



**COLORADO**  
Department of  
Transportation

# DOCUMENT SEPARATOR SHEET

## REGION 5 – JUNE 2017 CONVERSION

To be placed at the beginning of each separator sheet.



r500001901

**Description:**

ROW Plans 11X17

**Route # and Mile Points:**

US 160

**Originating Office:**

ROW/Survey

**File Name:**

F 022-2(1)\_ROW(.PDF)

**Box Location:**

30 of 38

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F 022-2(1)	1	

Rev. 6-28-49 - J.R.K. and Length  
Rev. 5-6-49 to show extension to Sta. 683+00 per W.O. 12006

# COLORADO STATE HIGHWAY DEPARTMENT

## PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. F 022-2(1) STATE HIGHWAY NO. 10 RIO GRANDE COUNTY

INDEX OF SHEETS

- 1 SKETCH MAP & TITLE PAGE
- 2 TYPICAL SECTIONS & SUMMARY OF QUANTITIES
- 3 SURFACING, BALLAST MATERIAL TABULATIONS & TABULATION OF LENGTH
- 4 STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS M-2-D

CONVENTIONAL SIGNS

CENTER LINE \_\_\_\_\_ Title Sheet \_\_\_\_\_

COUNTY LINE \_\_\_\_\_

SECTION LINE \_\_\_\_\_

CITY LIMITS \_\_\_\_\_

RAILROAD \_\_\_\_\_

*THIS IS ALL THAT EXISTS ON FISCH*

SCALE OF ORIGINAL TRACINGS

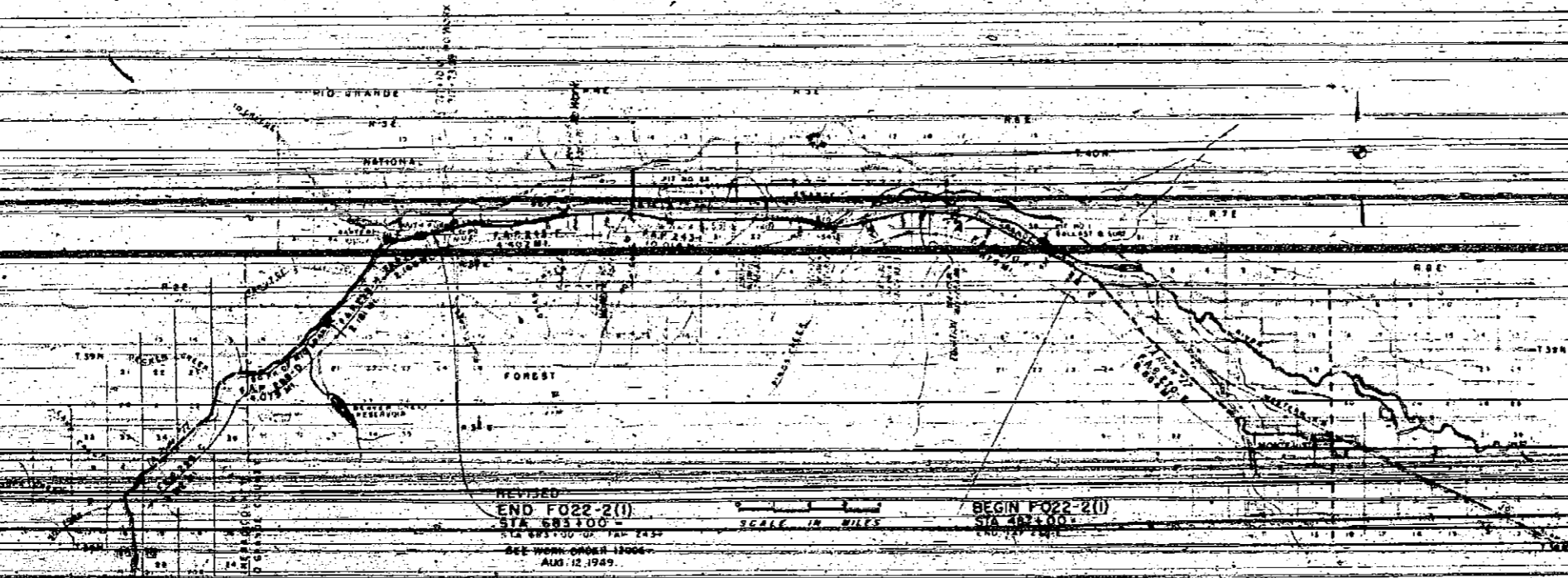
ON PLAN 1" = 100 FT.

