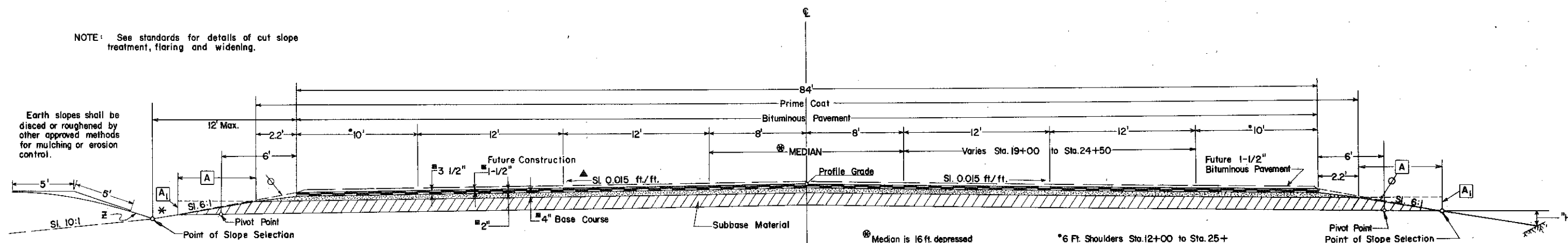


W.E.M.

FEDERAL ROAD REGION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	F 005-3(26)	2	

TYPICAL SECTION

NOTE: See standards for details of cut slope treatment, flaring and widening.



* The depth and width of the side ditch shall be varied where necessary in order to provide proper drainage and/or entrance to drainage structures.

Z Slope not steeper than 3:1 except in special cases.

Except when topsoil is called for, the Contractor will be required to place addition gravel or other suitable material to this line after completion of paving operation. Topsoil, when required, will be placed to the line shown.

Break points on slopes and in bottoms of ditches shall be rounded on construction for a pleasing appearance.

NOTE: During multi-layer bituminous pavement construction, any layer that is to have a succeeding layer placed thereon shall be completed full width before the succeeding layer is placed.

Excavation below 4:1 slope and/or 10:1 slope will not be permitted.

Material shall be placed in separate courses at the following rates per 100 lin. feet of roadway:

Bituminous Pavement	Top Layer.....	77 Tons (Future Construction)
	Bottom Layer.....	103 Tons
Base Course.....		209 Tons

Approximate Thickness

Slope may be varied 0.015 min. to 0.030 max. (Sta. 65+ to 66+).

Median is 16 ft. depressed with 4 ft. shoulders Sta. 19+00 to Sta. 24+55.

6 Ft. Shoulders Sta. 12+00 to Sta. 25+

SLOPE DIMENSIONS

Thickness of Subbase	A	A ₁
14"	7.9'	1.3'
17"	9.6'	1.6'

FILL SLOPES

"H"	SLOPE
4' or less	6:1
4' to 10'	4:1
Over 10'	3:1

GENERAL NOTES

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

During construction of this project, traffic will use the present traveled roadway.

For Preliminary plan quantities of Bituminous Materials, the following rates of application were used:

Prime Coat (M.C. 70)	at	0.40 Gal. per Sq. Yd.
Tack Coat (R.C. 800)	at	0.05 Gal. per Sq. Yd. (Future Construction)
Bituminous Pavement	at	110 Lbs. per Sq. Yd. per 1" thickness

Rates of application shall be as determined by the Engineer at the time of application.

Material above the Subgrade is to be Constructed of Aggregate Material at locations designated in the material tabulation. Estimated quantities involved in this operation and thickness of material required are tabulated in the Aggregate Material Plan.

Depth of Moisture-Density control for this project shall be as follows:

- Full depth of all embankments
- Bases of Cuts (Sta. 26+00 to 31+00) 1 Foot.
- Bases of Cuts for Balance of Project; 6 inches.
- Bases of Fills for Entire Project; 6 inches.

Excavation required for compaction of bases of cuts and fills will be considered as subsidiary to that operation and will not be paid for separately.

