

(As Constructed)

Revisions

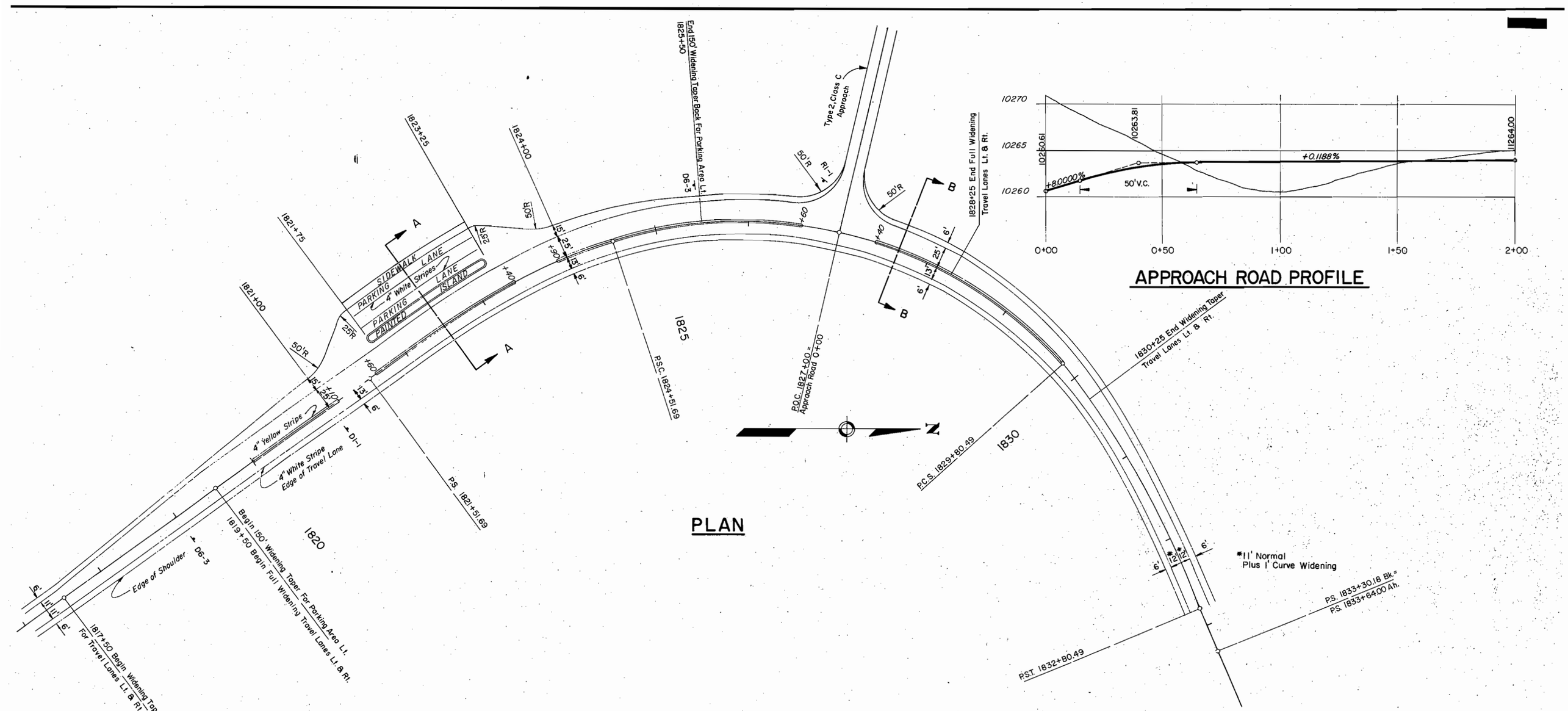
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION-8 DENVER, COLORADO

INTERSECTION & PARKING AREA DETAILS

SHEET 1 of 3

Proj: Colo F.H. 7-2(2) South Fork-Lake City

COLO-2



(As Constructed)

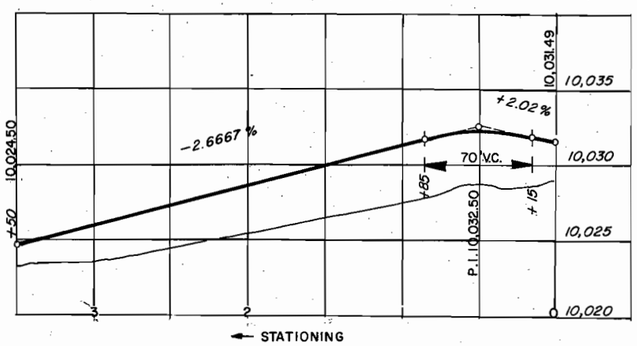
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION-8 DENVER, COLORADO

HERMIT LAKE OVERLOOK AND BLACK MOUNTAIN RANCH APPROACH ROAD

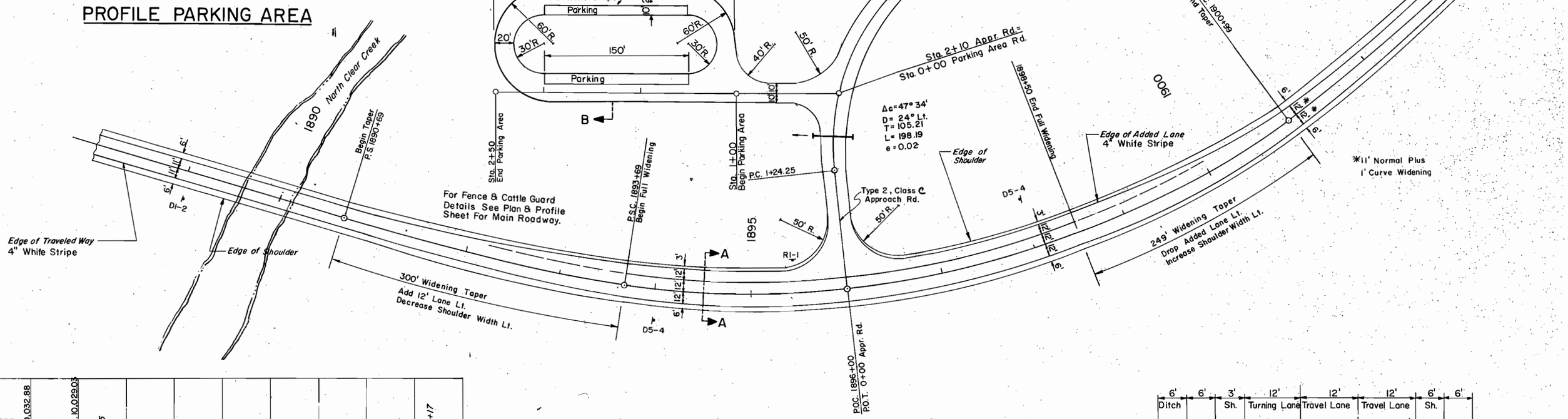
SHEET 2 OF 3

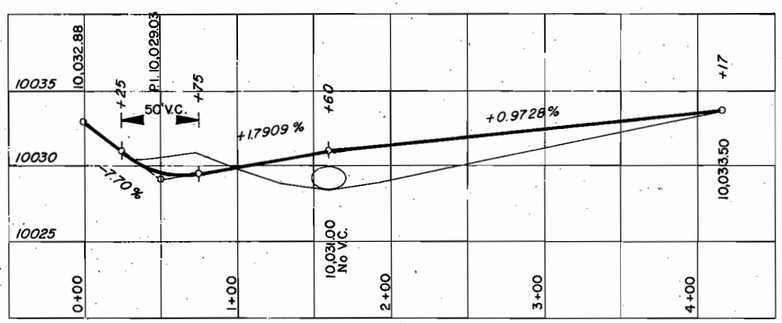
Proj.:Colo. F.H. 7-2(2), South Fork Lake City

COLO.- 2

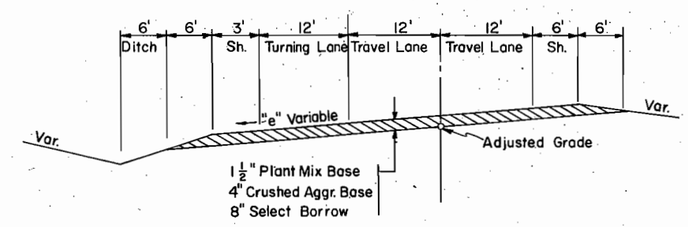


PROFILE PARKING AREA

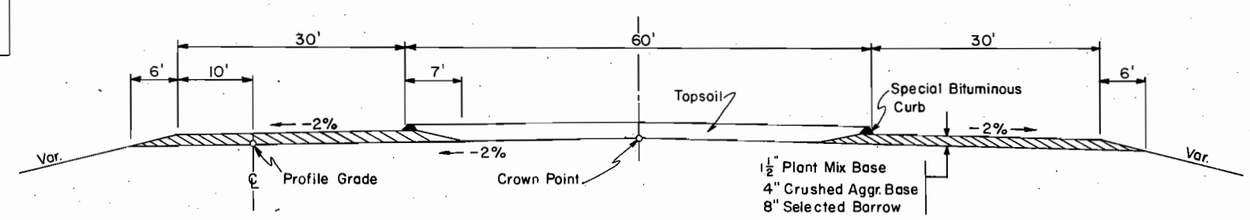




PROFILE-APPR. RD.



