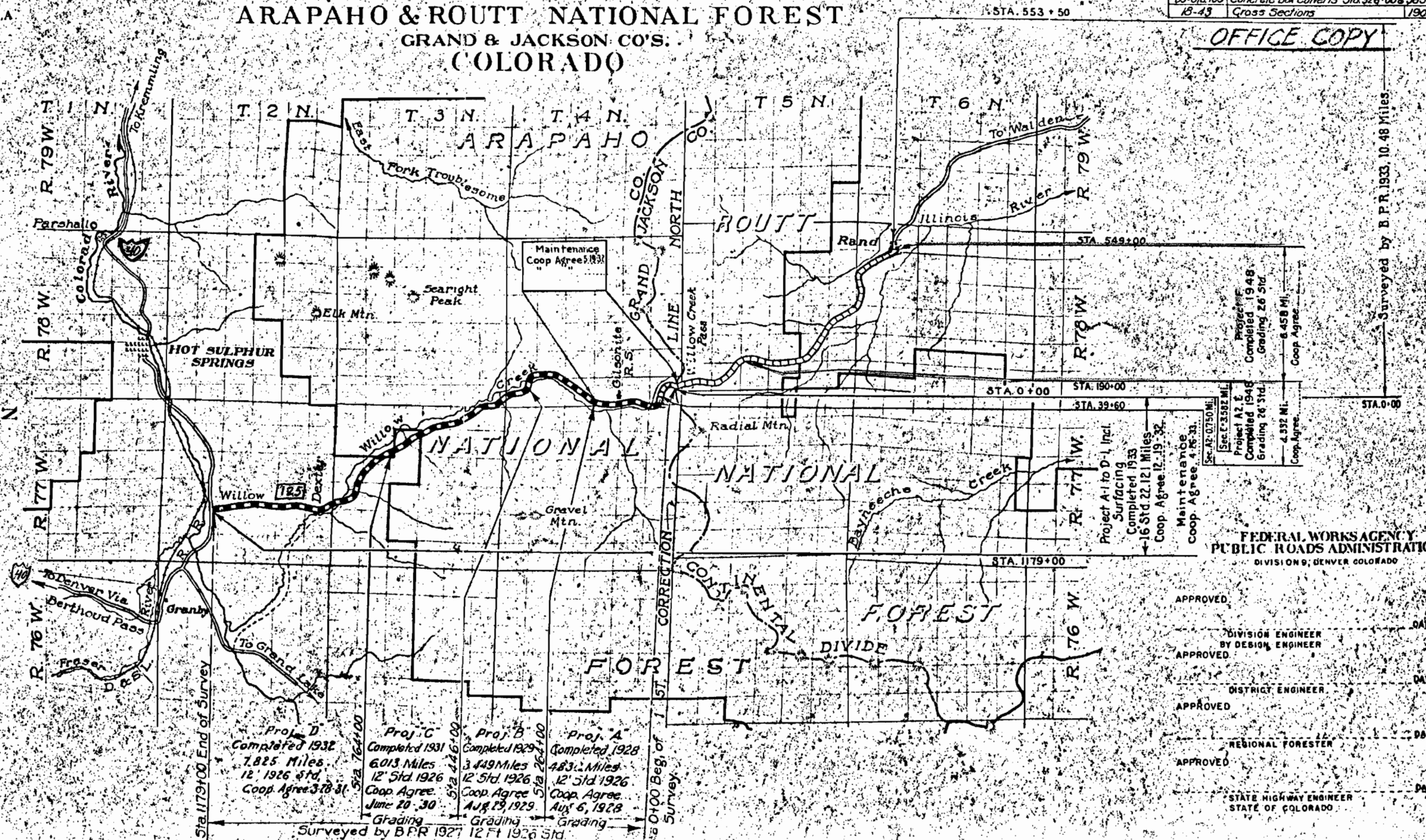
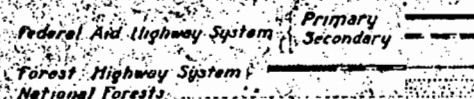
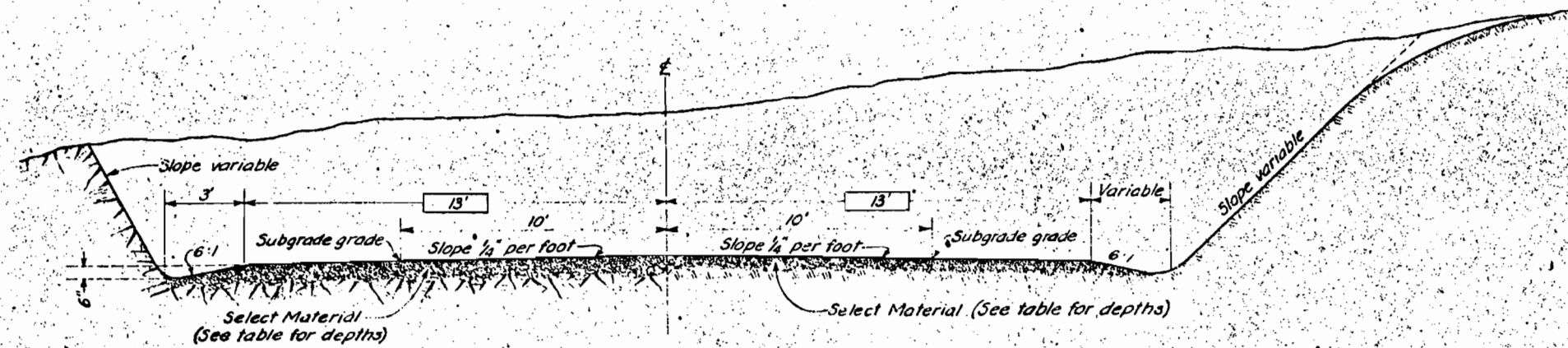


DIV	STATE	ROUTE NO	SECTION	SHEET
9	COLD.	24	F	L

INDEX TO SHEETS		
SHEET NO	DESCRIPTION	STATUS
1	Title Sheet	
2	Typical Sections	
3	Summary	
10-22	Plan & Profile	1901
Rev D3-S1411	Cement Rubble Masonry Headwalls	
	Grouled Rubble Gutter	
Rev D3-S14124	Sld Miscellaneous Structures	
D3-S14131	Sld Maintenance Pools	
Rev D3-S14135	Sld Barbed Wire Fence	
Rev D3-S14143	Typical Construction Signs	
Rev D3-S14144	Sld Embankment Inlets & Drains	
D3-S14145A	26 Cattle Guard	
Rev D3-S14162	Sld Repl Guide Posts	
D3-S14139	Concrete Box Culverts Sls 326*008 393	
18-43	Cross Sections	1901