Wetting (Embankment)	40 Gal. per Cu. Yd.
Wetting (Subbase & Base Course)	15 Gal. per Ton

Water lines, gas lines, etc. as shown on Plan and Profile sheets are plotted from the best available information. The Contractor's attention is directed to paragraph 105.06 of the Standard Specifications concerning utilities.

Spacing on Guard Rail Type 3 to be 12'-6".

Road Approaches shall be primed and a 2" thickness of Hot Bituminous Pavement placed as directed.

It is estimated that 350 Hours of Flagging for controlling traffic will be required for this Project.

SUMMARY OF EARTHWORK

UNCLASSIFIED EXCAVATION (HAUL)	
From X-Sections	29,640 Cu. Yds.
From List of Structures as Ditch Excav.	47 Cu. Yds.
EXCAVATION TOTAL	29,687 Cu. Yds.
From X-Sections	29,640 Cu. Yds.
** Less Excess Excavation	18,095 Cu. Yds.
EMBANKMENT TOTAL	11,545 Cu. Yds.
EMBANKMENT	
From X-Sections	10,039 Cu. Yds.
EMBANKMENT X FACTOR (1.15)	11,545 Cu. Yds.
EMBANKMENT (STANDARD)	
Base of Cuts and Fills	12,537 Cu. Yds.
Embankment	10,039 Cu. Yds.
EMBANKMENT TOTAL	22,576 Cu. Yds.

* For Information Only.

** Excess Excavation to become property of the Contractor, and disposed of by him.

TABULATION OF LENGTH & DESIGN DATA

STATION	ROADWAY LIN. FT.	
Sta. 18+99.82 BEG. F 005-3(26) = 14' OFF APPROX. Sta. 392+48.4 on P.W.A. 81-A.	4,380.45	
Sta. 62+80.27 Bk. = EQUATION	365.59	
Sta. 62+82.26 Ah.		
Sta. 66+47.85 END F005-3(26) = APPROX. Sta. 345+00 on P.W.A. 81-A.		
TOTAL	4,746.04	
ROADWAY SUMMARY	LIN. FT.	MILES
	4,746.04	0.899
TOTAL NET & GROSS	4,746.04	0.899
DESIGN DATA		
MAXIMUM DEGREE OF CURVE	1° 00'	
MAXIMUM GRADE	4.00%	
MINIMUM SSD HORIZONTAL	> 900'	
MINIMUM SSD VERTICAL	490'	
MAXIMUM DESIGN SPEED	60 MPH	

Utility Ownership
 Power & Gas Line: Public Service
 Telephone Poles: Mountain States Telephone Co.
 Water & Sewer Lines: Pleasant View Water &
 Sanitation District.

Entire Project
 Reset 28 Delineators.

Sta. 17+40 $\pm$ Lt.
 Req'd., 30 Lin. Ft. Curb
 Type 6 (Section M)

S.E. 1/4 Sec. 2
 T. 4 S., R. 70 W.

FED. ROAD REG. NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLD	FO05-3(26)	5	

Center Line
 Pl. 24+01.25
 $\Delta = 1^\circ 36'$ Lt.
 $D = 1^\circ 00'$
 $T = 80.01'$
 $L = 160.00'$
 $R = 5,730.00'$
 $S = 0.022$ ft./ft.
 $S.S.D. > 300'$
 $Trans. = 200'$
 $M.D.S. = 60$ M.P.H.

Sta. 19+90 $\pm$
 Adjust Inlet.

Relocate Light
 Test Hole No. 1

24" X 62" C.M.R.
 Edge of Shoulder
 Edge of Travel
 DEMAND SIGNAL SWITCH

Pl. 23+21.24
 Center Line

Pl. 24+81.24
 Center & Survey Line

Note: Radii at street intersections shall
 be 20 ft. to shoulder line unless
 otherwise shown on plans or as
 directed by the Engineer.