SECTION A-A



SECTION B-B

(As Constructed)

Revisions

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION-8 DENVER, COLORADO

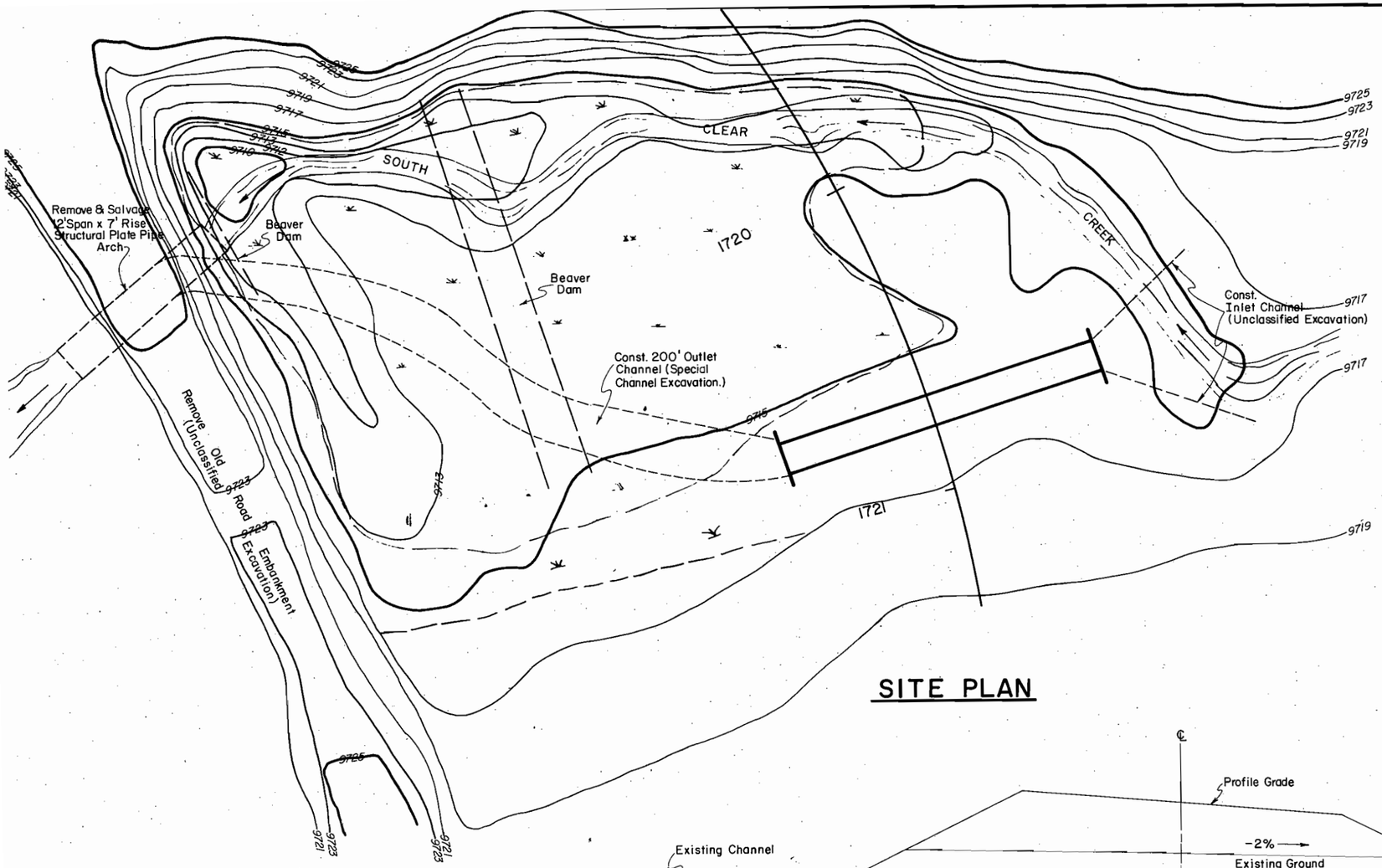
NORTH CLEAR CREEK PARKING AREA AND INTERSECTION DETAIL

STA. 1896+00

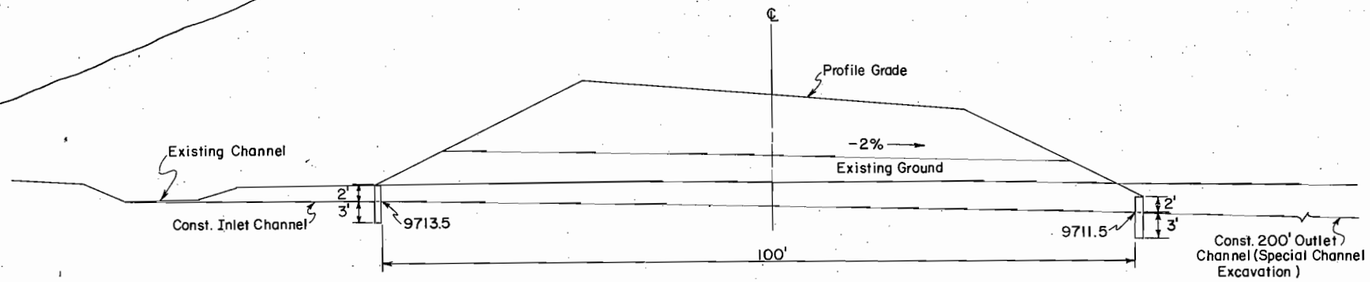
SHEET 3 OF 3

Proj. Colo. F.H. 7-2(2), South Fork Lake City

COLO.-2



SITE PLAN



TYPICAL SECTION

STA. 1720+75

GENERAL NOTES

Structural Plate: Material shall not be ordered until length, location, and grade have been checked in the field by the Engineer. Bevel cuts at ends shall be made at right angles to the longitudinal axis of the structure. Maximum height of cover shall be 10 feet, and minimum height of cover shall be 1 foot. All structural-plate shall be 0.109 inch thickness galvanized sheet manufactured, fabricated, and installed according to Section 617 of F.P.-74.

Concrete: Concrete shall conform to the requirements of Section 602. Concrete shall be poured monolithically. All exposed edges shall be chamfered 3/4 inch and all exposed surfaces shall have a "Rubbed Finish."

Reinforcing Steel: Bars shall conform to A.A.S.H.T.O. M-31, Grade 40. Payment for steel is subsidiary to Item 602.

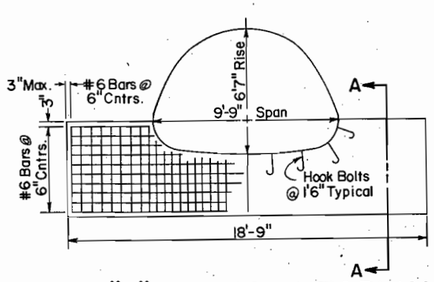
Headwalls: The dimensions shown on the plans are minimum depth. Excavation and backfill shall be in accordance with Section 206. Concrete is not to be poured until pipe installation is complete.

Revisions: All revisions found necessary in the field must be approved by the Bridge Engineer.

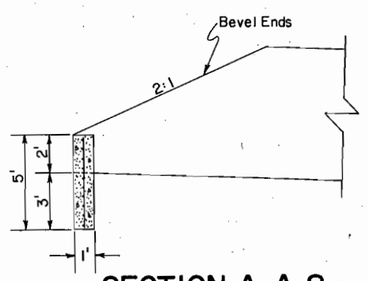
Special Channel Excavation: See COLO.-4, General Notes 1 through 3.

ESTIMATED QUANTITIES

CONCRETE	5.68 CU. YDS.
REINFORCING STEEL	438 LBS.
STRUCTURE EXCAVATION	146 CU. YDS.
UNCLASSIFIED EXCAV.	3,400 CU. YDS.
SPECIAL CHANNEL EXCAV.	200 LIN. FT.

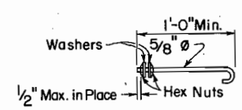


TYPE "A" PARTIAL HEADWALLS



SECTION A-A & BEVEL DETAIL

(BOTH ENDS SIMILIAR)



HOOK BOLT DETAIL

Hook bolts to be set at about 18" centers around pipe perimeter at ℄ 6" from pipe end of headwall. Bolts to be field bent into concrete as required. Cost of hook bolt in place to be included in concrete unit price.

NOTE:
All pipe and hook bolts shall be galvanized after fabrication.

(As Constructed)

Revisions

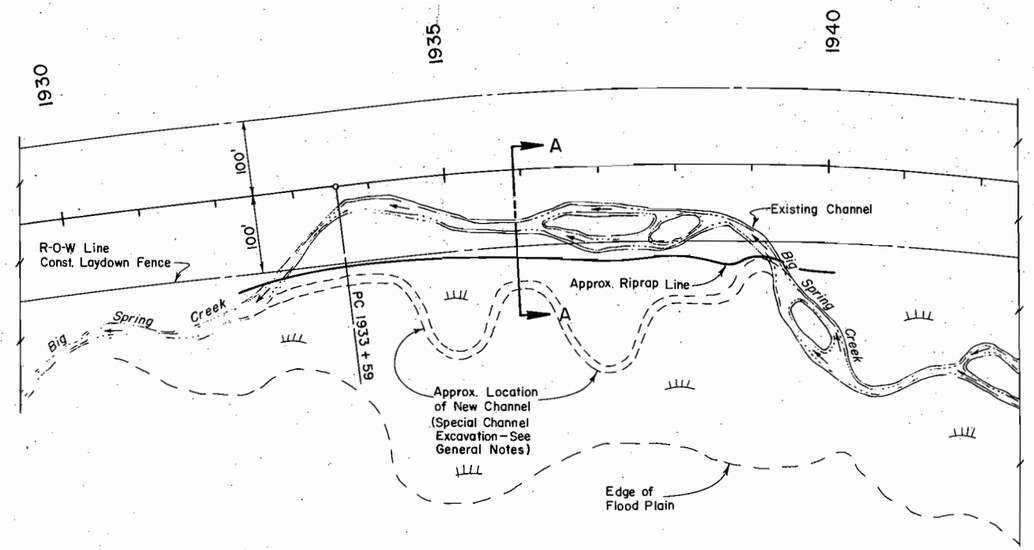
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 8 DENVER, COLORADO

SOUTH CLEAR CREEK CROSSING 9'-9" SPAN X 6'-7" RISE STRUCTURAL PLATE PIPE ARCH

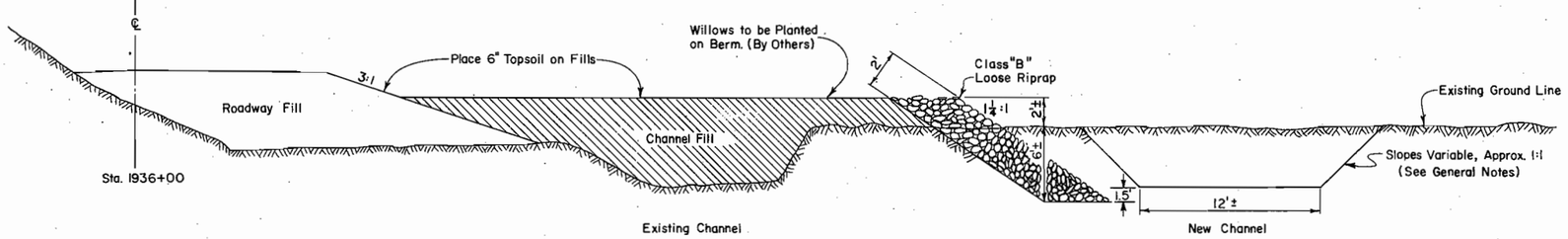
STA. 1720 + 75

Proj. Colo. F.H. 7-2(2), South Fork Lake City

COLO.- 3



PLAN



SECTION A-A

GENERAL NOTES

1. The new channel shall be constructed as staked by the Engineer. The length of the new channel must equal or exceed the length of the existing channel.
2. The new channel shall be constructed with the use of explosives. Specifically, ditching powder will be used.
3. The material removed from the new channel shall be wasted. The new channel shall be constructed to the approximate dimensions as shown in Section A-A. Payment shall be on a lineal foot basis for a 12 foot wide bottom dimension, a 4 foot depth, and 1:1 side slopes.
4. The channel fill and loose riprap shall be constructed as staked by the Engineer with dimensions as shown unless modified by the Engineer.