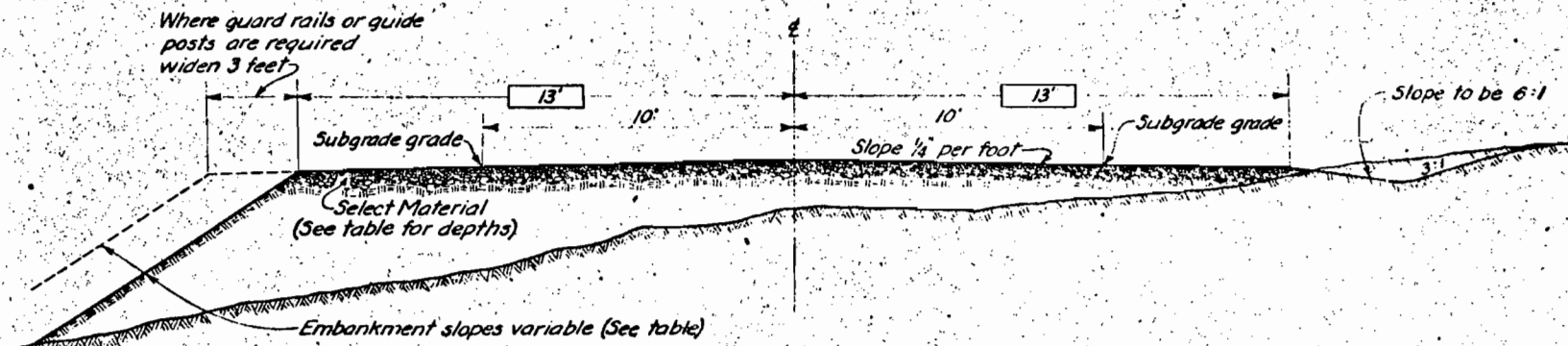
OFFICE COPY





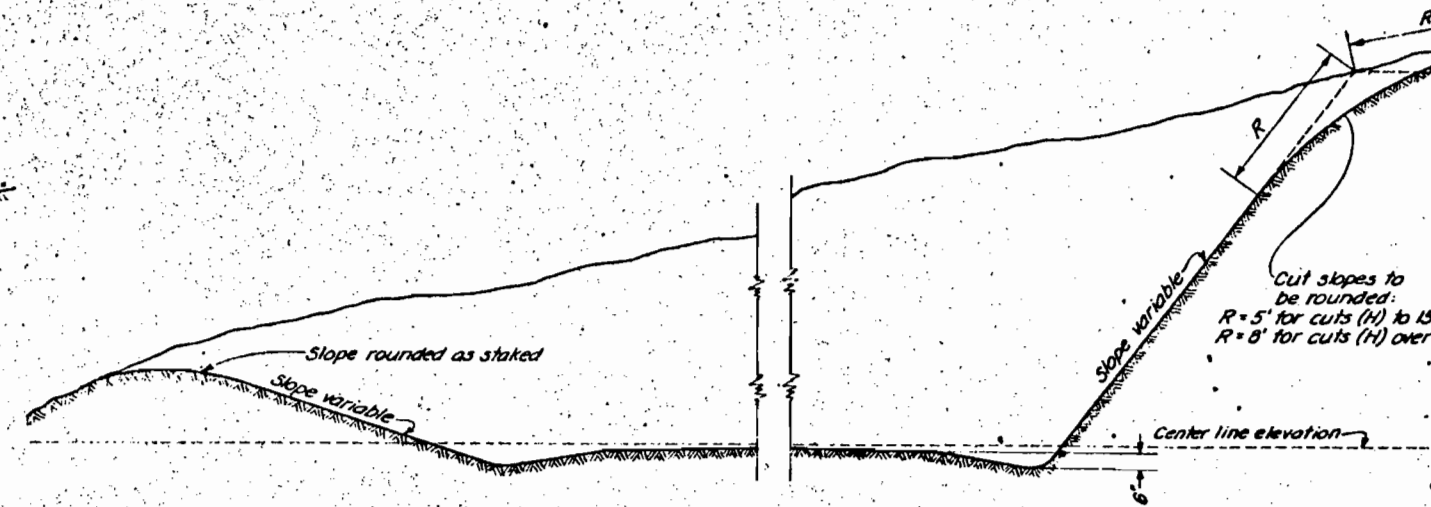
TYPICAL HALF CUT SECTION IN ROCK

TYPICAL HALF CUT SECTION IN COMMON

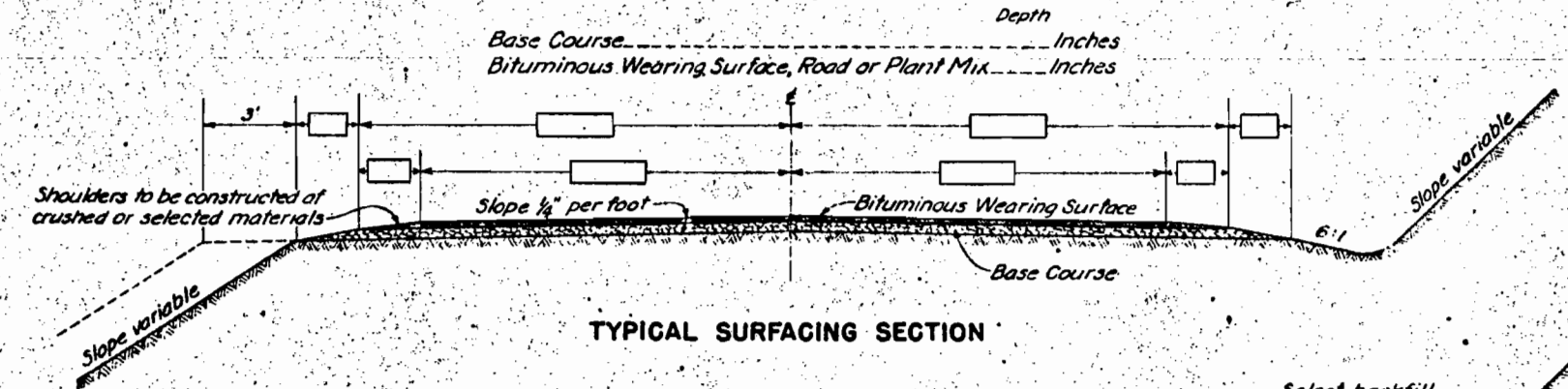


TYPICAL HALF EMBANKMENT SECTION

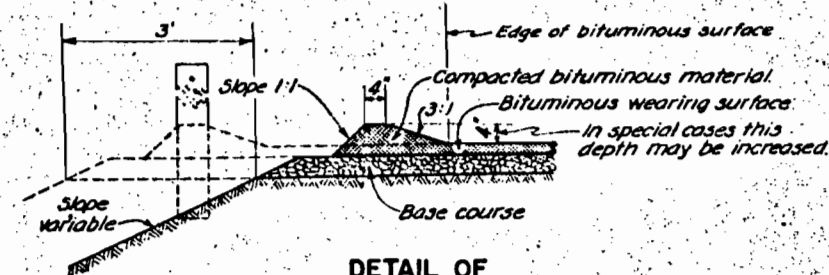
TYPICAL HALF SHALLOW EMBANKMENT SECTION



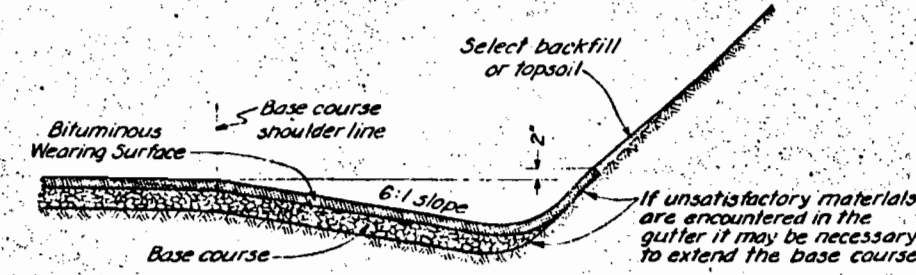
SLOPE TREATMENT IN EARTH CUTS



TYPICAL SURFACING SECTION



DETAIL OF RAISED BITUMINOUS SHOULDER



DETAIL OF BITUMINOUS GUTTER

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. Furrow ditches shall be constructed on approximate one per cent 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 piled stockpiles or spread over cut and embankment as directed and in accordance with the spec. Roadway ditches at the ends of cuts constructed so as to carry the flow away from the adjacent embankment slopes. Embankment slopes shall be uniform between one rate of slope and another. They shall cover a distance of not less than five feet. Subgrade grade to be on the surface of the graded road and located ten feet from line on tangents and insides of curves. Public Roads Administration Book of Curves for Highways shall be used to determine superelevation and transition lengths (Table I) and widening of curve.

SELECT MATERIAL		
STATION TO STATION	DEPTH	
190	198	6"
198	238	0
238	255	0
255	271+75	0
271+75	303+00	8"
303	343+30	0
343+30	426	8"
426	438	0
438	549	8"