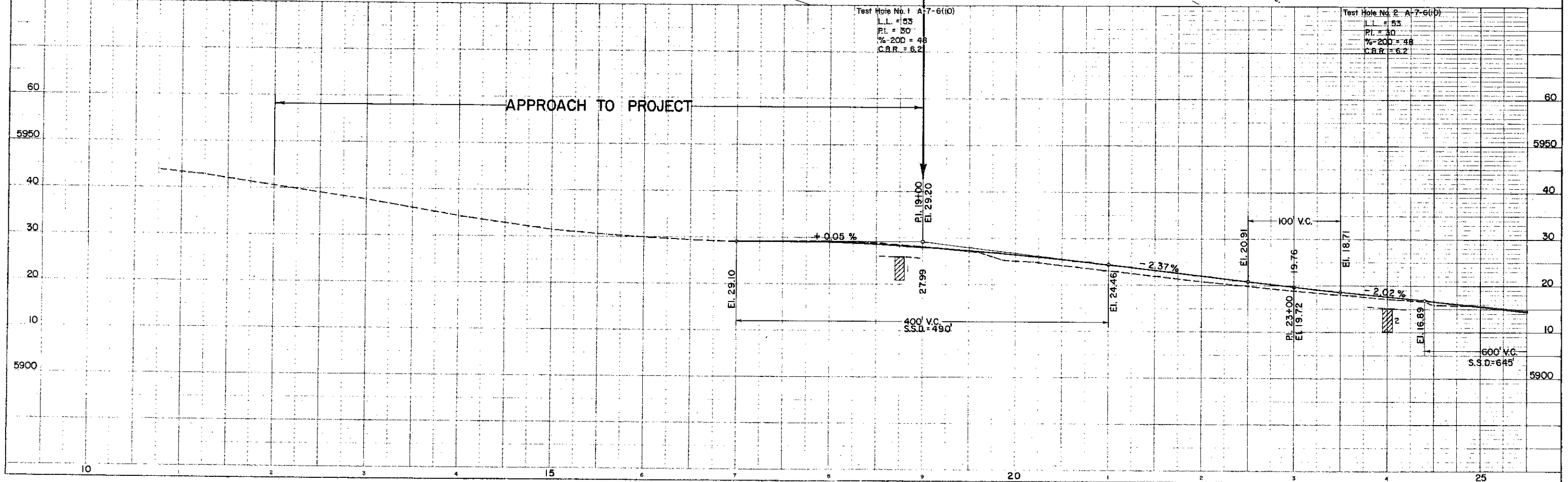
NOTE: Alignment and grades as shown are subject to modification
 during construction after approval by the Denver office.
 Soil data shown on the plans is obtained from best available
 testing laboratory information. This information is shown for
 the convenience of the Contractor, and the Department does not
 guarantee the accuracy of these tests. If materials not conforming
 to the data on the plans are encountered during construction, the
 grading plan shown on plans will be modified where necessary
 to secure dense stable embankments.