(As Constructed)

Revisions

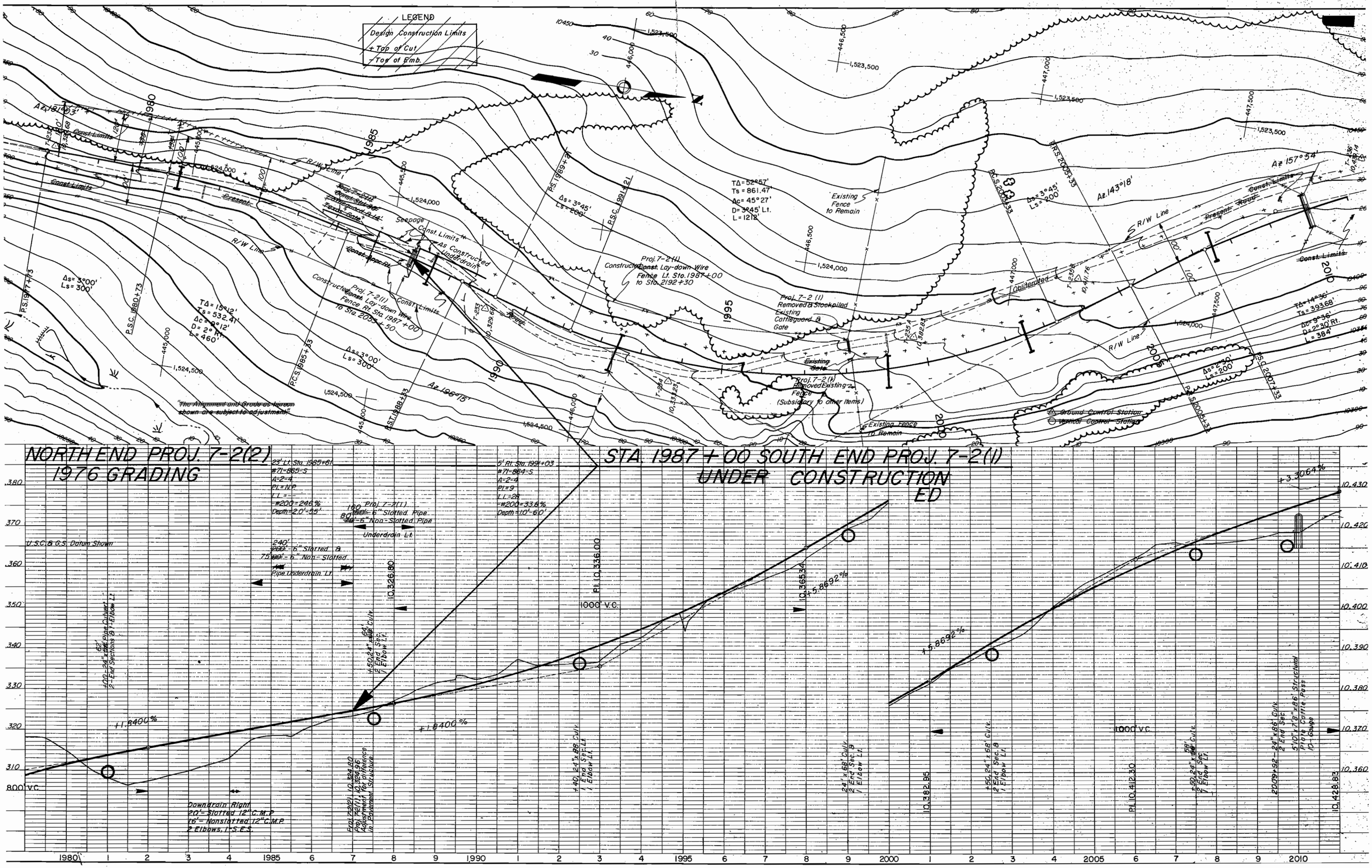
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION-8 DENVER, COLORADO