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

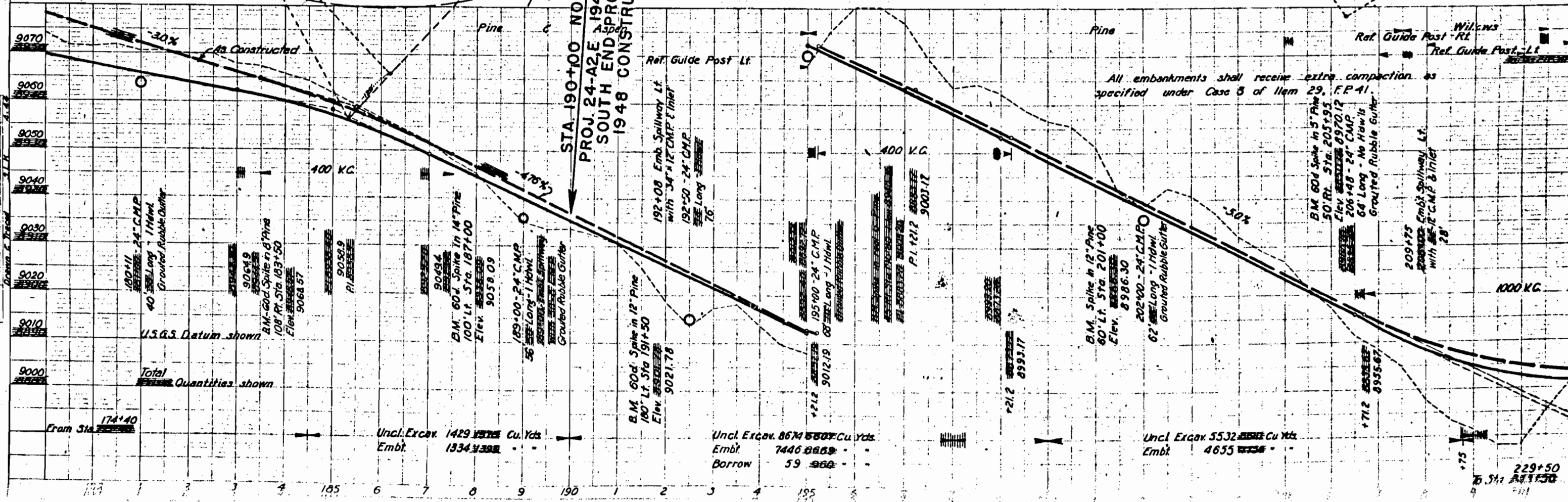
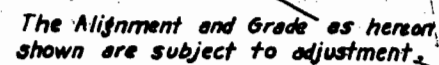
When field conditions indicate the need for slopes other than those indicated above they shall be constructed as staked by the Engineer. In cases where the height of cuts are in excess of 30 feet and in material which erodes readily use slopes of 1 1/2 to 1 or flatter if practical.

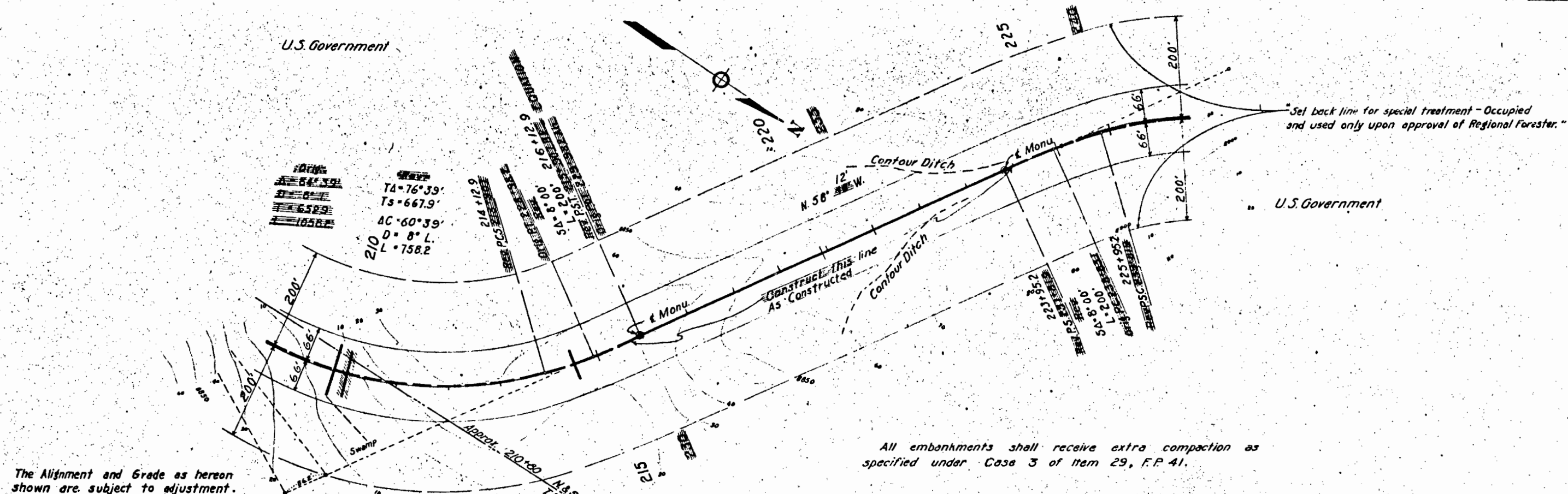
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DIVISION NO. 9, DENVER, COLORADO

TYPICAL CROSS SECTION
NATIONAL FOREST & PARK HIGHWAY

DIVISION No. 9 STANDARD ROADBED: GRADED 26' Shoulder to S
PROJECT Colo. 24-F Willow Creek Pass BASE COURSE Not Included in
NATIONAL Forest Route BITUMINOUS WEARING SURF
COUNTY Jackson
STATE Colorado

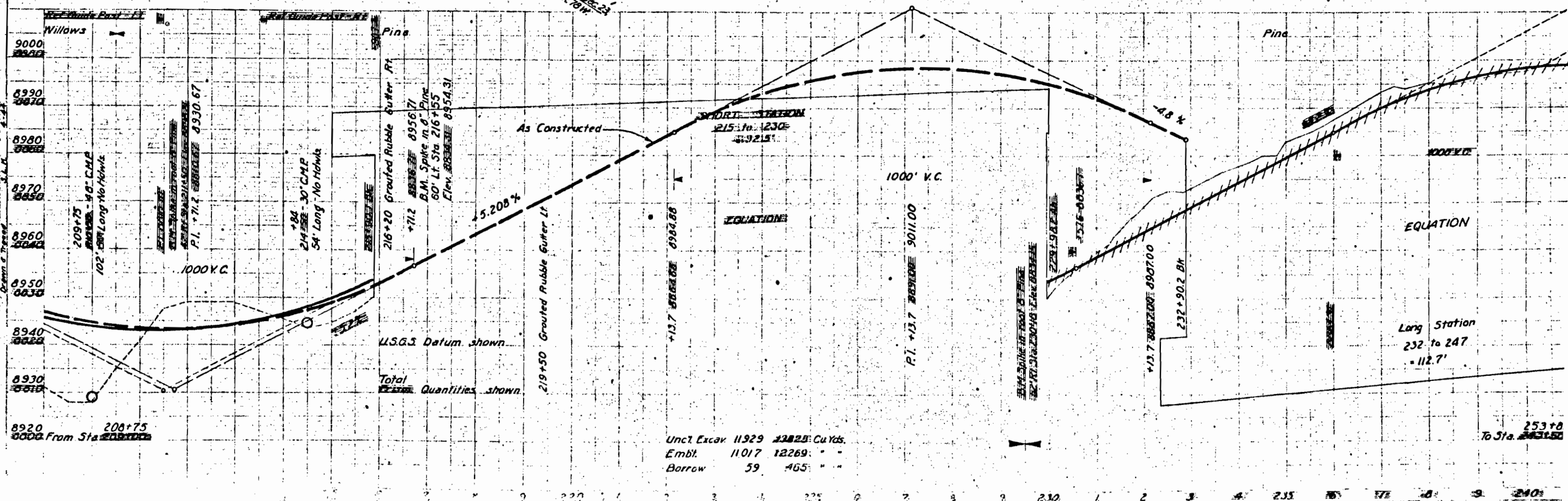
APPROVED _____ DATE _____
DIVISION ENGINEER