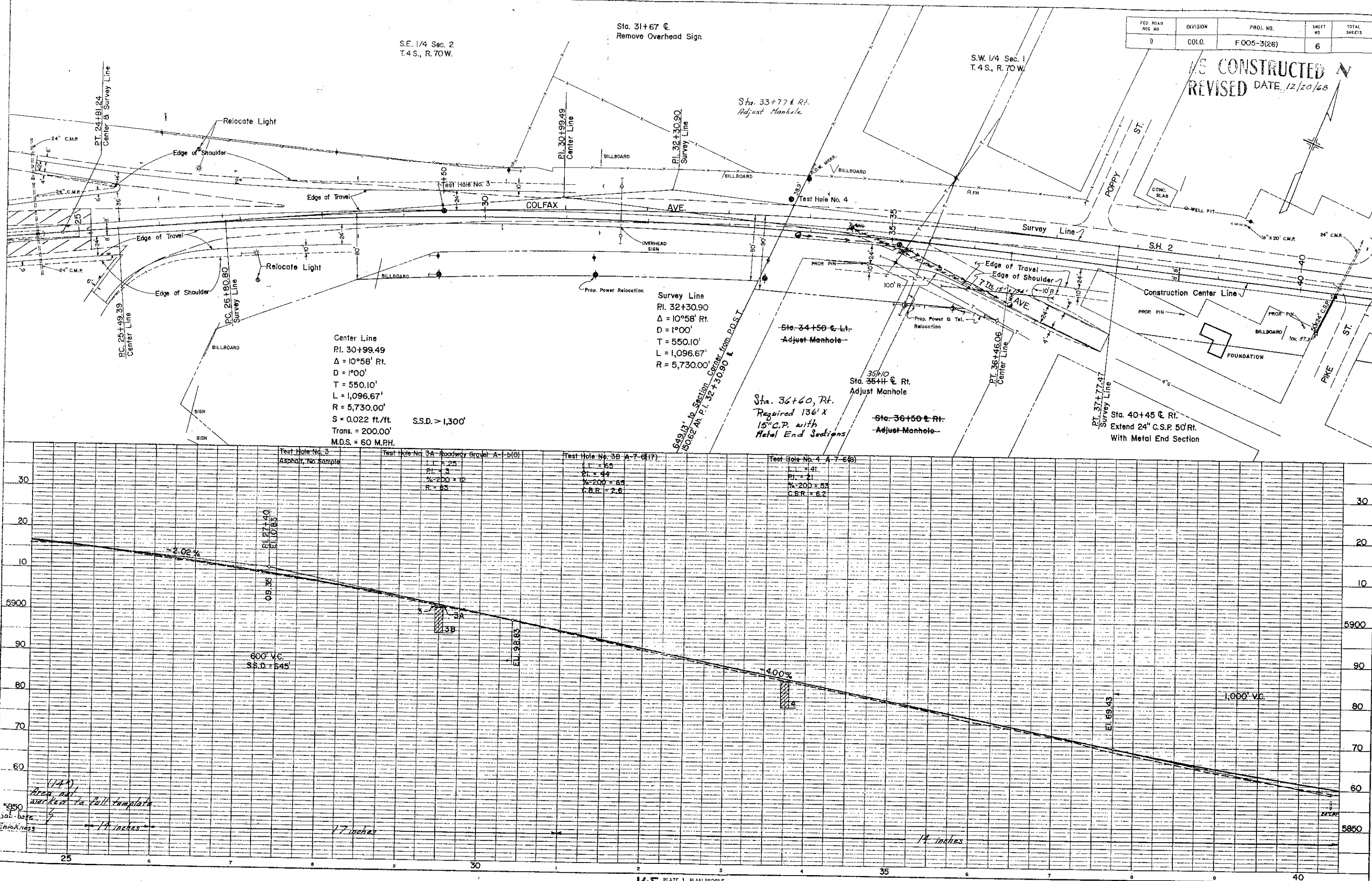
Sta. 12+00 to 19+00
 Req'd., Approach to Project

Sta. 12+ $\pm$ Rt.
 Req'd., Identification
 Sign (State Forces).