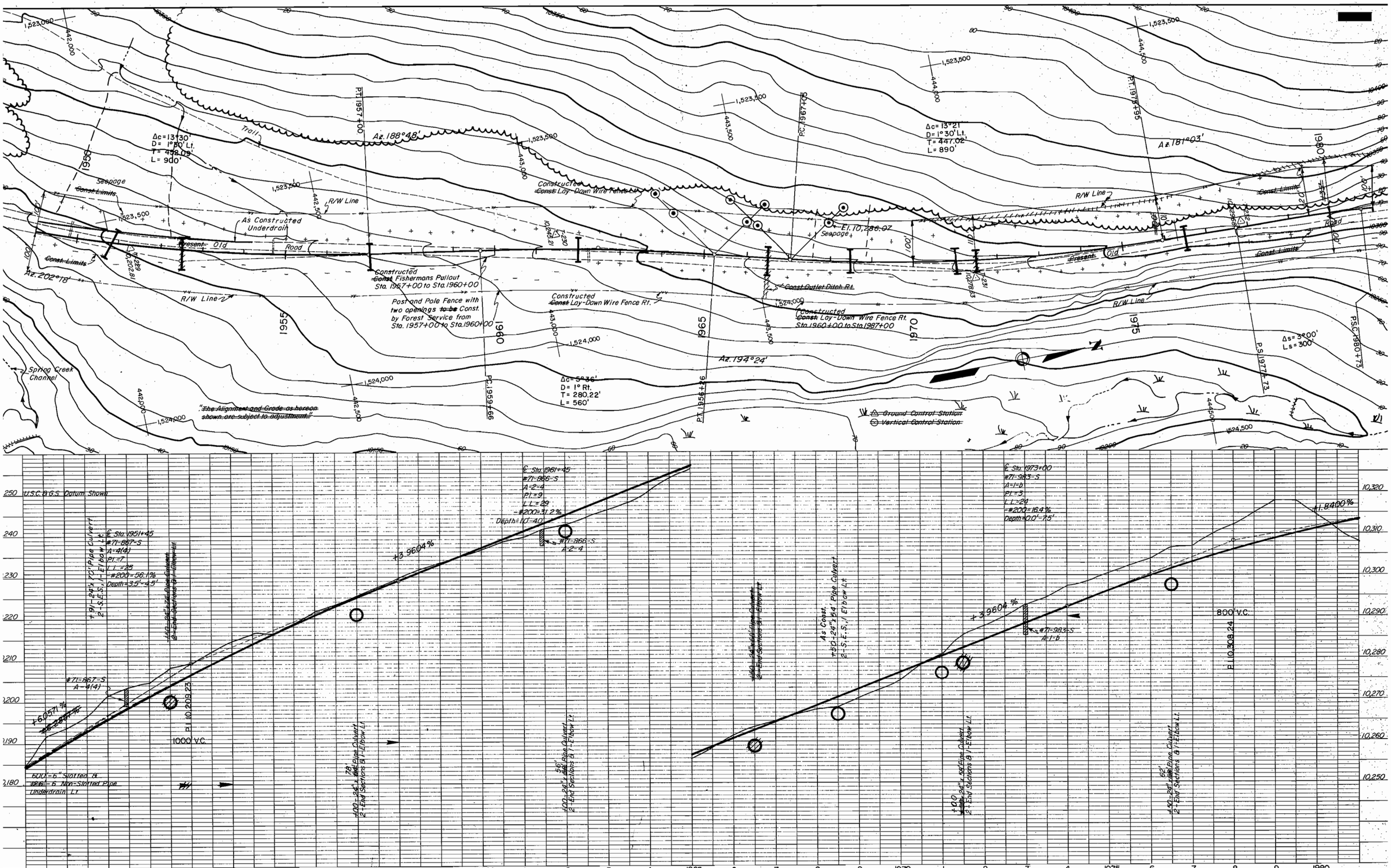
CHANNEL REVISION

STA. 1932+00 TO 1941+00

Proj.: Colo. F.H. 7-2(2), South Fork Lake City

COLO. - 4

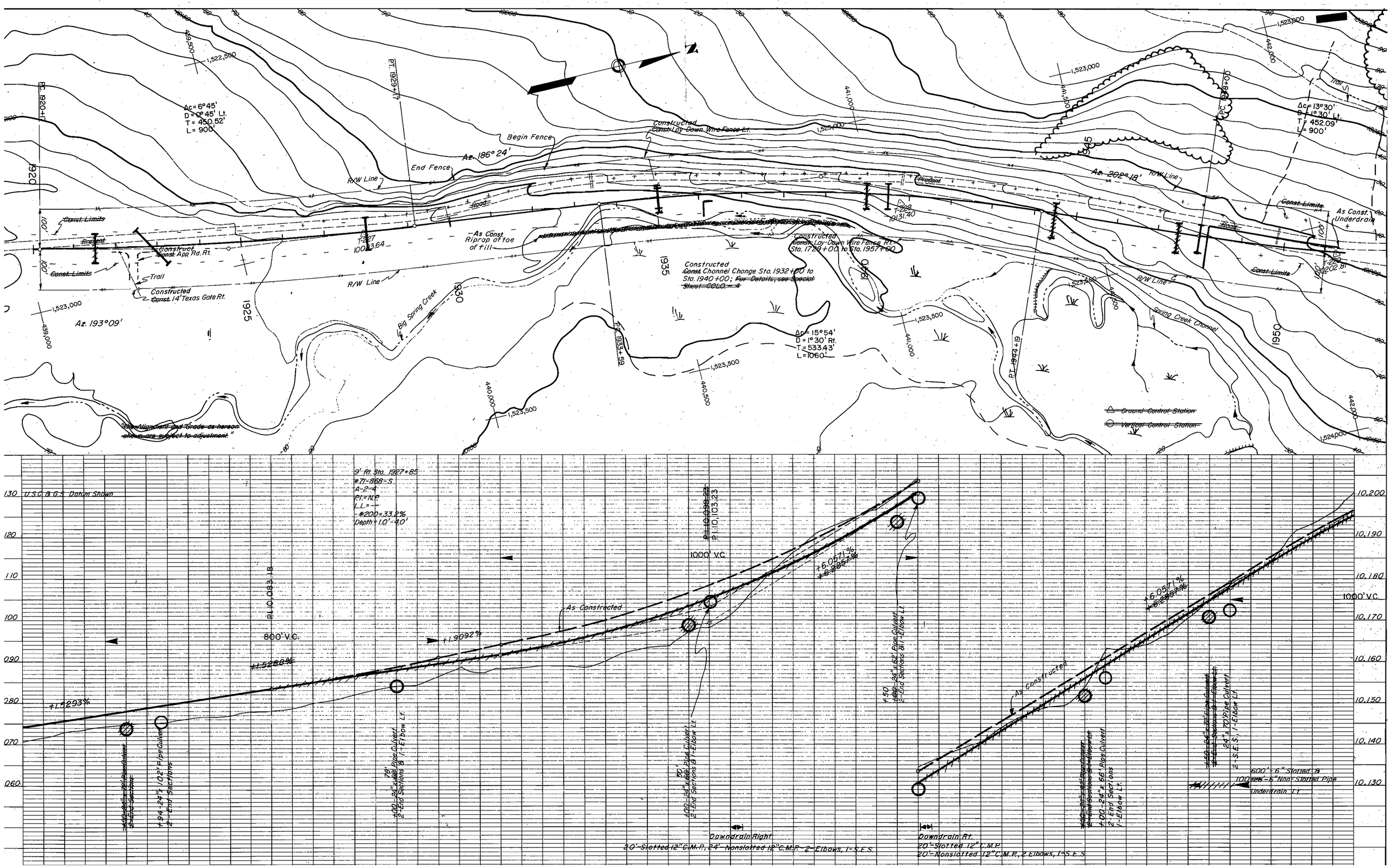

LEGEND
Design Construction Limits
+ Top of Cut
- Top of Emb.
NORTH END PROJ. 7-2(2)
1976 GRADING
STA. 1987 + 00 SOUTH END PROJ. 7-2(1)
UNDER CONSTRUCTION
ED
Az. 198°03'
Az. 196°15'
Az. 143°18'
Az. 157°54'
TΔ = 52°57'
Ts = 861.47
Δc = 45°27'
D = 3°45' Lt.
L = 1212'
TΔ = 15°12'
Ts = 532.41'
Δc = 9°12'
D = 2° Rt.
L = 460'
TΔ = 14°30'
Ts = 393.68'
Δc = 9°36'
D = 2°30' Rt.
L = 384'
Δs = 3°00'
Ls = 300'
Δs = 3°45'
Ls = 200'
Δs = 2°30'
Ls = 200'
P.S. 1977+73
P.S.C. 1980+73
P.C.S. 1985+33
P.S.T. 1988+33
P.S. 1989+26
P.S.C. 1991+21
P.S.C. 2003+33
P.S. 2005+33
P.C.S. 2007+33
P.S. 2009+33
Const. Limits
R/W Line
Present
Seepage
As Constructed Underdrain
Proj. 7-2(1) Constructed Lay-down Wire Fence Lt. Sta. 1987+00 to Sta. 2192+30
Proj. 7-2(1) Constructed Lay-down Wire Fence Rt. Sta. 1987+00 to Sta. 2033+50
Existing Fence to Remain
Proj. 7-2(1) Removed & Stockpiled Existing Cattleguard & Gate
Existing Gate
Proj. 7-2(1) Removed Existing Fence (Subsidiary to other items)
Obliterated
Ground Control Station
Vertical Control Station
"The Alignment and Grade as shown are subject to adjustment"
23' Lt. Sta. 1985+61
#71-865-S
A-2-4
PI = NP
LL = --
-#200 = 24.6%
Depth = 2.0'-4.5'
6' Rt. Sta. 1991+03
#71-864-S
A-2-4
PI = 9
LL = 28
-#200 = 33.8%
Depth = 1.0'-6.0'
160' Proj. 7-2(1) 6" Slotted Pipe
60' 6" Non-Slotted Pipe
Underdrain Lt.
240' 6" Slotted
75' 6" Non-Slotted
Pipe Underdrain Lt.
U.S.C. & G.S. Datum Shown
+1.8400%
+5.8692%
+3.3064%
1000' V.C.
800' V.C.
PI. 10,336.00
10,326.80
10,365.34
10,392.85
PI. 10,412.30
10,428.83
+40 24" x 68' C.M.P. 1 End Sec. 1 Elbow Lt.
+50 24" x 68' C.M.P. 2 End Sec. 1 Elbow Lt.
24" x 68' C.M.P. 2 End Sec. 1 Elbow Lt.
20079.92 24" x 68' C.M.P. 2 End Sec. 5 10" x 76" x 46' Structural Plate Cattle Pass 10 Grade
Downdrain Right
20'- Slotted 12" C.M.P.
16'- Nonslotted 12" C.M.P.
2 Elbows, 1 S.E.S.
10,450
10,430
10,420
10,410
10,400
10,390
10,380
10,370
10,360
10,350
10,340
10,330
10,320
10,310
1980 1 2 3 4 1985 6 7 8 9 1990 1 2 3 4 1995 6 7 8 9 2000 1 2 3 4 2005 6 7 8 9 2010

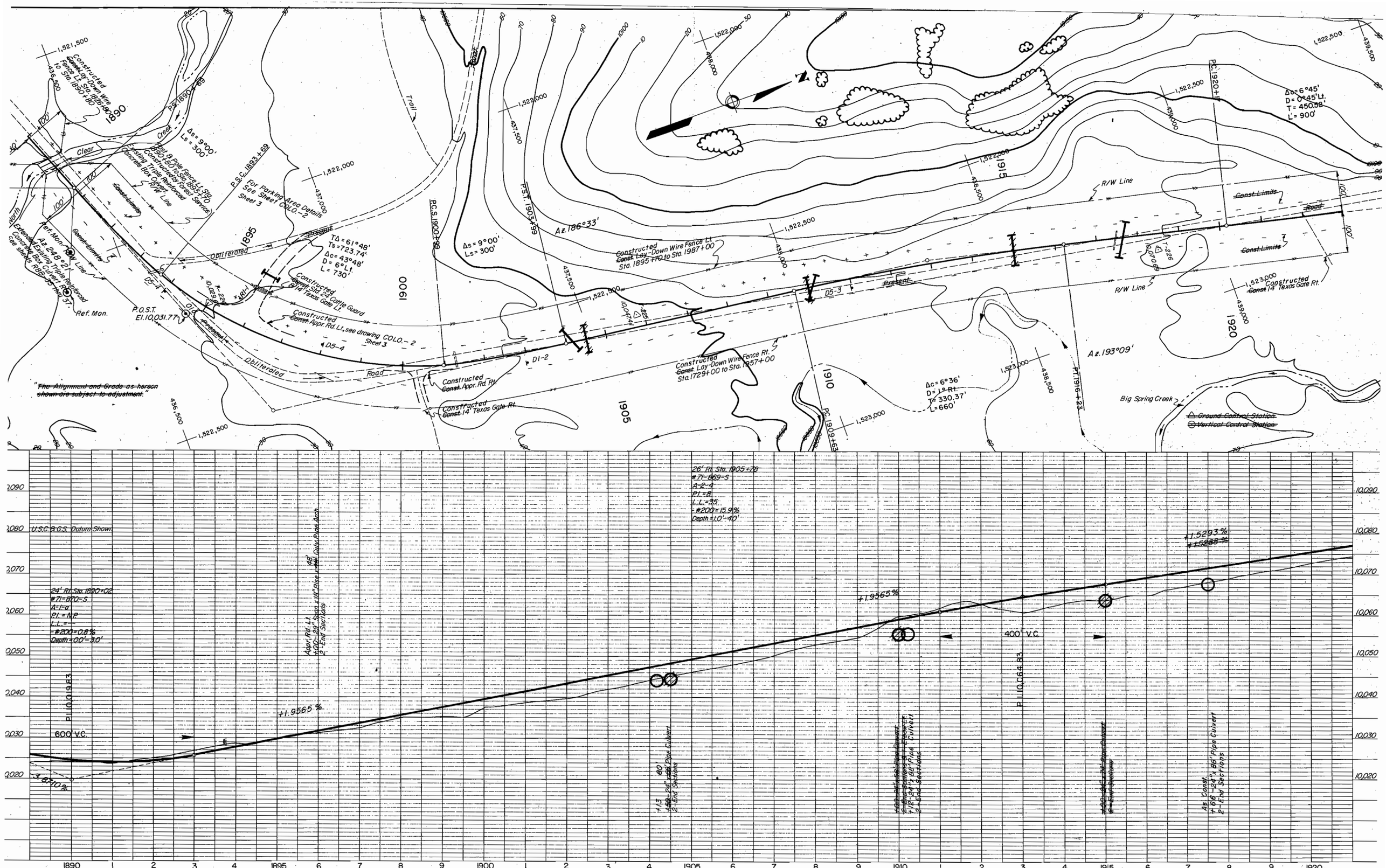


K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

(As Constructed)

SOUTH FORK-LAKE CITY 7-2(2)