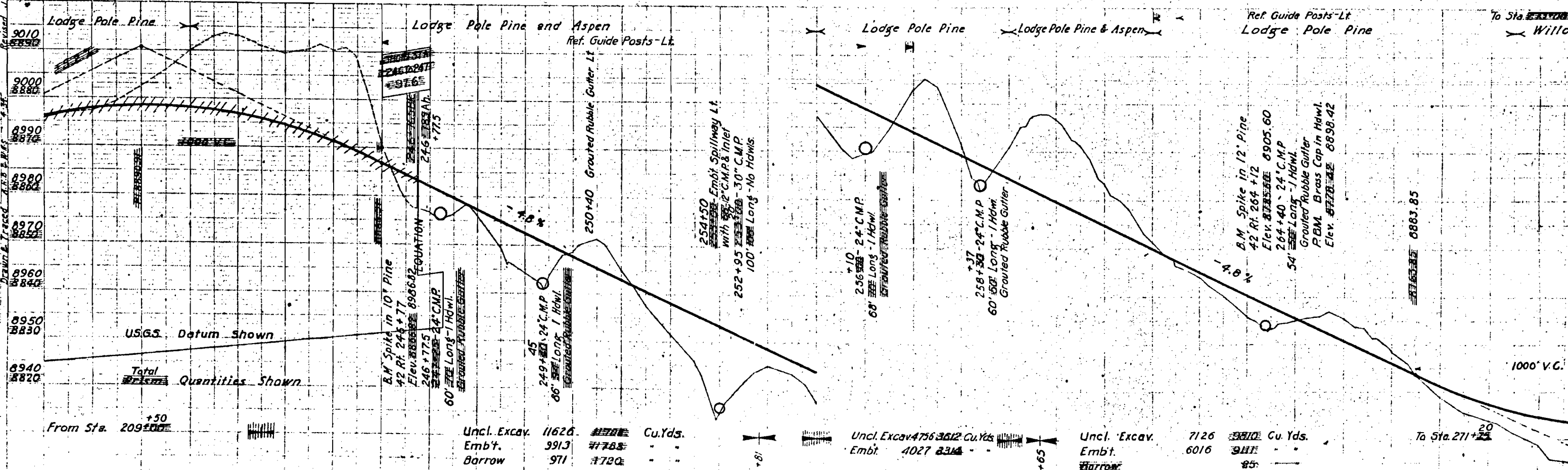
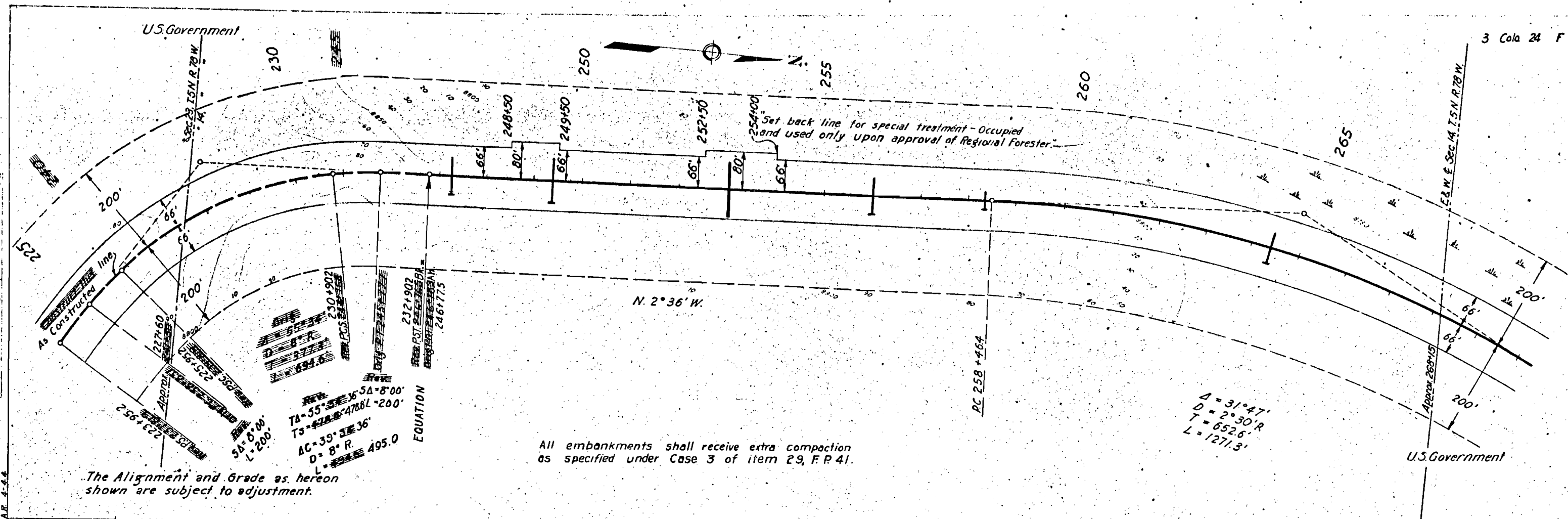
The Alignment and Grade as hereon shown are subject to adjustment.

All embankments shall receive extra compaction as specified under Case 3 of Item 29, F.P. 41.



Uncl. Excav.	11929	12825	Cu Yds.
Embl.	11017	12269	" "
Borrow	59	465	" "

To Sta. 253+0 2531.50



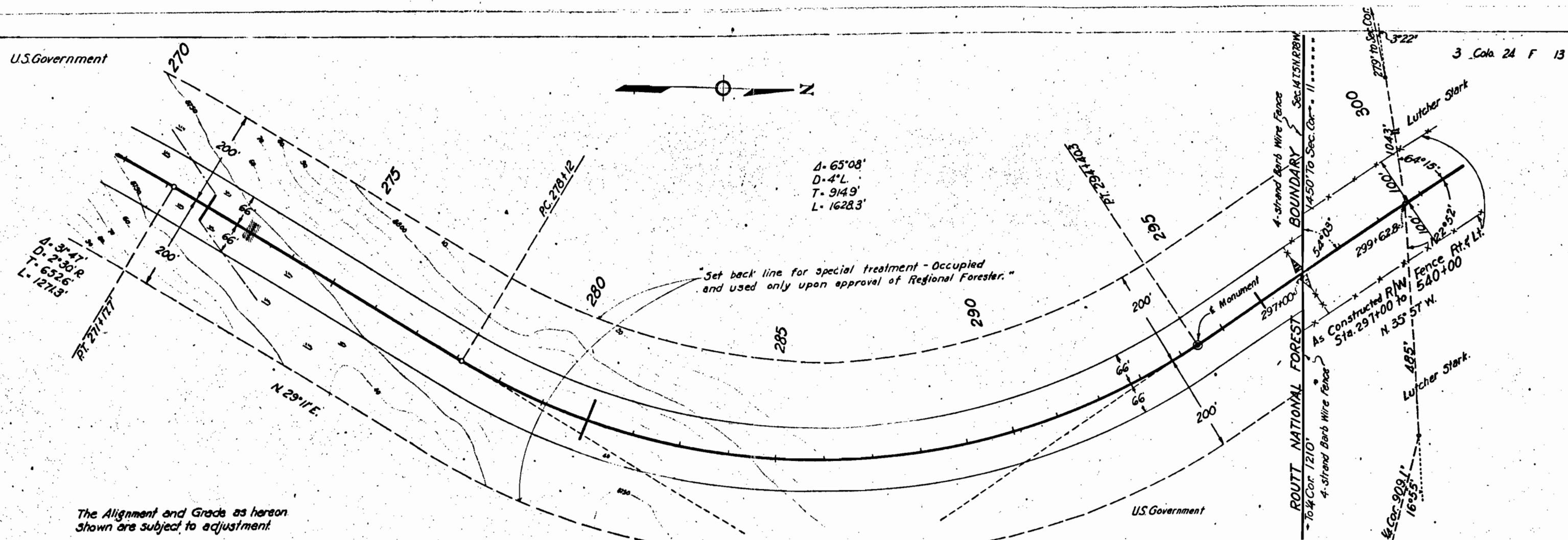
Willow Creek
Sta 270+00 to 300+00
Sheet No. 13

PLAN	DATE	BY	CHKD	APPD
DESIGNED	1933	W.H.C.	W.H.C.	W.H.C.
DRAWN & TRACED	1934	W.H.C.	W.H.C.	W.H.C.

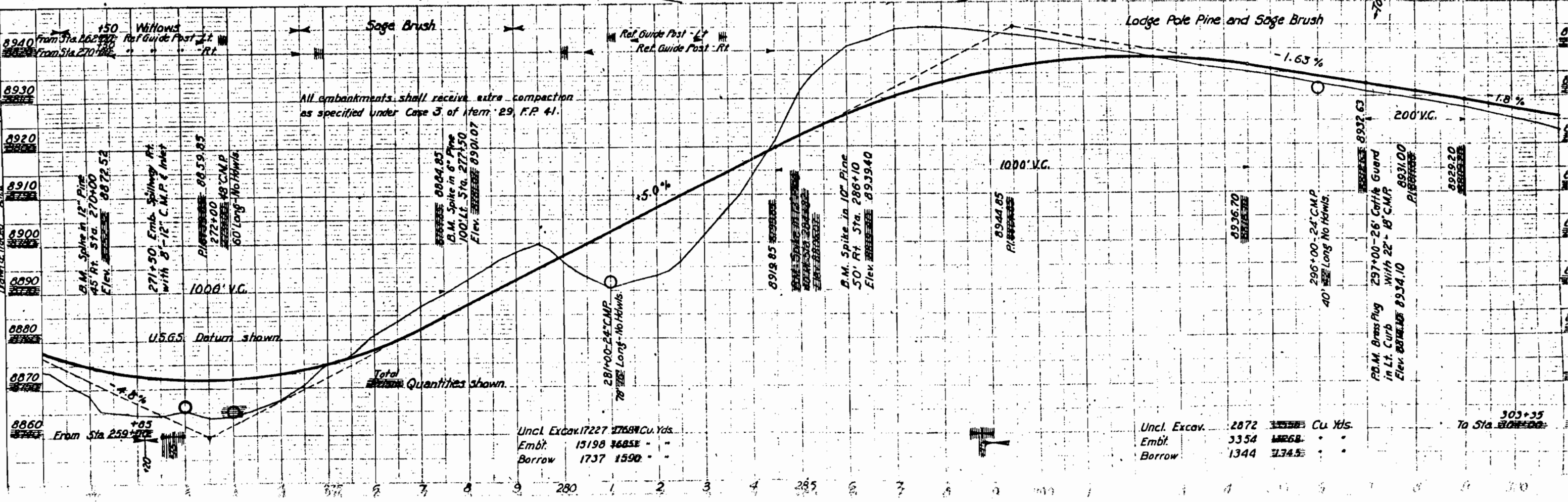
PROFILE	DATE	BY	CHKD	APPD
DESIGNED	1933	W.H.C.	W.H.C.	W.H.C.
DRAWN & TRACED	1934	W.H.C.	W.H.C.	W.H.C.