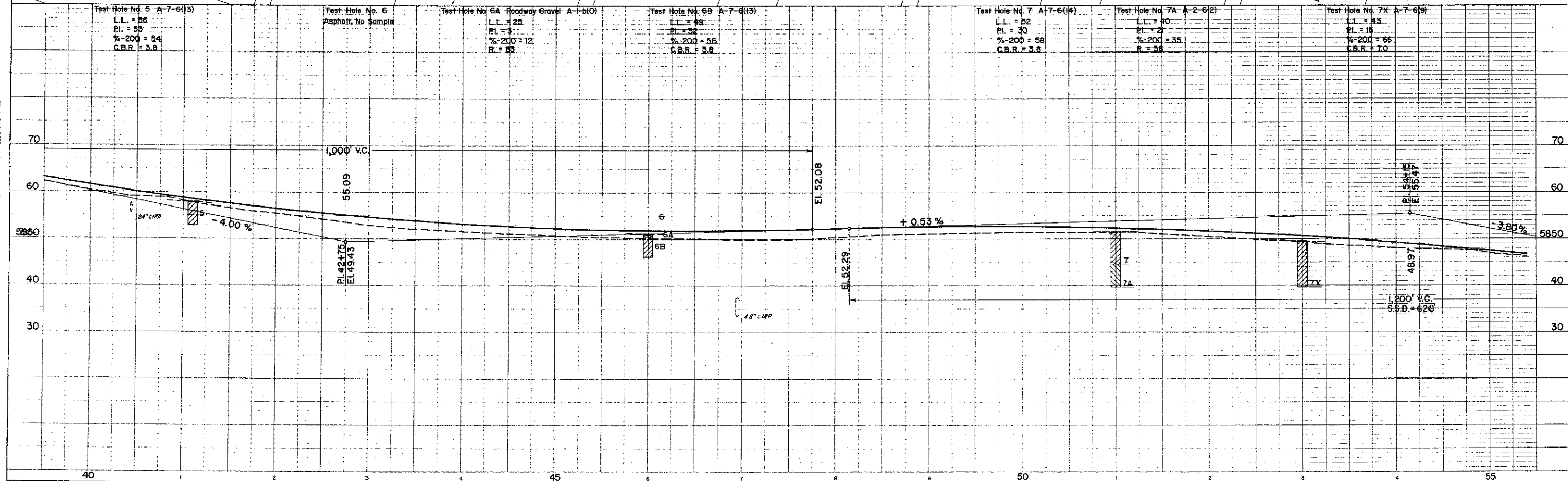
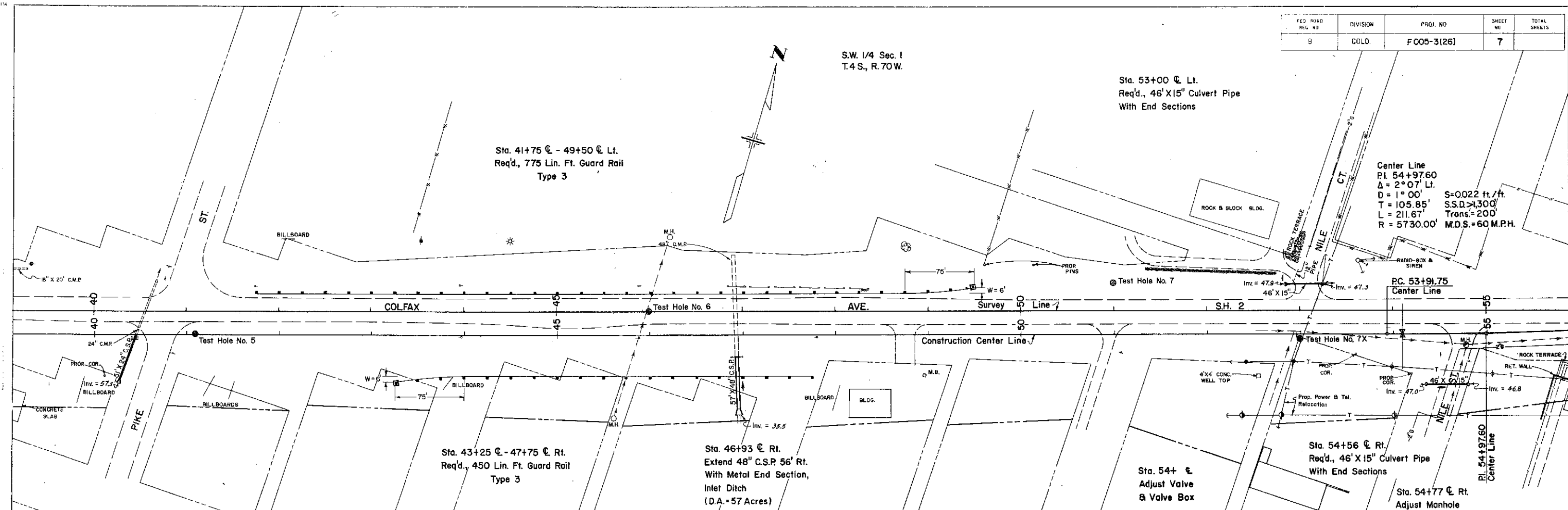
STA. 18+99.82 $\pm$ BEGIN FO05-3(26) =
 14' OPP. STA. 19+00.00 $\pm$ =
 APPROX. STA. 392+48.4 ON P.W.A. 81-A

N.E. 1/4 Sec. 11
 T. 4 S., R. 70 W.