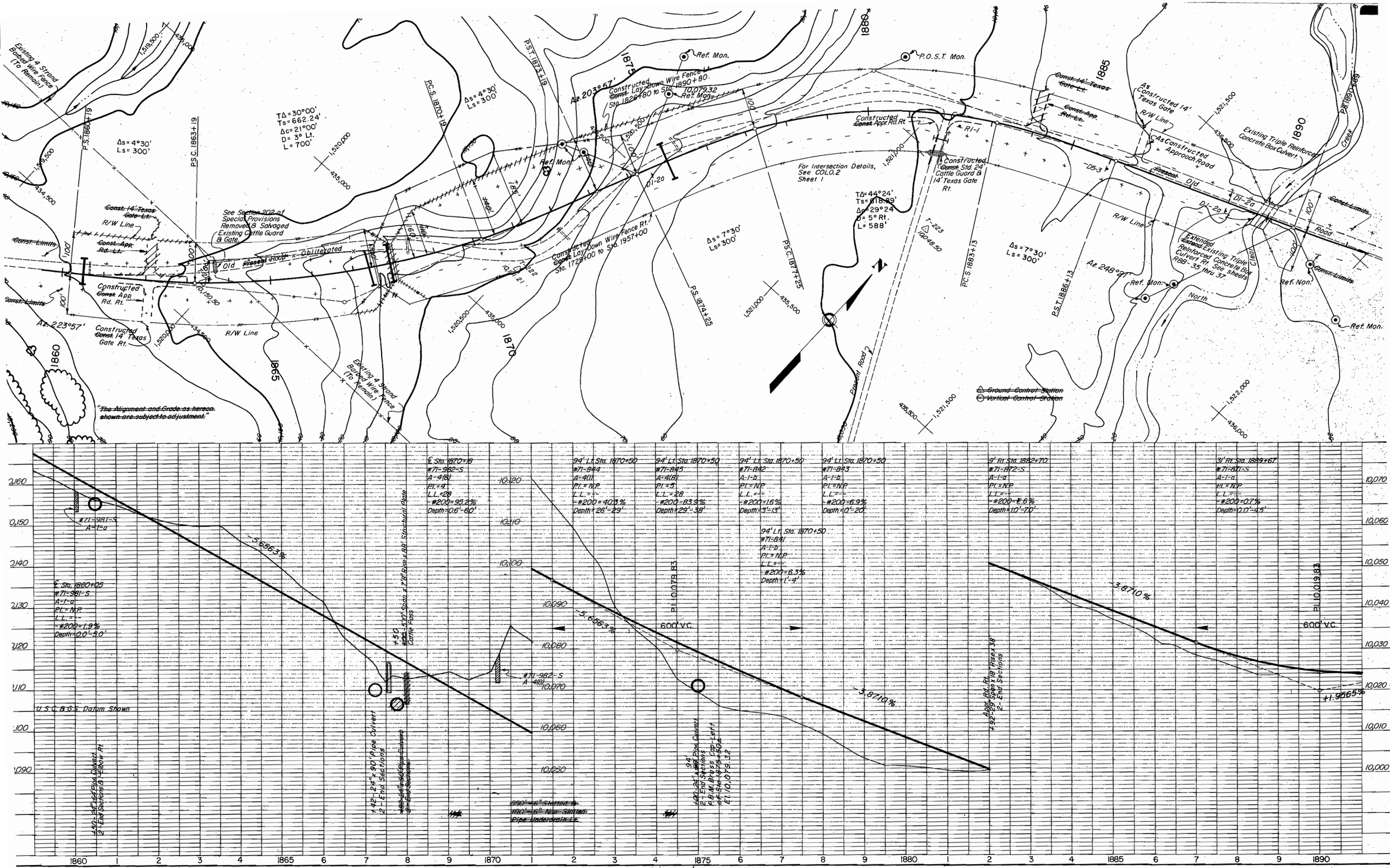

Δc = 6°45'
D = 0°45' Lt.
T = 450.52'
L = 900'
Az. 186° 24'
Begin Fence
End Fence
Constructed
~~Const.~~ Lay Down Wire Fence Lt.
R/W Line
Road
~~Const. Limits~~
~~Const.~~ App. Rd. Rt.
Trail
Constructed
~~Const.~~ 14' Texas Gate Rt.
Az. 193° 09'
As Const. Riprap at toe of fill
Constructed
~~Const.~~ Channel Change Sta. 1932+00 to Sta. 1940+00; ~~For Details, see Special Sheet COLO-4~~
Constructed
~~Const.~~ Lay-Down Wire Fence Rt.
Sta. 1929+00 to Sta. 1957+60
Δc = 15°54'
D = 1°30' Rt.
T = 533.43'
L = 1060'
Big Spring Creek
Spring Creek Channel
As Const. Underdrain
Az. 202° 18'
Δc = 13°30'
D = 1°30' Lt.
T = 452.09'
L = 900'
~~Ground Control Station~~
~~Vertical Control Station~~
"The Alignment and Grade as hereon shown are subject to adjustment."
U.S.C. & G.S. Datum Shown
9' Rt. Sta. 1927+85
#71-868-S
A-2-4
P.I. = N.P.
L.L. = --
#200 = 33.2%
Depth = 1.0'-4.0'
800' V.C.
1000' V.C.
As Constructed
+1.5293%
+1.5288%
+1.9092%
+6.0571%
+6.0571%
Downdrain Right
20'-Slotted 12" C.M.P., 24'-Nonslotted 12" C.M.P.-2-Elbows, 1-S.E.S.
Downdrain Rt.
20'-Slotted 12" C.M.P.
20'-Nonslotted 12" C.M.P., 2 Elbows, 1-S.E.S.
600'-6" Slotted
100'-6" Non-Slotted Pipe
Underdrain Lt.



K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

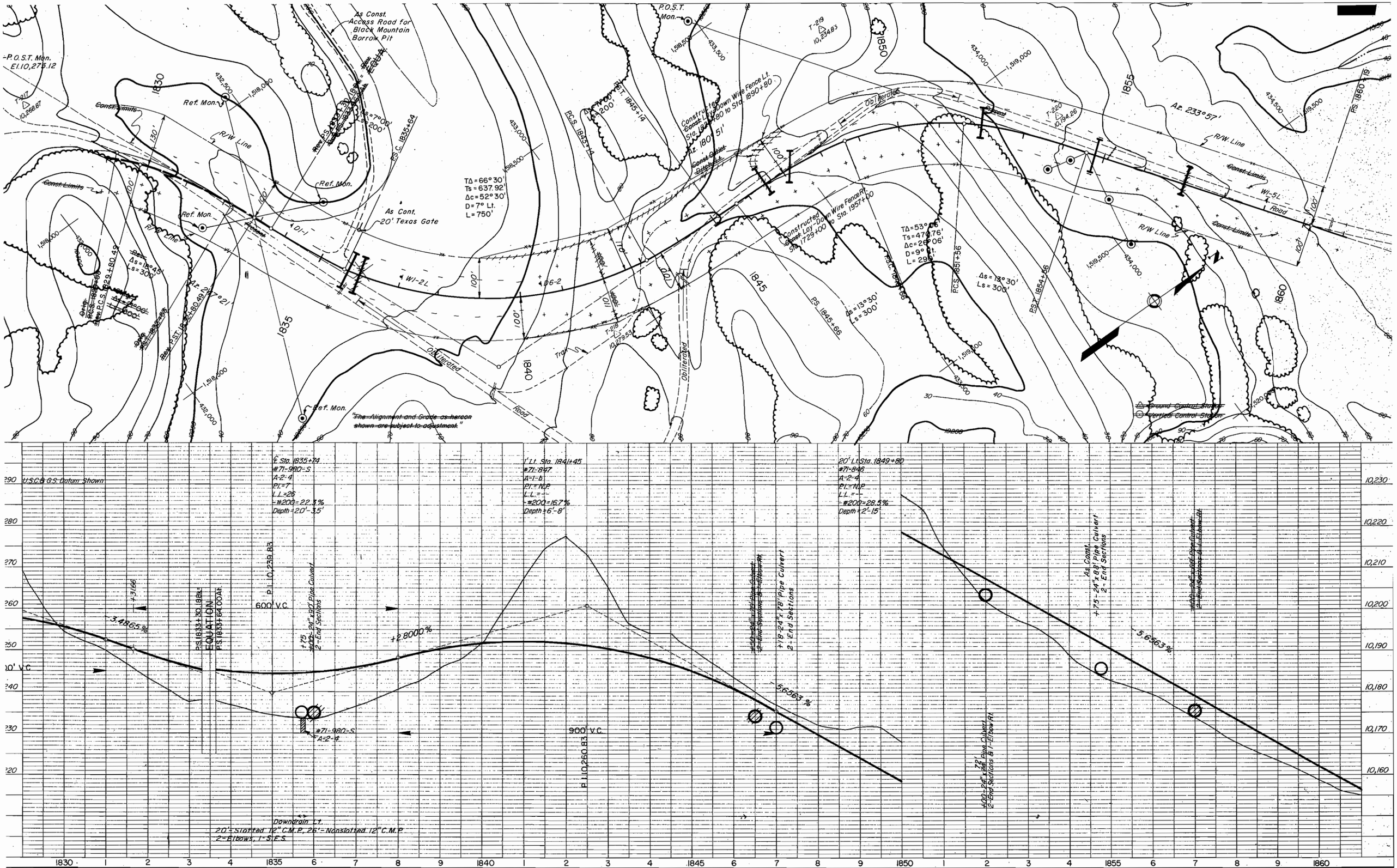
(As Constructed)

SOUTH FORK-LAKE CITY 7-2(2)



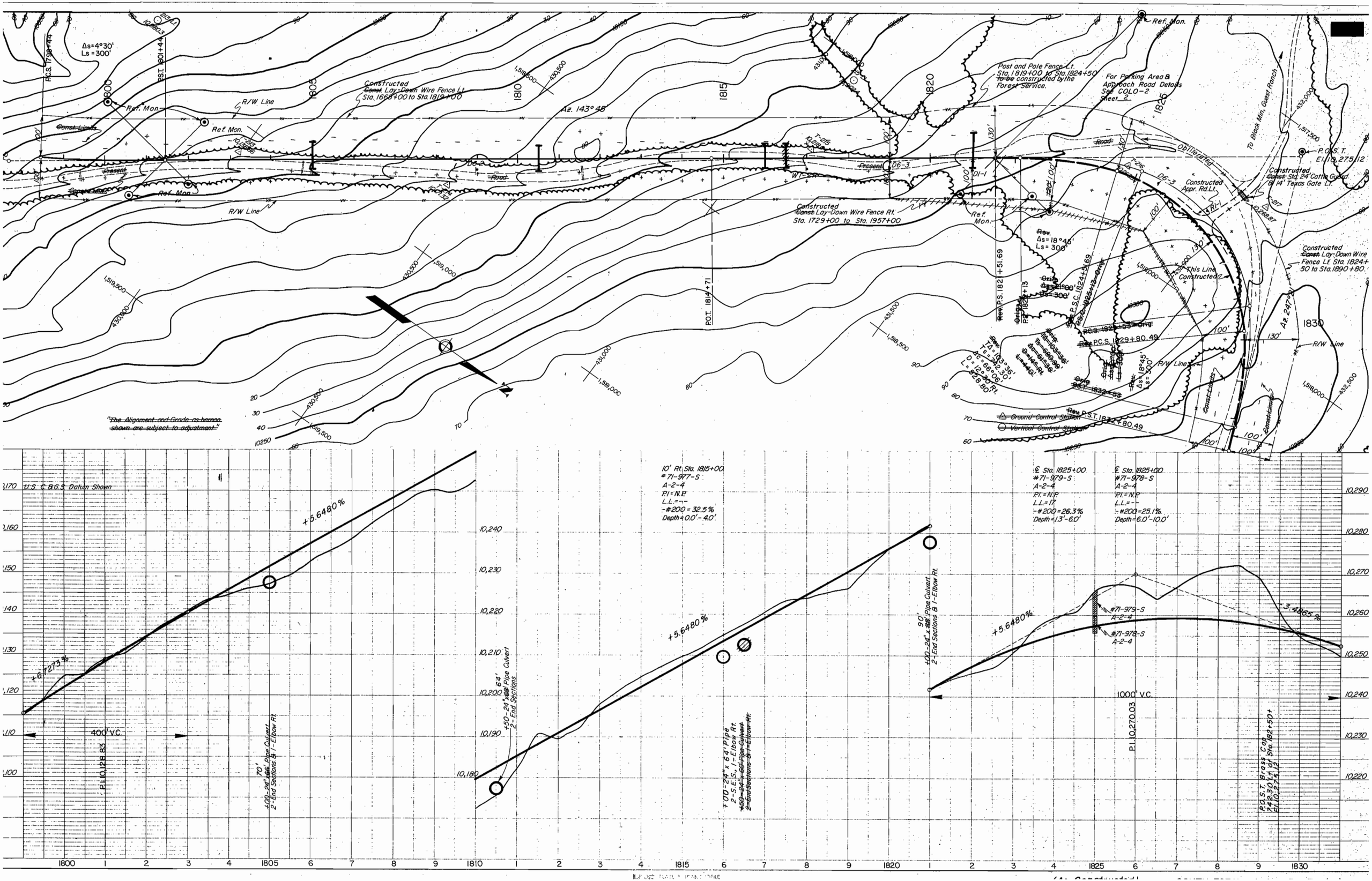
K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