U.S. Government

3 Colo 24 F 13



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



All embankments shall receive extra compaction as specified under Case 3 of item 29, F.P. 41.

U.S.G.S. Datum shown.

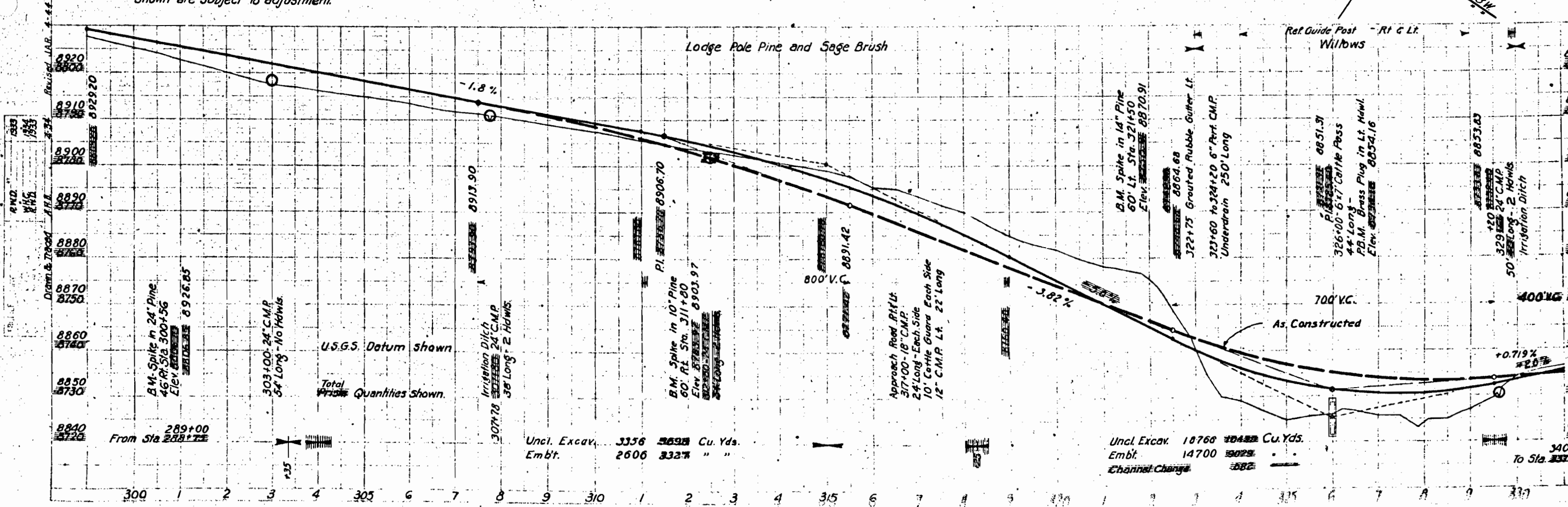
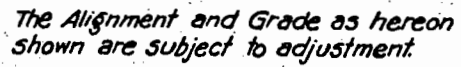
Total Quantities shown.

Uncl. Excav.	17227	27584	Cu. Yds.
Embl.	15198	3685E	"
Borrow	1737	1590	"

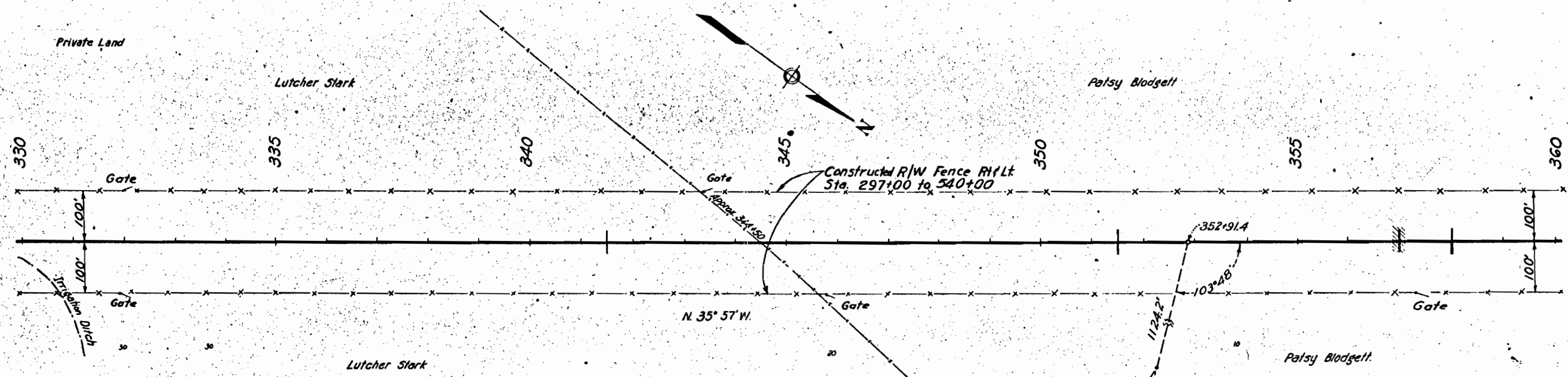
Uncl. Excav.	2872	3355	Cu. Yds.
Embl.	3354	14268	"
Borrow	1344	2345	"

To Sta 303+35

PLAN	RECEIVED	RWD	1933
NO. 1000	RECEIVED	WNC	1934
	RECEIVED	AND	4-34



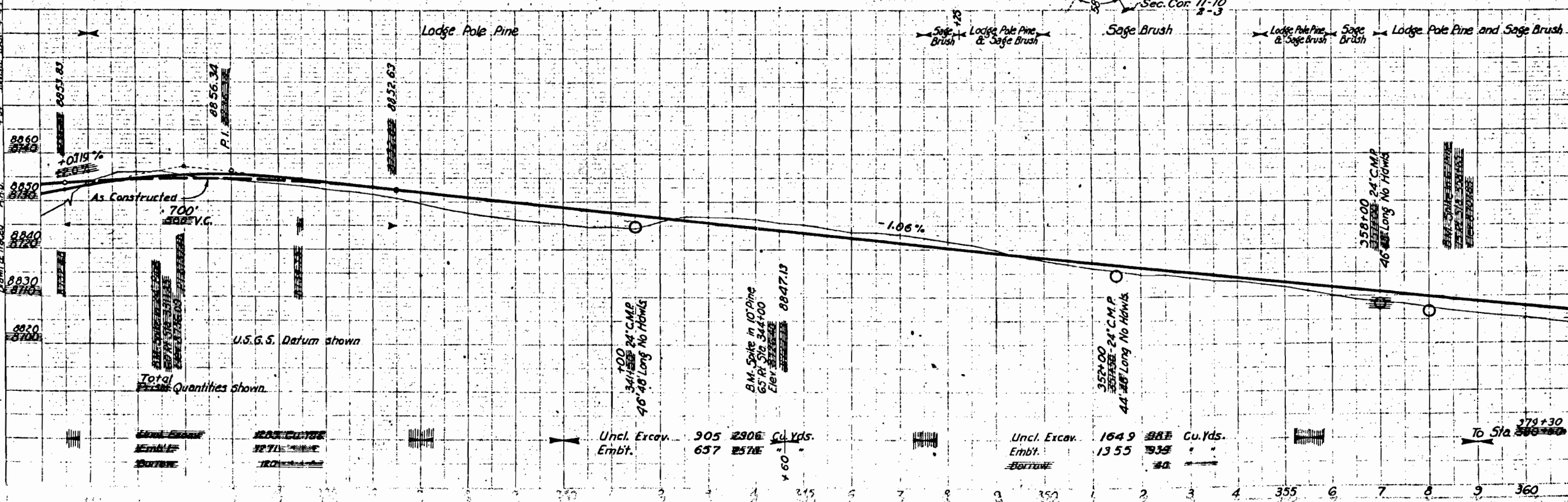
WILLOW CREEK 13 Colo 24-F
Sta 330+00 to 360+00
Sheet No. 15
PLAN
RWD
W.C.
Drawn & Traced A.H.B.
1933
1934
4-34



All embankments shall receive extra compaction as specified under Case 3 of item 29, F.P. 41.