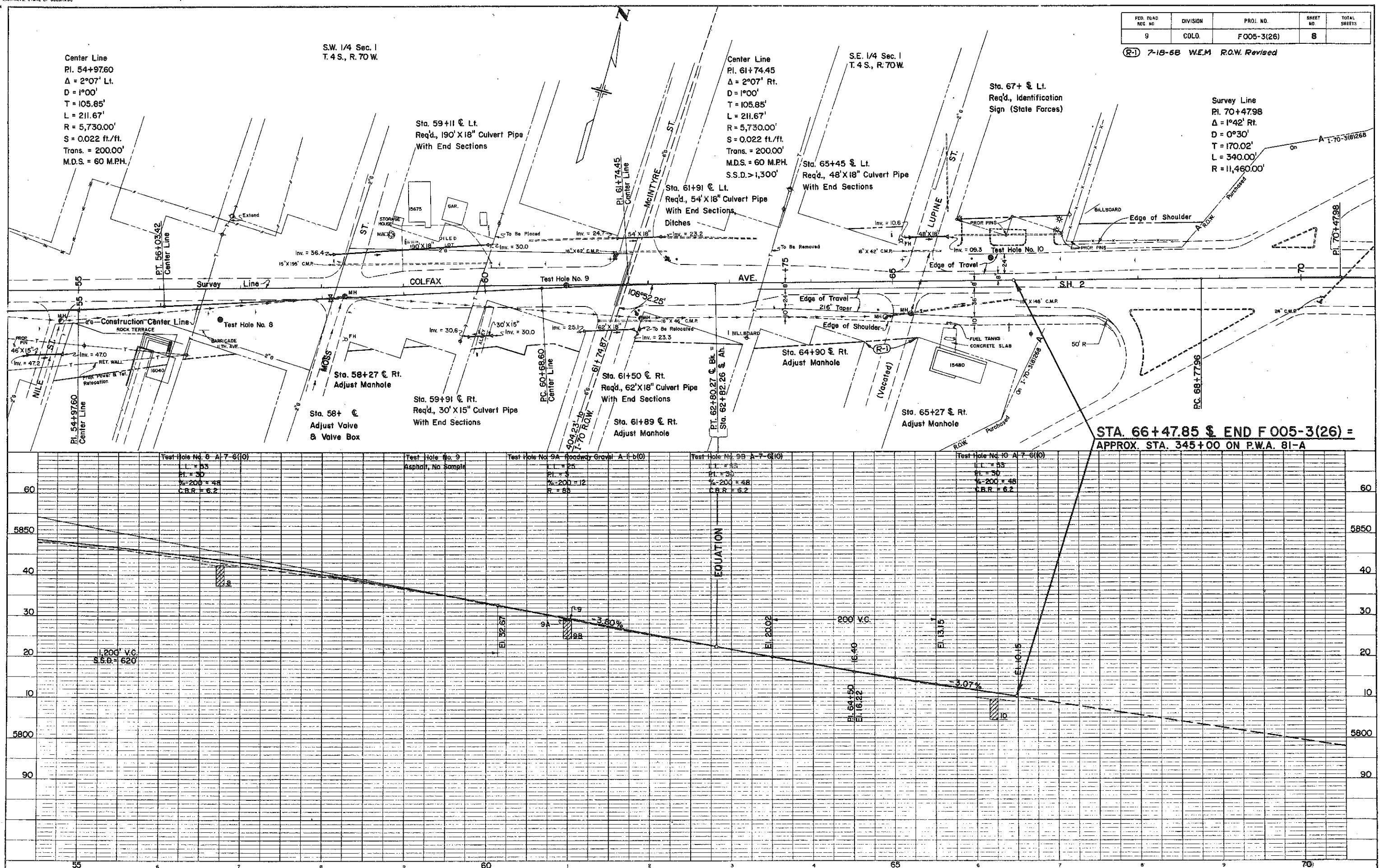


FED. ROAD DIST. NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F 005-3(26)	7	