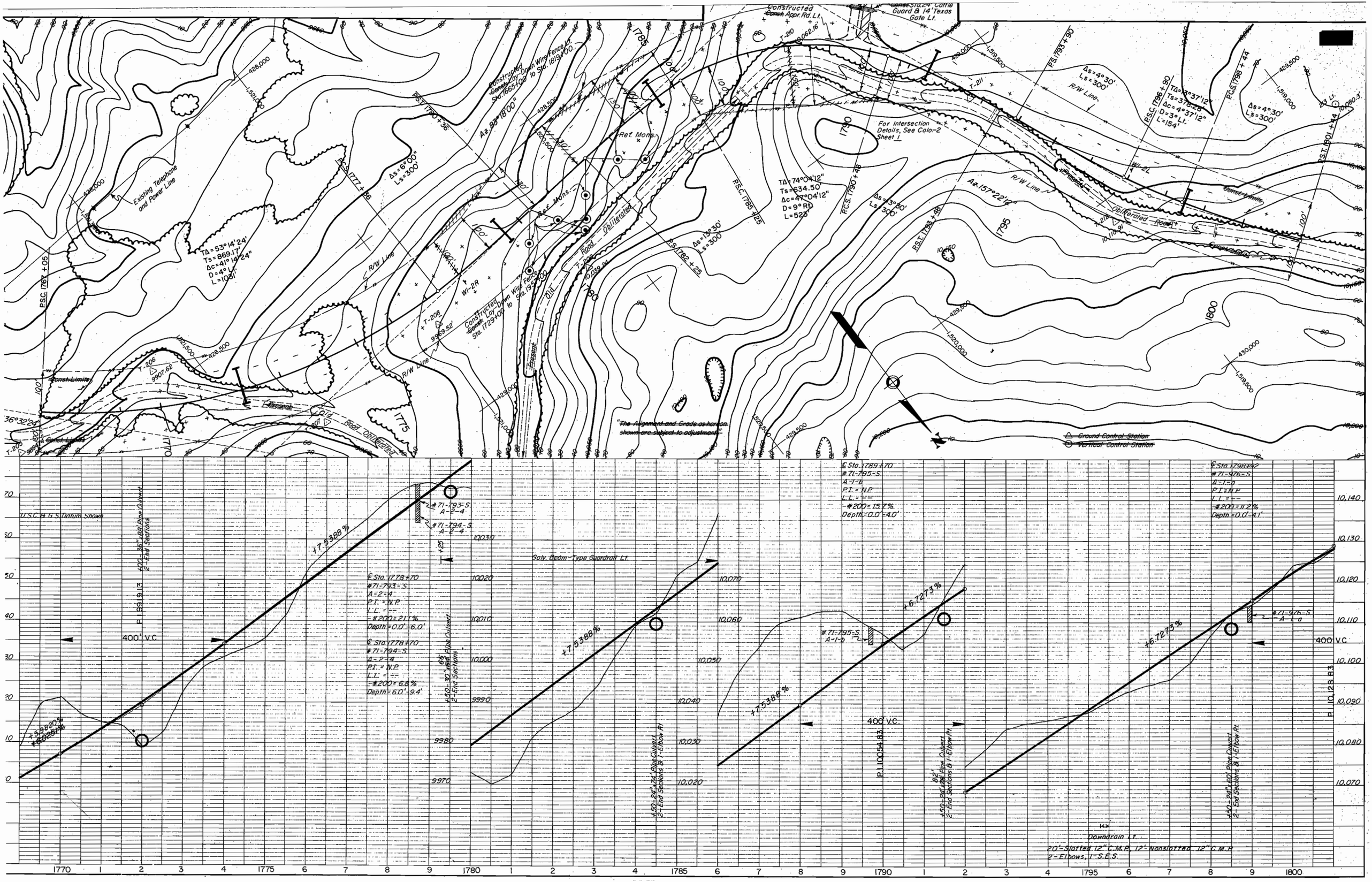
(As Constructed) SOUTH FORK-LAKE CITY 7-2(2)



K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO.

(As Constructed) SOUTH FORK-LAKE CITY 7-2(2)


Δs=4°30'
Ls=300'
P.C.S. 1798+44
P.S.T. 1801+44
Ref. Mon.
R/W Line
Const. Lines
Constructed
~~Const.~~ Lay-Down Wire Fence Lt.
Sta. 1668+00 to Sta. 1819+00
Az. 143° 48'
Present
Road
Constructed
~~Const.~~ Lay-Down Wire Fence Rt.
Sta. 1729+00 to Sta. 1957+00
P.O.T. 1819+71
Post and Pole Fence Lt.
Sta. 1819+00 to Sta. 1824+50
~~To be~~ constructed by the
Forest Service.
For Parking Area &
Approach Road Details
See COLO-2
Sheet 2
Obliterated
To Block Min. Guest Ranch
P.O.S.T.
El. 10,275.12'
Constructed
~~Const.~~ Std. 24' Cattle Guard
& 14' Texas Gate Lt.
Constructed
Appr. Rd. Lt.
Rev.
Δs=18°45'
Ls=300'
P.S.C. 1824+39.69
P.S. 1824+51.69
P.S.T. 1824+13
This Line
Constructed
P.C.S. 1829+80.49
P.S.T. 1832+80.49
Ground Control Station
Vertical Control Station
Constructed
~~Const.~~ Lay-Down Wire
Fence Lt. Sta. 1824+
50 to Sta. 1890+80.
Az. 247°
R/W Line
"The Alignment and Grade as hereon
shown are subject to adjustment."
U.S.C.&G.S. Datum Shown
+5.6480%
+6.7273%
400' V.C.
P.I. 10,128.83
70'
±00-24" x 66' Pipe Culvert
2-End Sections & 1-Elbow Rt.
10' Rt. Sta. 1815+00
#71-977-S
A-2-4
P.I. = N.P.
L.L. = --
-#200 = 32.5%
Depth = 0.0'-4.0'
64'
+50-24" x 66' Pipe Culvert
2-End Sections
+00-24" x 64' Pipe
2-S.E.S., 1-Elbow Rt.
+50-24" x 66' Pipe Culvert
2-End Sections & 1-Elbow Rt.
90'
±00-24" x 66' Pipe Culvert
2-End Sections & 1-Elbow Rt.
℄ Sta. 1825+00
#71-979-S
A-2-4
P.I. = N.P.
L.L. = 17
-#200 = 26.3%
Depth = 1.3'-6.0'
℄ Sta. 1825+00
#71-978-S
A-2-4
P.I. = N.P.
L.L. = --
-#200 = 25.1%
Depth = 6.0'-10.0'
#71-979-S
A-2-4
#71-978-S
A-2-4
-3.4865%
1000' V.C.
P.I. 10,270.03
P.O.S.T. Brass Cap
El. 10,275.12
10,240
10,230
10,220
10,210
10,200
10,190
10,180
10,290
10,280
10,270
10,260
10,250
10,240
10,230
10,220
1800
1805
1810
1815
1820
1825
1830


Constructed Const. Appr. Rd. Lt.
Const. Sta. 24 Cattle Guard & 14' Texas Gate Lt.
Constructed Const. Lay Down Wire Fence Lt. Sta. 1665+00 to Sta. 1819+00.
Constructed Const. Lay Down Wire Fence Lt. Sta. 1729+00 to Sta. 1919+00.
Existing Telephone and Power Line
P.S.C. 1767+05
P.S.T. 1770+36
P.C.S. 1777+26
Δs=6°00' Ls=300'
Az. 83°18'00"
TΔ=53°14'24" Ts=869.17' Δc=41°14'24" D=4° Lt. L=1061'
Ref. Mons.
R/W Line
Wl-2R
T-208 9969.52'
T-206 9907.62
Old Road Obliterated
Pavement
Const. Limits
P.C.S. 1785+25
TΔ=74°04'12" Ts=634.50' Δc=47°04'12" D=9° Rt. L=523'
Δs=15°30' Ls=300
P.S.T. 1782+25
T-210 10,062.16'
T-209 10,039.24
For Intersection Details, See Calo-2 Sheet 1
P.C.S. 1790+48
Δs=13°30' Ls=300'
P.S.T. 1793+48
Az. 157°22'12"
Obliterated Road
Wl-2L
P.S.T. 1793+90
Δs=4°30' Ls=300'
R/W Line
T-211
P.C.S. 1796+90
TΔ=3°37'12" Ts=378.28' Δc=4°37'12" D=3° Lt. L=154'
P.C.S. 1798+44
Δs=4°30' Ls=300'
P.S.T. 1801+44
"The Alignment and Grade as here on shown are Subject to adjustment."
Ground Control Station
Vertical Control Station
U.S.C. & G.S. Datum Shown
P. 99.9.13
400' V.C.
+7.5388%
+5.3820%
+6.6828%
#71-793-S A-2-4
#71-794-S A-2-4
℄ Sta. 1778+70 #71-793-S A-2-4 P.I. = N.P. L.L. = -- -#200 = 21.1% Depth = 0.0'-6.0'
℄ Sta. 1778+70 #71-794-S A-2-4 P.I. = N.P. L.L. = -- -#200 = 6.8% Depth = 6.0'-9.4'
4-50"-24" R.C.P. Pipe Culvert 2-End Sections
Galv. Beam-Type Guardrail Lt.
℄ Sta. 1789+70 #71-795-S A-1-b P.I. = N.P. L.L. = -- -#200 = 15.7% Depth = 0.0'-4.0'
#71-795-S A-1-b
+6.7273%
P. 110.54.83
4-50"-24" R.C.P. Pipe Culvert 2-End Sections & 1-Elbow Rt.
℄ Sta. 1798+92 #71-976-S A-1-a P.I. = N.P. L.L. = -- -#200 = 11.2% Depth = 0.0'-4.1'
#71-976-S A-1-a
P. 110.28.83
Downdrain Lt.
20'-Slotted 12" C.M.P. 12'-Nonslotted 12" C.M.P.
2-Elbows, 1-S.E.S.
1770 1 2 3 4 1775 6 7 8 9 1780 1 2 3 4 1785 6 7 8 9 1790 1 2 3 4 1795 6 7 8 9 1800