ON PROFILE 1" = 100 FT. HORIZONTAL  
1" = 10 FT. VERTICAL

GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS LENGTH OF PROJECT 101,635.4 LIN. FT. = 19.249 MI.

NET LENGTH OF PROJECT 101,271.2 LIN. FT. = 19.180 MI.



NOTE:  
It is recommended that bidders on this project go over the plan details with the following representatives of this Department:  
Chas. Shuman, District Eng., Pueblo  
J.E. Casey, Dist. Construction Eng., Durango  
Robert Dudley, Resident Eng., Alamosa

REVISED  
END F022-2(1)  
STA 683+00  
STA 783+00  
SEE WORK ORDER 12006  
AUG. 12, 1949

BEGIN F022-2(1)  
STA 683+00  
STA 783+00

SCALE IN MILES

*James P. ...*  
DISTRICT ENGINEER  
5-25-49

*Wendell ...*  
STATE HIGHWAY ENGINEER  
5-25-49

RECOMMENDED FOR APPROVAL DATE

APPROVED DATE

FED. ROAD DIST. NO.	DISTRICT	PROJ. NO.	SHEET	TOTAL SHEETS
9	COLO.	F 022-2(1)	3	

**BALLAST MATERIAL TABULATION**

*It is estimated that ballast material for the project is available in the vicinity of the pits indicated in the following tabulation. Estimated quantities involved in this operation.*

**SURFACING PLAN**

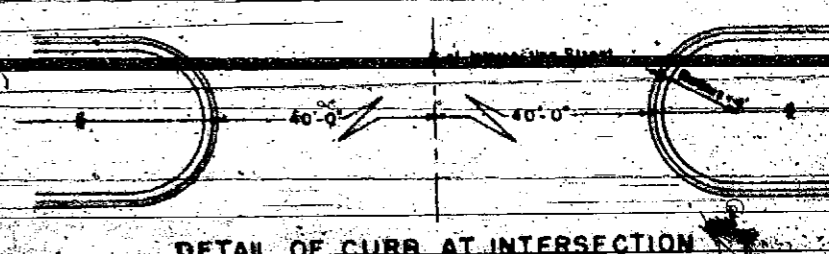
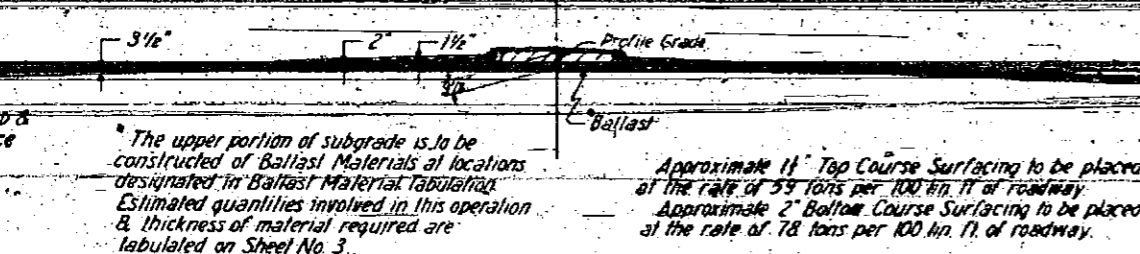
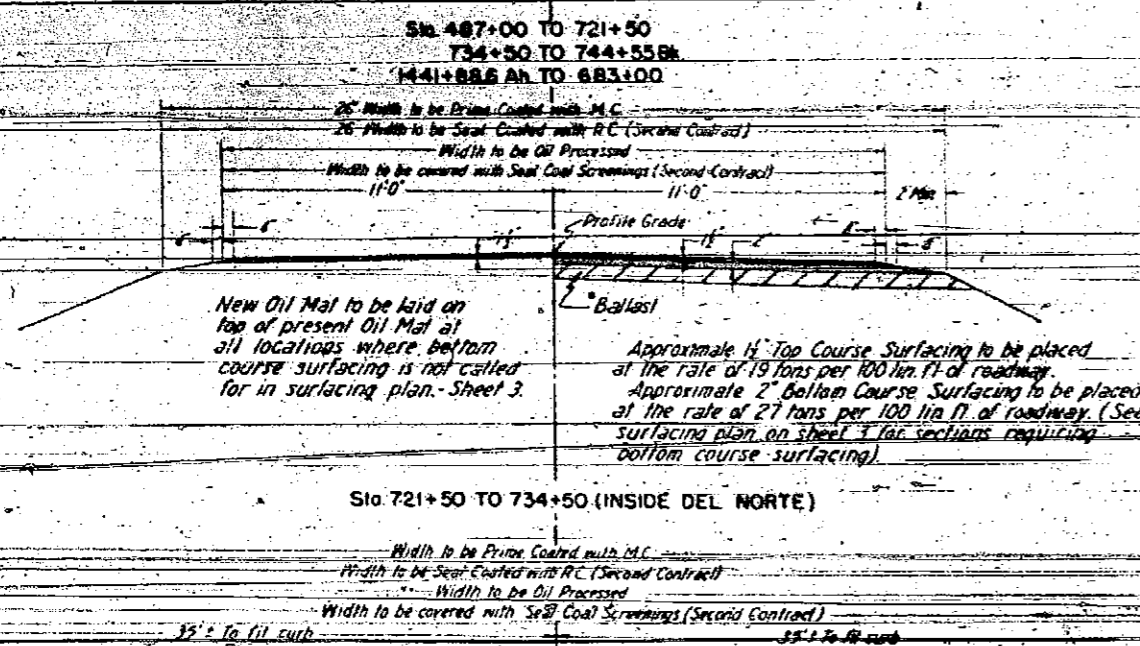
*It is estimated that material for Gravel Surfacing for the project is available in the vicinity of the pits indicated in the following tabulation.*

# TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

REV. 6-17-49 - E.E.O. - Added Curb Median  
 Rev. 7-12-49 in I.P.K. - General Notes  
 Rev. 7-12-49 to show Non-Fed. Aid - 7-12-49 - E.E.O.  
 Rev. 9-7-49 to show Extension to 300' per 100' 12000  
 Rev. 9-12-49 to show 50' Contract Sta. 683+ to 689+

## SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM	UNIT	ROADWAY			TOTAL	TOTAL
			OUTSIDE DEL NORTE	INSIDE DEL NORTE	TO MAT		
<b>FIRST CONTRACT</b>							
17A	Rolling with 4' Wheel Roller	Hour	60	4	4		
17C	Rolling with Rubber Tired Roller	Hour	250	25	25		
17E	Furnishing 1/2" Wheel Roller	Each	0.6	2	2		
17F	Furnishing Rubber Tired Roller	Each	0.6	2	2		
17G	Ballast	cu yd	678	50	70	50	70
17H	Oil Processed Material	cu yd	101,900	15,000	10,000	10,000	10,000
17I	Seal Coat	cu yd	33,100	2,400	2,400	2,400	2,400
26C	Seal Coat	cu yd	22,800	1,800	1,800	1,800	1,800
30A	Asphalt Road Material	cu yd	50,200	4,200	4,200	11,500	10,000
30B	Asphalt Road Material	cu yd	18,300	1,200	1,200	5,700	5,700
31A	Stone	cu yd	150,470	9,000	9,000	17,000	17,000
31C	Stone	cu yd	2,010	110	110	580	2,810
34A	Concrete	cu yd			1,800		1,800
<b>SECOND CONTRACT</b>							
17B	Rolling with 4' Wheel Roller	Hour	60	5	5	15	85
17E	Furnishing 1/2" Wheel Roller	Each	0.6	0.2	0.2	0.1	1
30B	Asphalt Road Material	cu yd	26,200	2,600	2,600	15,100	26,700
31A	Stone	cu yd	20,700	1,100	1,100	580	2,810
119	Blade Grader Operation	Hour	60	5	5	15	85



### GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department, adopted January 1, 1934.

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

Except as otherwise noted on the plans, payment for overhaul will be based on measurement along the centerline of the project.

The Defour for this project lies along the present traveled road. At all places on this project where the new work lies along the present traveled road, the Contractor shall, at his own expense, prosecute construction in such manner that traffic may readily pass over the road. Also, the Contractor shall maintain in safe condition and at his own expense, all temporary approaches to and crossings of intersecting roads.

At Bridge Approaches, the Oil Processing shall be widened 15 feet the curbed width of the bridge and shall take place gradually over a distance of 300 ft. each way from the bridge ends.