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

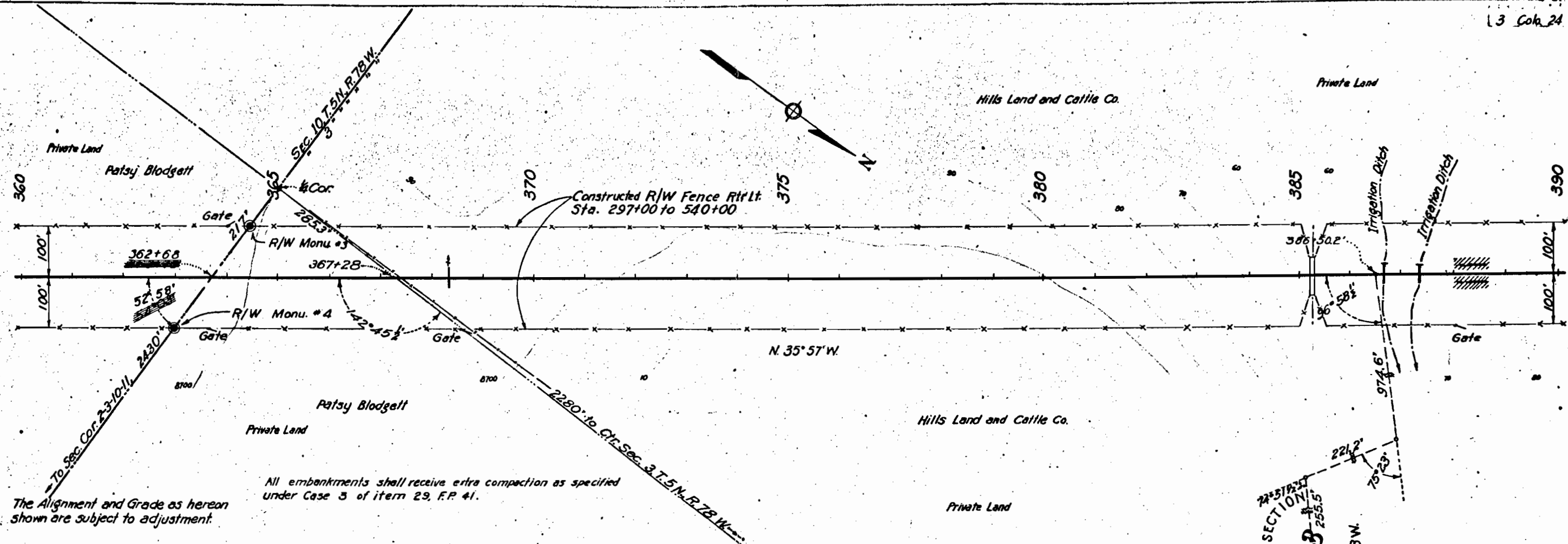
WILLOW CREEK 13 Colo 24-F
Sta 330+00 to 360+00
Sheet No. 15
PROFILE
RWD
W.C.
Drawn & Traced A.H.B.
1933
1934
4-34



Willow Cr. 355 Sta 360+00 to Sta 390+00
Sheet No. 16

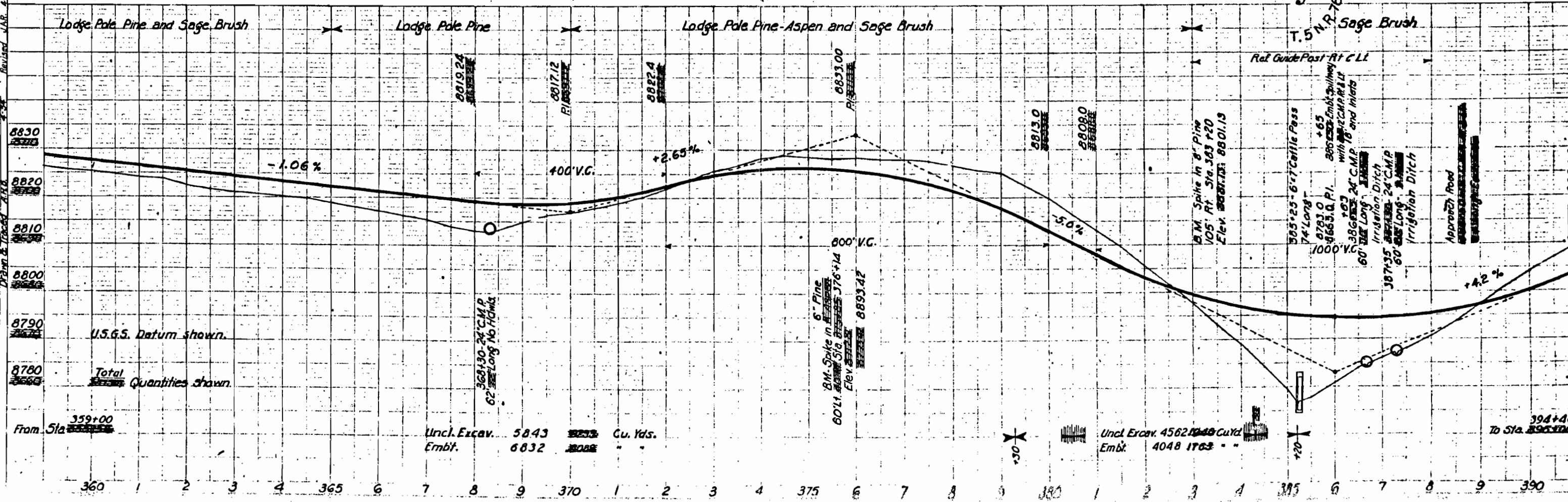
PLAN	REVISED	BY	DATE
NO.	1	W.H.C.	12/14
		A.H.B.	4-34

13 Col. 24 F



The Alignment and Grade as hereon shown are subject to adjustment.
All embankments shall receive extra compaction as specified under Case 3 of item 29, F.P. 41.

PROFILE	REVISED	BY	DATE
NO.	1	W.H.C.	12/14
		A.H.B.	4-34

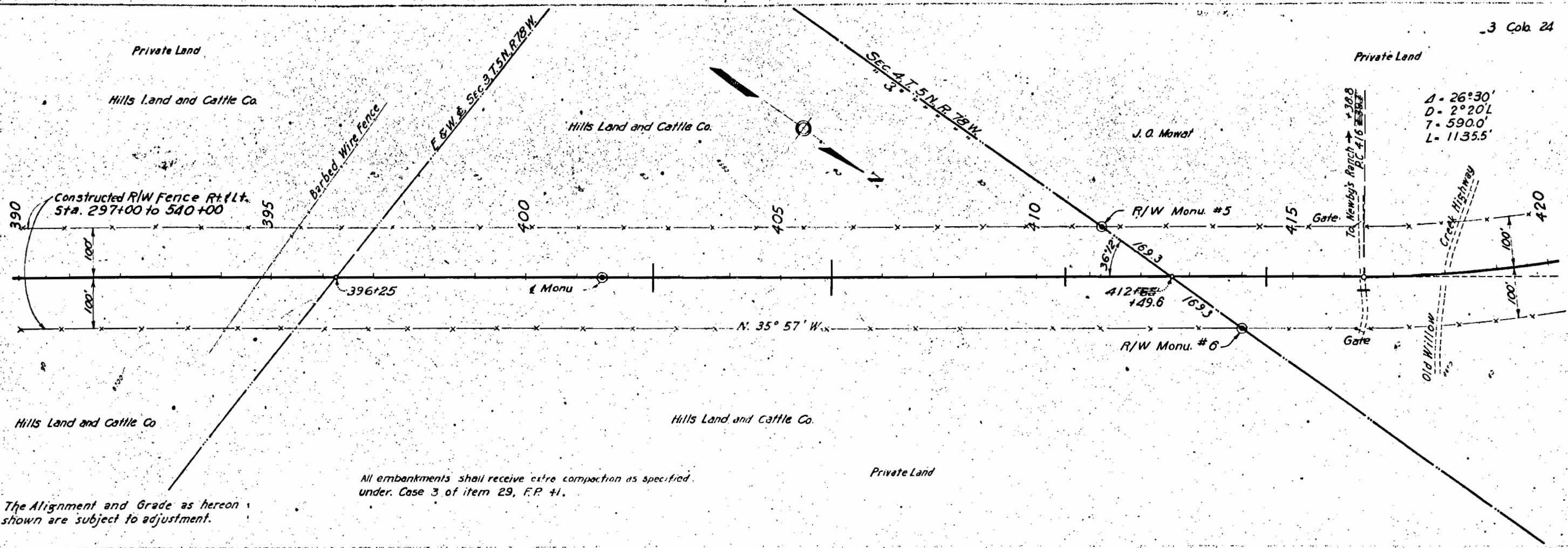


Uncl. Excav. 5843
Embl. 6832
Cu. Yds.