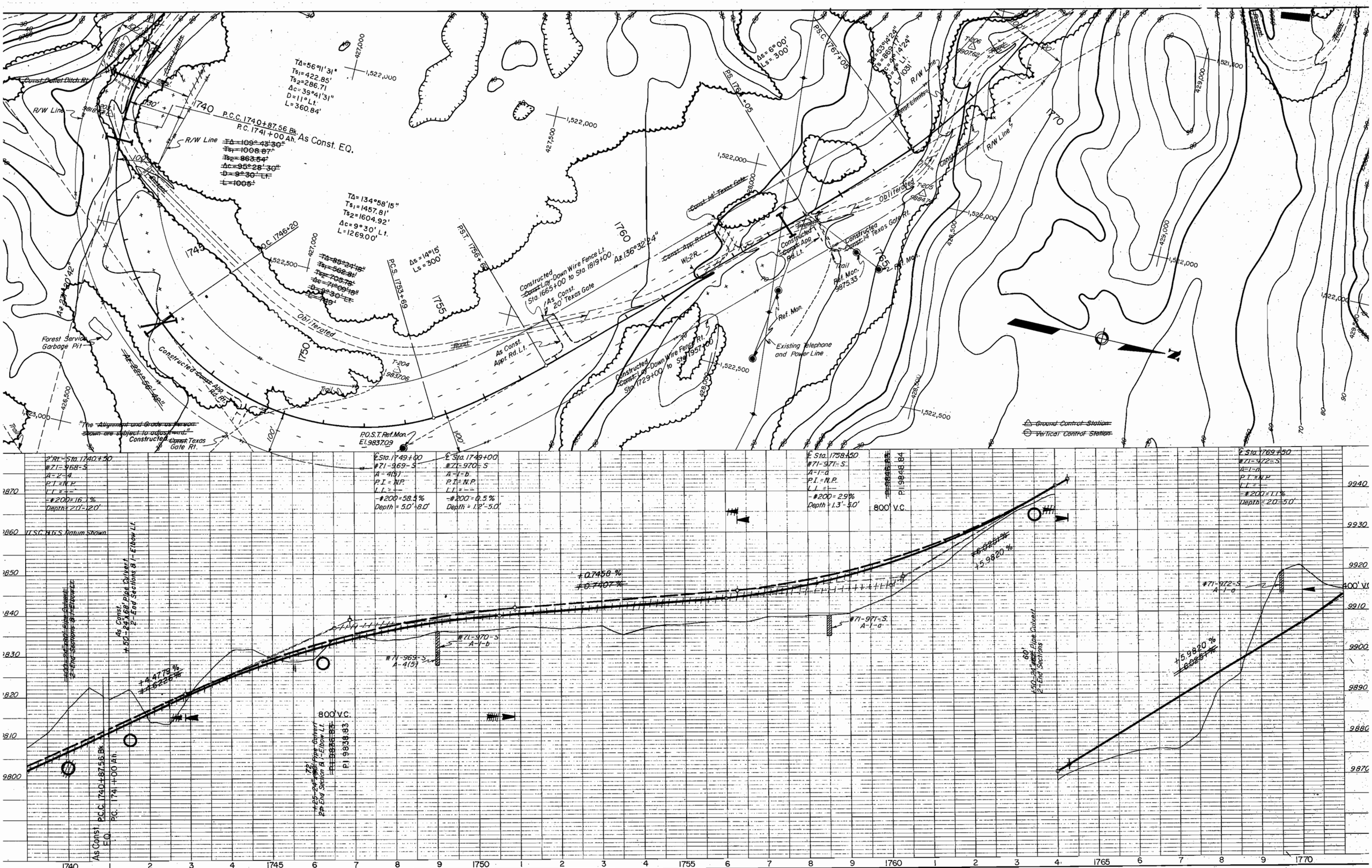
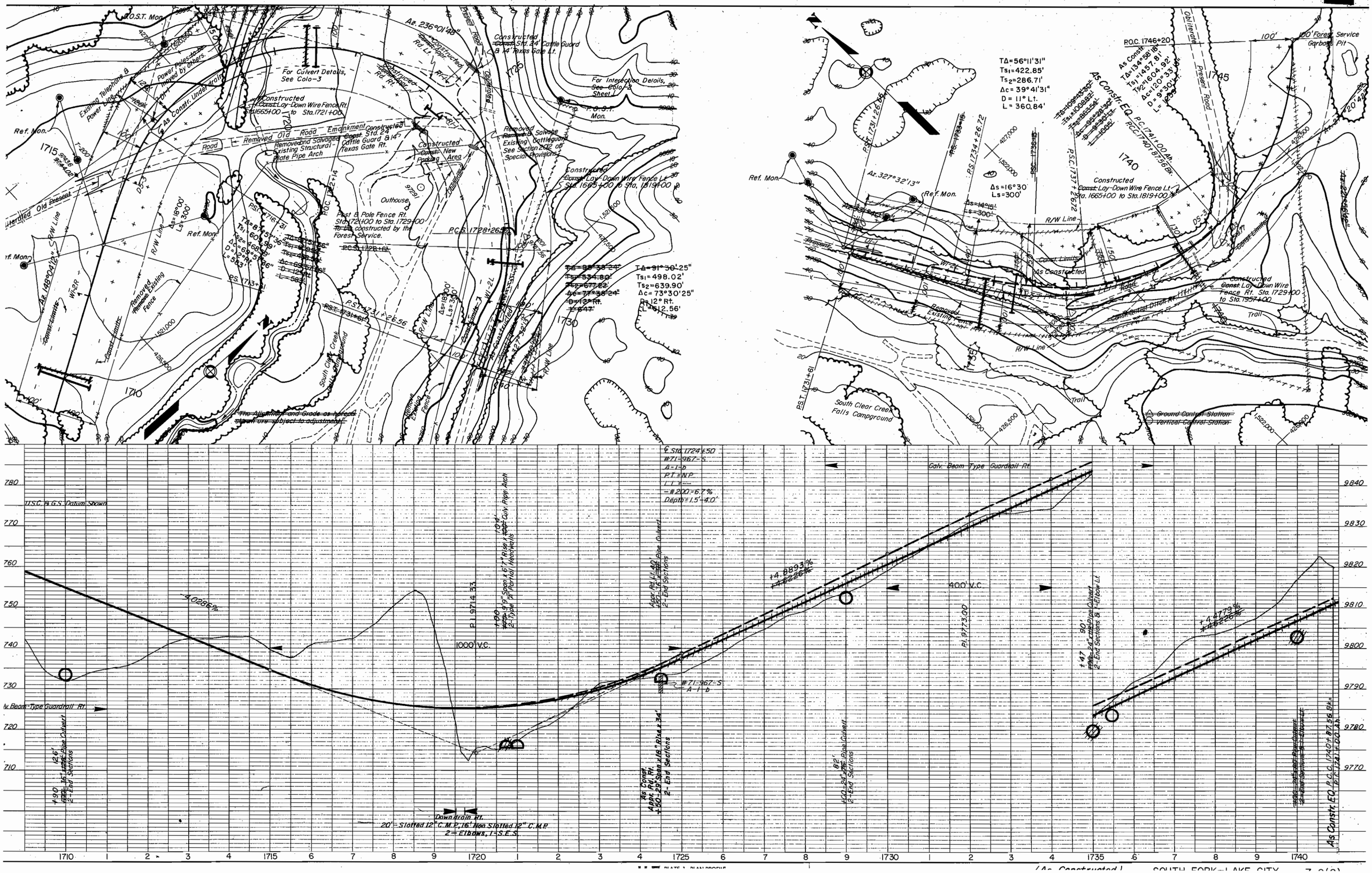
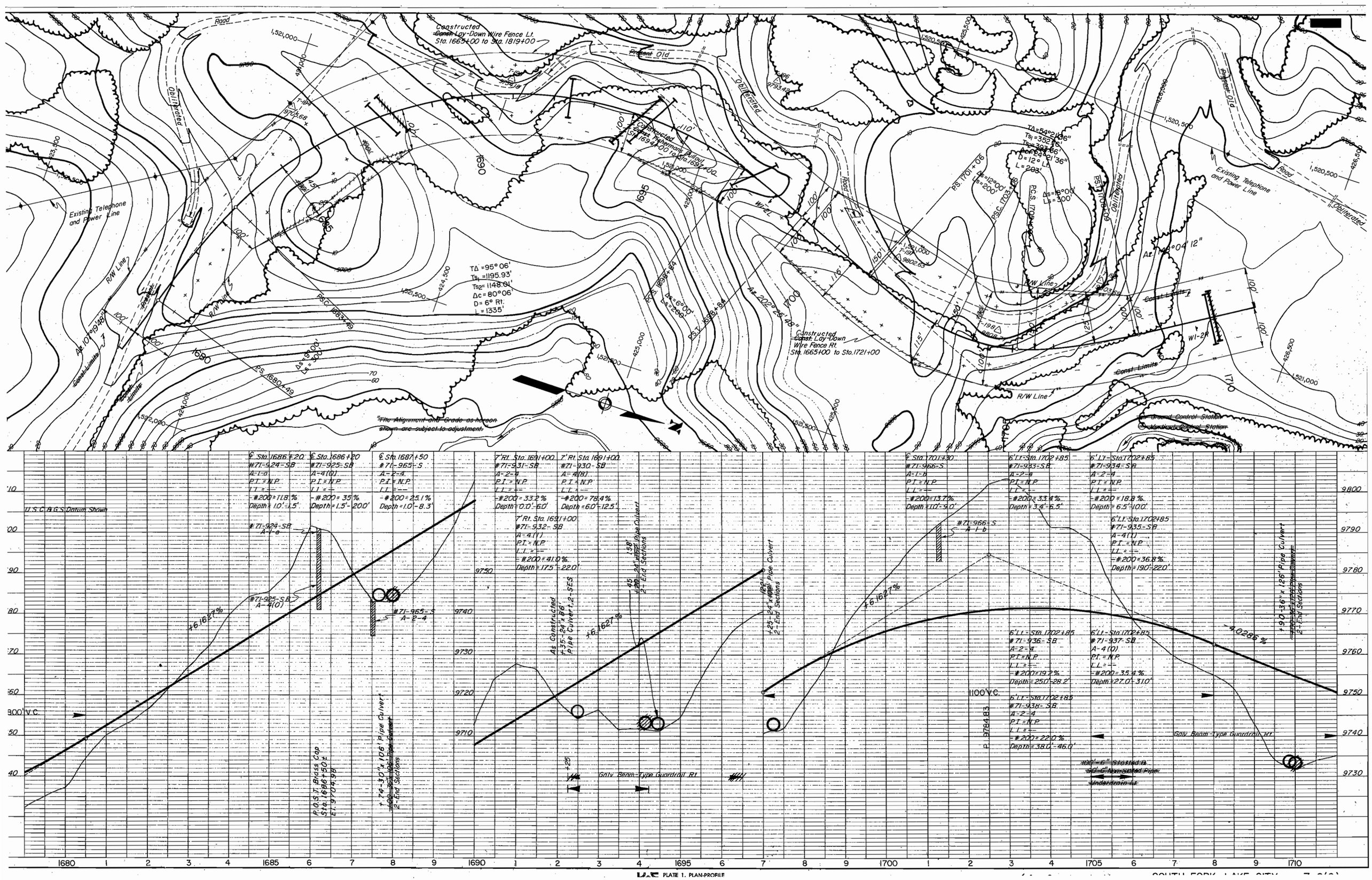
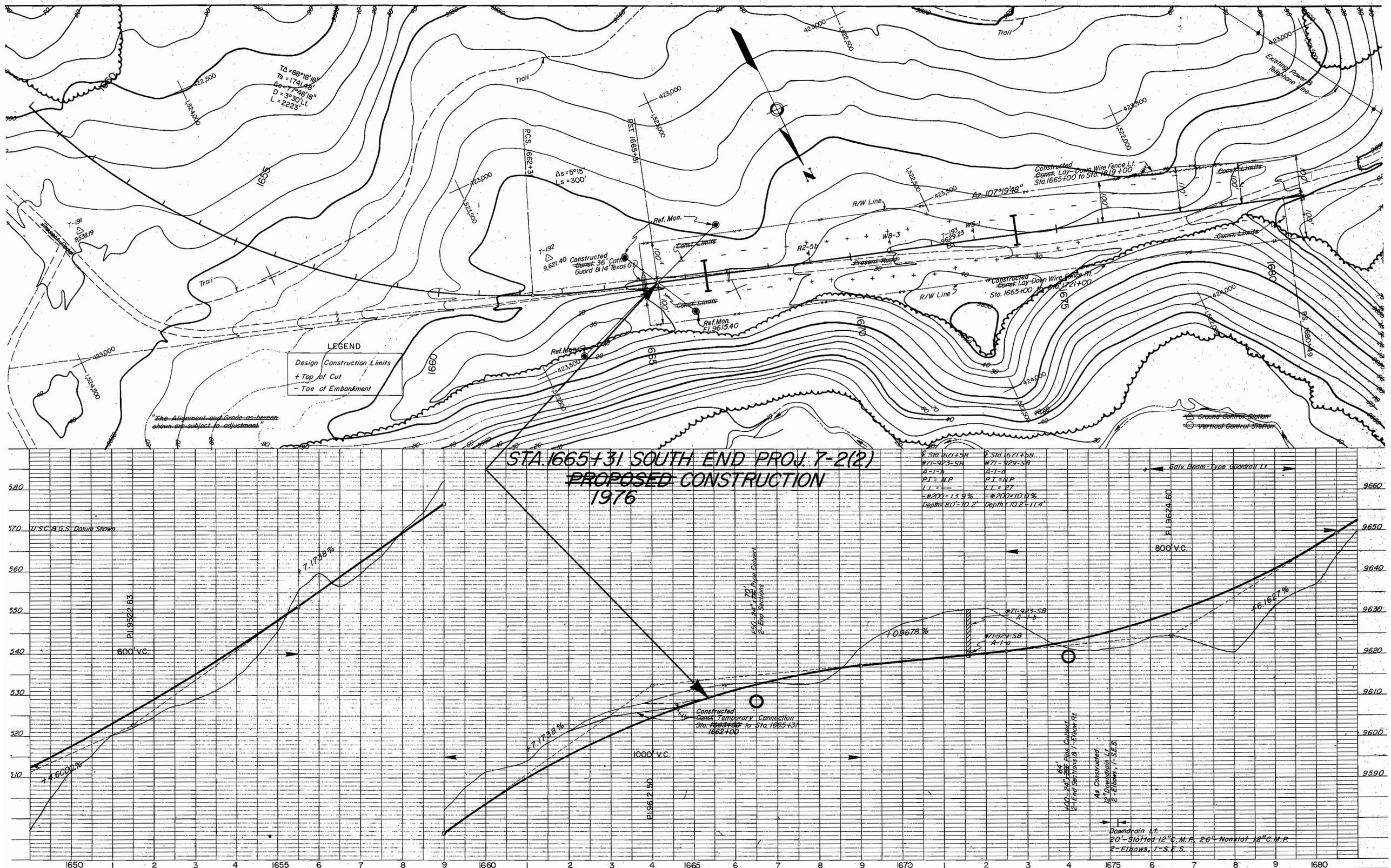