FED. ROAD REQ. NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F005-3(26)	8	

(R-1) 7-18-68 W.E.M. R.O.W. Revised

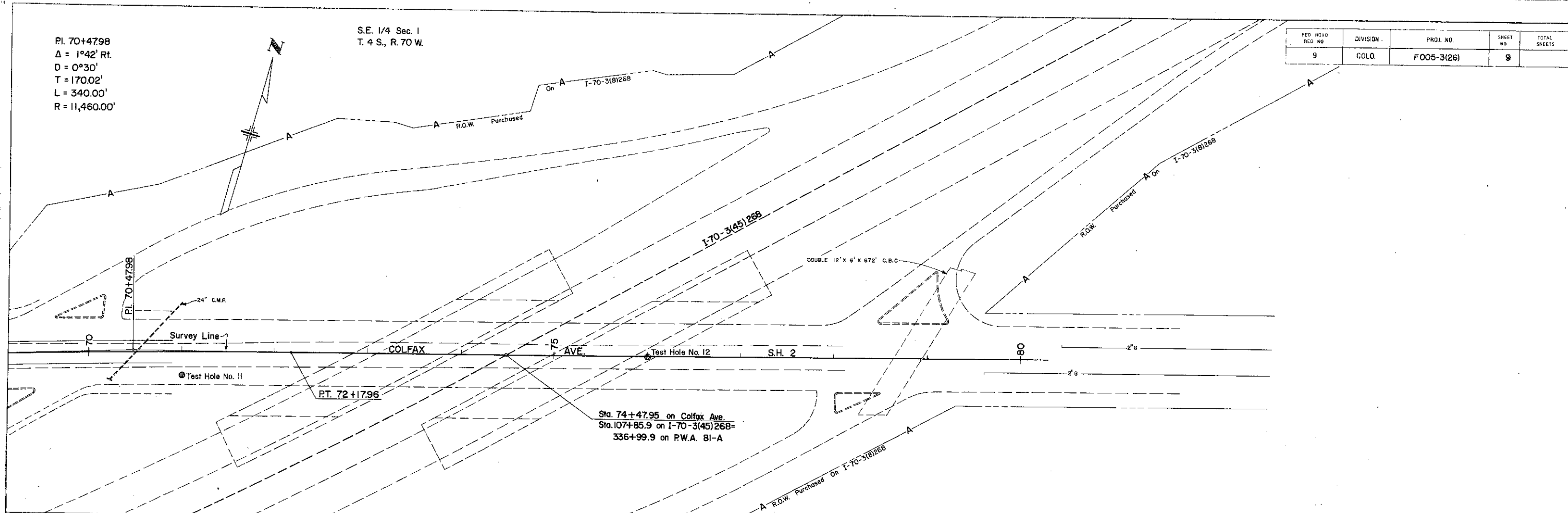


PI. 70+47.98
 $\Delta = 1^\circ 42' \text{ Rt.}$
 $D = 0^\circ 30'$
 $T = 170.02'$
 $L = 340.00'$
 $R = 11,460.00'$

S.E. 1/4 Sec. 1
T. 4 S., R. 70 W.

FED. ROAD REG. NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	FD05-3(26)	9	

PLAN



Test Hole No. 11 A-7-6(15)
I.L. = 59
P.L. = 57
% 200 = 60
C.B.R. = 3.9

Test Hole No. 12
Asphalt, No Sample

Test Hole No. 12A Roadway Gravel A-1-b(1)
I.L. = 25
P.L. = 3
% 200 = 12
R. = 83

Test Hole No. 12B A-7-6(15)
I.L. = 59
P.L. = 57
% 200 = 60
C.B.R. = 3.9

PROFILE