Uncl. Excav. 4562
Embl. 4048
Cu. Yds.

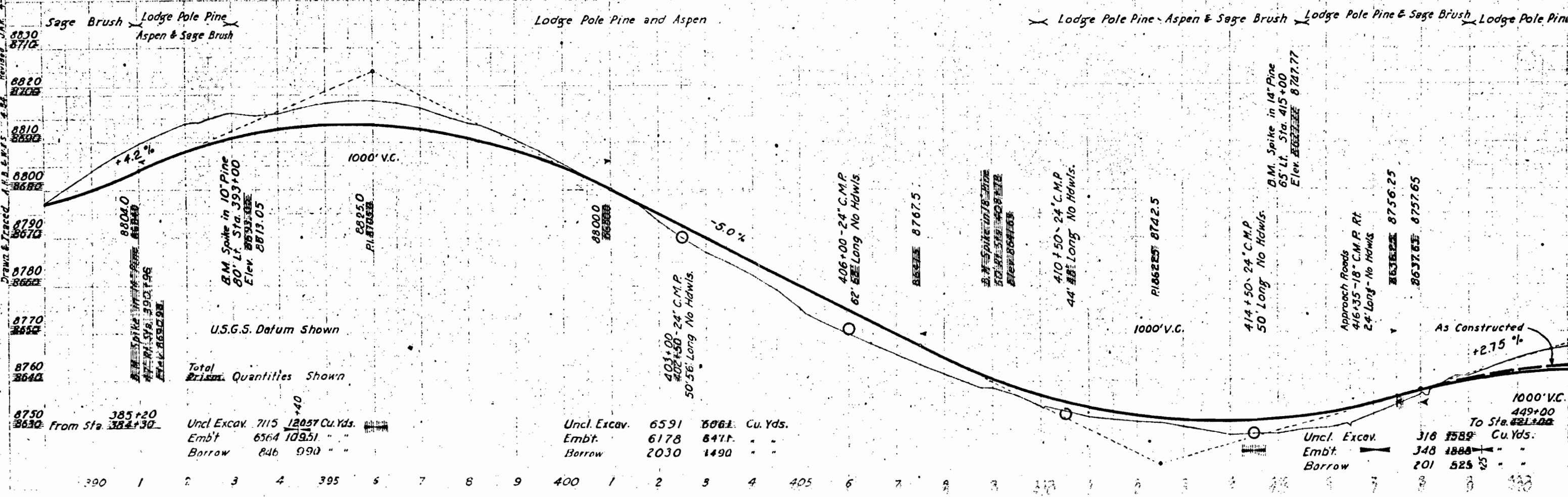
To Sta. 390+00

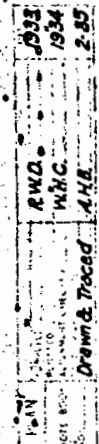
Willow Creek Pass, Colo. 24
 Sta. 390+00 to Sta. 420+00
 Sheet No. 17
 1933
 R.W.D.
 W.H.C.
 Drawn & Traced
 A.H.B. & W.H.S.
 4-34



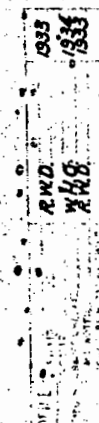
The Alignment and Grade as hereon shown are subject to adjustment.

All embankments shall receive extra compaction as specified under Case 3 of item 29, F.P. 41.

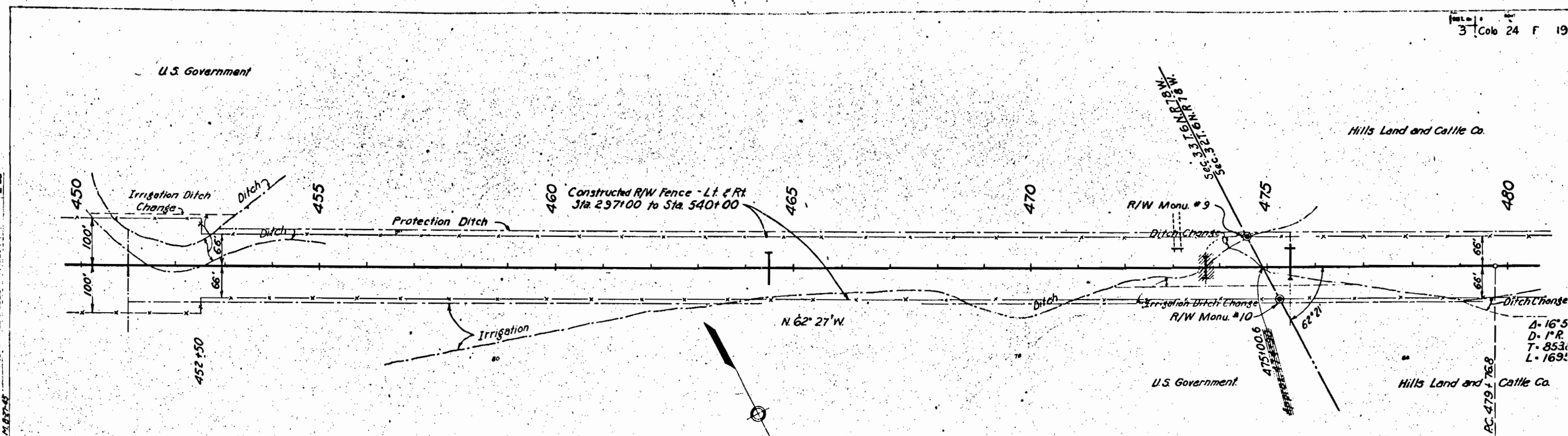




The Alignment and Grade as hereon shown are subject to adjustment.