PLATE 1, PLAN-PROFILE

SOUTH FORK–LAKE CITY 7-2(2)


Ref. Mon.
Existing Telephone & Power Line
Power poles to be moved by Others.
As Constr. Under-drain
For Culvert Details, See Colo-3
Constructed Const. Lay-Down Wire Fence Rt. Sta. 1665+00 to Sta. 1721+00
Removed Old Road Embankment
Removed and Salvaged Existing Structural Plate Pipe Arch
Constructed Const. Std. 24 Cattle Guard & 14' Texas Gate Rt.
Constructed Const. New Parking Area
Outhouse
Post & Pole Fence Rt. Sta. 1721+00 to Sta. 1729+00 constructed by the Forest Service.
Az. 236°01'48"
Constructed Const. Std. 24' Cattle Guard & 14' Texas Gate Lt.
For Intersection Details, See Colo-2 Sheet 1
Removed & Salvage Existing Cattleguard See Section 202 of Special Provisions
Constructed Const. Lay-Down Wire Fence Lt. Sta. 1665+00 to Sta. 1819+00
T.Δ.=91°30'25"
Ts1=498.02'
Ts2=639.90'
Δc=73°30'25"
D=12° Rt.
L=1612.56'
Az. 149°04'12"
Removed Fence Existing
South Clear Creek Falls Campground
Az. 327°32'13"
T.Δ.=56°11'31"
Ts1=422.85'
Ts2=286.71'
Δc=39°41'31"
D=11° Lt.
L=360.84'
As Constr. EQ.
Constructed Const. Lay-Down Wire Fence Lt. Sta. 1665+00 to Sta. 1819+00
Constructed Const. Lay-Down Wire Fence Rt. Sta. 1729+00 to Sta. 1957+00
Trail
100' Forest Service Garbage Pit
Obliterate Present Road
Ground Control Station
Vertical Control Station
U.S.C. & G.S. Datum Shown
Galv. Beam-Type Guardrail Rt.
-4.0256%
+4.0893%
+4.4779%
1000' V.C.
400' V.C.
P.I. 9714.33
P.I. 9773.00
#71-967-S
A-1-b
Down Drain Rt.
20'-Slotted 12" C.M.P., 16' Non Slotted 12" C.M.P.
2-Elbows, 1-S.E.S.
As Constr. EQ. P.C.C. 1740+87.56 Bk.
P.C.C. 1741+00 Ah.


Constructed
~~Const.~~ Lay-Down Wire Fence Lt.
Sta. 1665+00 to Sta. 1819+00
Present Old
Road
Obliterated
Existing Telephone and Power Line
R/W Line
Constructed
~~Const.~~ Pavement Pullout
Sta. 1694+00 to Sta. 1697+00
W1-2L
TΔ = 95° 06'
Ts1 = 1195.93'
Ts2 = 1148.01'
Δc = 80° 06'
D = 6° Rt.
L = 1335'
Az. 107° 19' 48"
Az. 202° 25' 48"
Az. 146° 04' 12"
Constructed
~~Const.~~ Lay-Down
Wire Fence Rt.
Sta. 1665+00 to Sta. 1721+00
TΔ = 54° 21' 36"
Ts1 = 352.06'
Ts2 = 302.66'
Δc = 34° 21' 36"
D = 12° Lt.
L = 203'
Δs = 12° 00'
Ls = 200'
Δs = 6° 00'
Ls = 300'
Δs = 9° 00'
Ls = 300'
Δs = 6° 00'
Ls = 200'
W1-2R
~~Const. Limits~~
~~Ground Control Station~~
~~Standard Control Station~~
~~"The Alignment and Grade as hereon shown are subject to adjustment."~~
U.S.C.&G.S. Datum Shown
~~Const. Limits~~
~~Const. Limits~~
~~Const. Limits~~


STA.1665+31 SOUTH END PROJ. 7-2(2)
~~PROPOSED~~ CONSTRUCTION
1976
LEGEND
Design Construction Limits
+ Top of Cut
– Toe of Embankment
"The Alignment and Grade as hereon shown are subject to adjustment"
TΔ = 88°18'18"
Ts = 1741.45'
Δc = 77°48'18"
D = 3°30' L.t.
L = 2223'
Δs = 5°15'
Ls = 300'
P.C.S. 1662+31
P.S.T. 1665+31
P.S. 1680+49
Az. 107°19'48"
R/W Line
Trail
Existing Power & Telephone Line
Constructed ~~Const.~~ Lay-Down Wire Fence Lt. Sta. 1665+00 to Sta. 1619+00
Constructed ~~Const.~~ Lay-Down Wire Fence Rt. Sta. 1665+00 to Sta. 1721+00
Constructed ~~Const.~~ 36" Cattle Guard & 14' Texas Gate
Ref. Mon.
Ref. Mon. El. 1615.40
Const. Limits
~~Present Road~~
T-191 9,538.19
T-192 9,621.40
T-193 9629.23
W8-3
W5-1
R2-5b
~~Ground Control Station~~
~~Vertical Control Station~~
℄ Sta. 1671+58 #71-923-SB A-1-b PT = NP LL = -- #200 = 13.9% Depth = 8.0'-10.2'
℄ Sta. 1671+58 #71-929-SB A-1-a PT = NP LL = 27 #200 = 10.0% Depth = 10.2'-11.4'
Galv. Beam-Type Guardrail Lt.
U.S.C.&G.S. Datum Shown
PI 9522.83
600' V.C.
+7.1738%
+4.6000%
PI 9624.60
800' V.C.
+6.1627%
1000' V.C.
PI 9662.50
+7.1738%
10.9678%
450' 24" x 36" Pipe Culvert 2-End Sections
Constructed ~~Const.~~ Temporary Connection Sta. ~~1663+50~~ to Sta. 1665+31 1662+00
#71-923-SB A-1-b
#71-929-SB A-1-a
400' 24" x 36" CMP Culvert 2-End Sections 8'/-2 Elbow Rt.
As Constructed 12" Downdrain Lt. 2-Elbows, 1-S.E.S.
Downdrain Lt. 20'-Slotted 12" C.M.P. 26'-Nonslot 12" C.M.P. 2-Elbows, 1-S.E.S.
1650 1 2 3 4 1655 6 7 8 9 1660 1 2 3 4 1665 6 7 8 9 1670 1 2 3 4 1675 6 7 8 9 1680