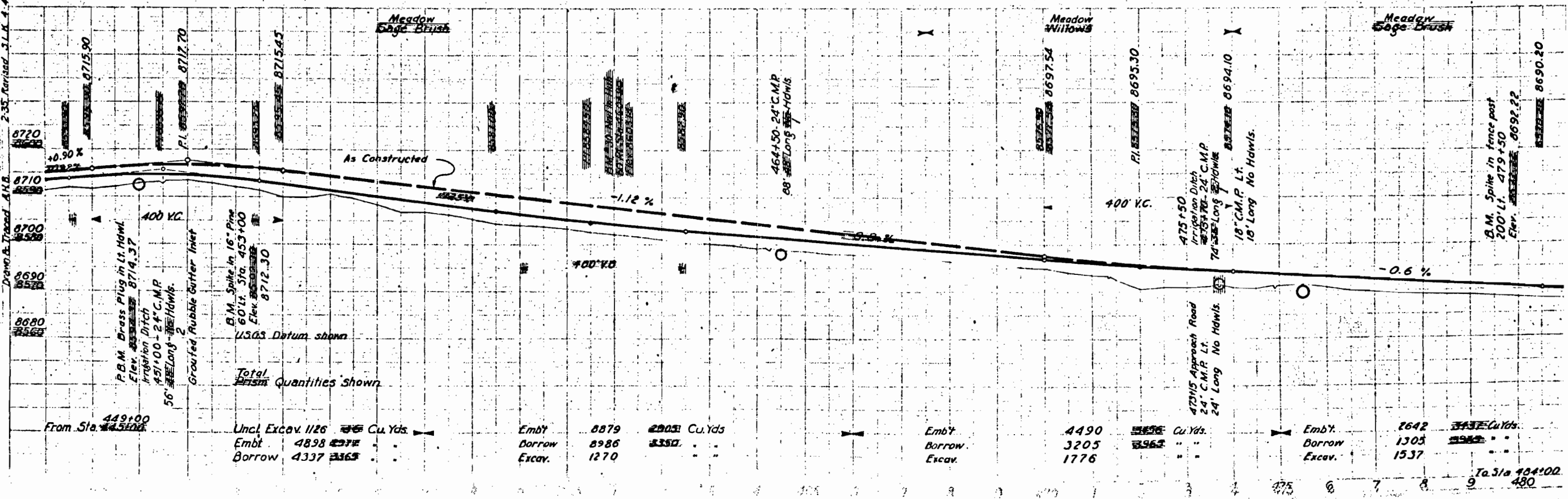


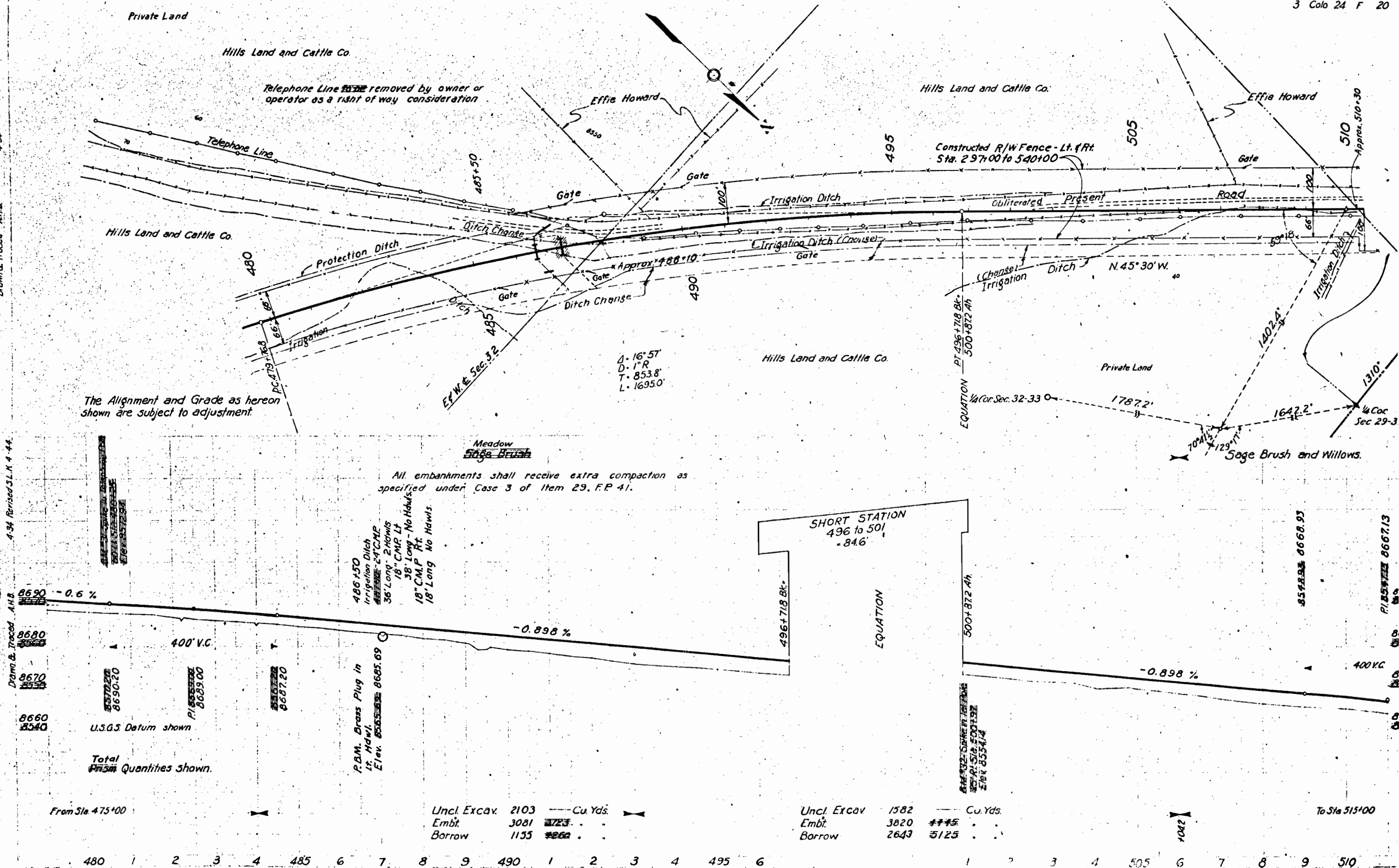
Uncl. Excav.	5137	4836	Cu. Yds.
Emb't.	5370	5045	" "
Borrow	2621	1083	" "

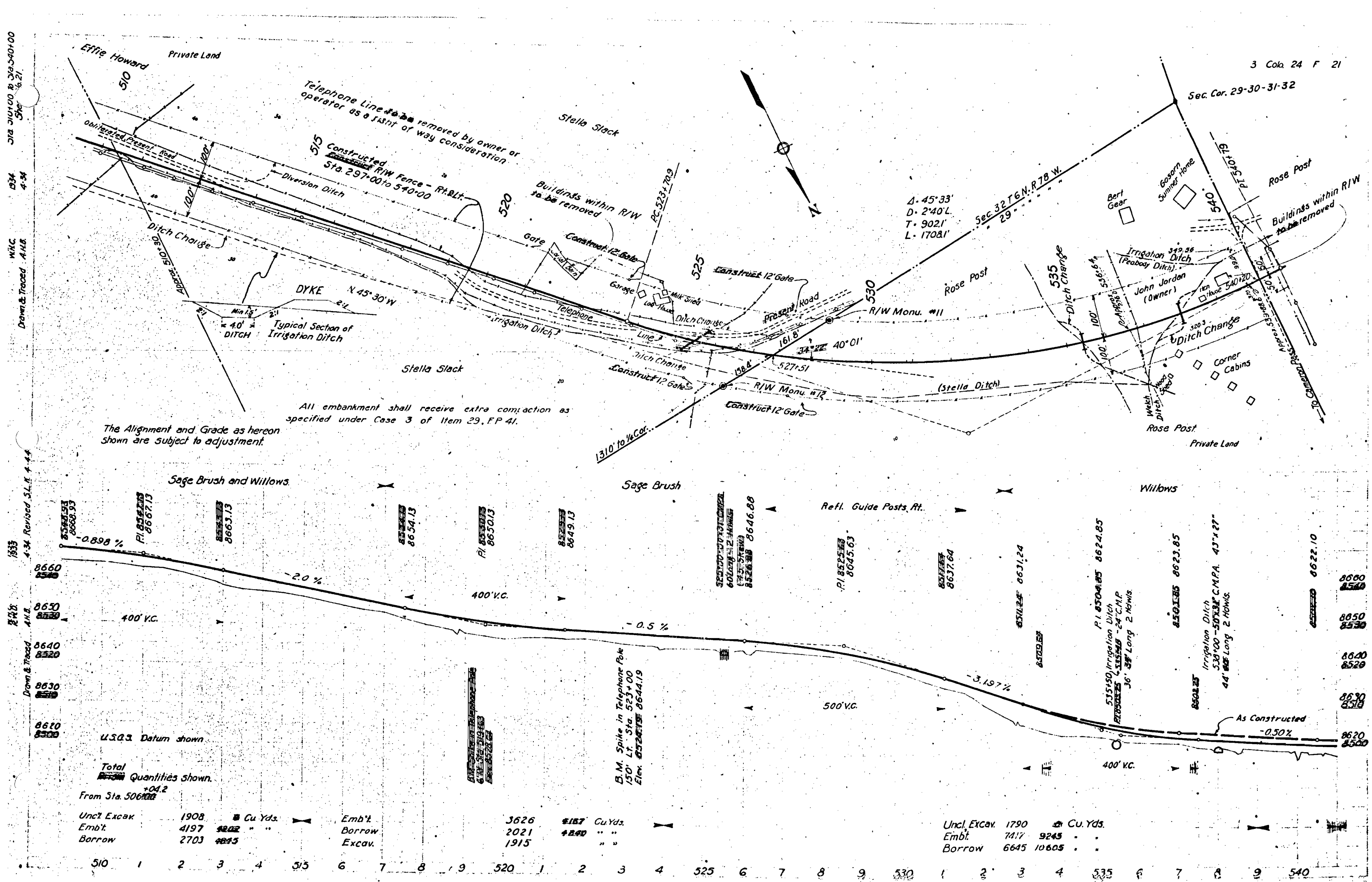


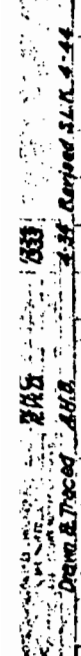
All embankments shall receive extra compaction as specified under Case 3 of Item 29, F.P. 41.

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









All embankments shall receive extra compaction as specified under Case 3 of Item 29, F.P. 41.