Asphaltic Road Material MC is to be used for prime coat over a 26 ft. and for a 20 ft. width of roadway previous to placing of Oil Processed Material. Grade of MC oil to be determined by Engineer.

Asphaltic Road Material MC 316 is to be used for processing oil mat on this project.

Asphaltic Road Material RC is to be used for seal coat over entire primed area. Grade of RC oil to be determined by the Engineer. (Second Contract).

All side approach roads to the project shall be primed and seal coated to approximately 50 ft. out from edge of the oil mat or to the Right of Way line, whichever is less, unless otherwise noted on plans.

For equipment and work see project FAR - 2100 - 1000 - 1000.

Stone Screenings Except for this project shall be obtained from sources approved by the Engineer.

It is estimated that these locations will be in the vicinity of Pit No. 2A (EQUIL. LI. of Sta. 1050+00).

It is estimated that rolling of oil processed material with a 4' wheel roller will be necessary after compaction of mat with rubber tired rollers to produce a smooth finish.

The item of Blade Grader Operation is estimated to be required at those locations where additional stabilization is required.

See 2100-1000 in Sta. 721+50

Asphaltic Road Material MC 316 is to be used for processing oil mat on this project.

Asphaltic Road Material RC is to be used for seal coat over entire primed area. Grade of RC oil to be determined by the Engineer. (Second Contract).

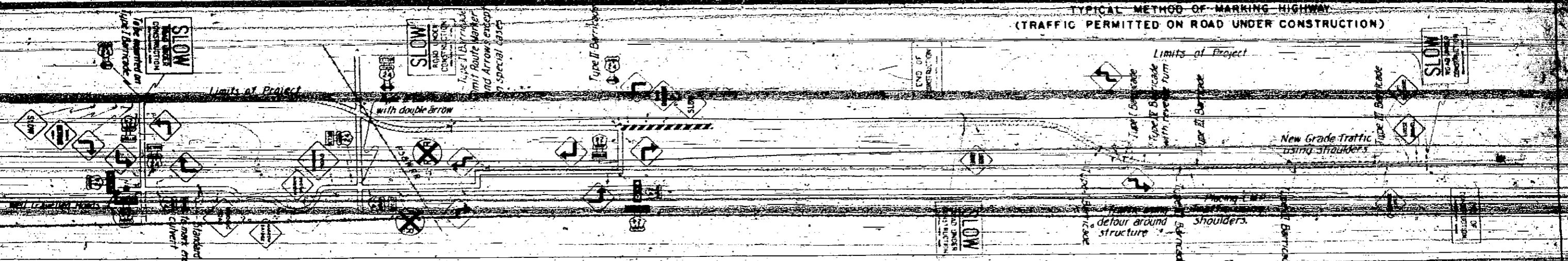
All side approach roads to the project shall be primed and seal coated to approximately 50 ft. out from edge of the oil mat or to the Right of Way line, whichever is less, unless otherwise noted on plans.

### TYPICAL SECTION OF CURBED MEDIAN

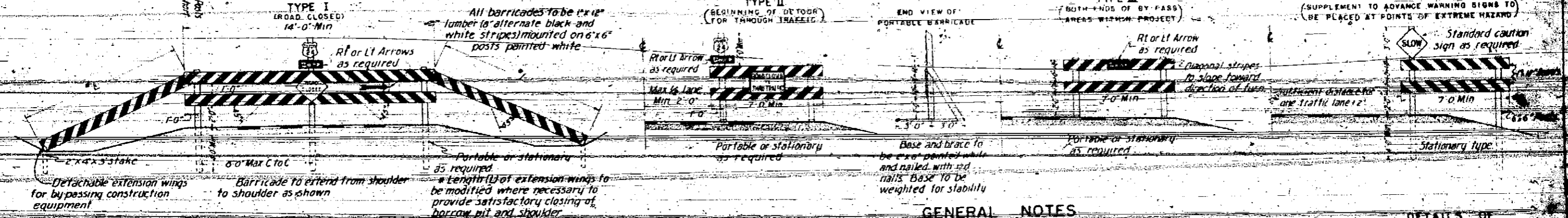


TYPICAL METHOD OF MARKING DETOUR  
(TRAFFIC PROHIBITED ON ROAD UNDER CONSTRUCTION)

TYPICAL METHOD OF MARKING HIGHWAY  
(TRAFFIC PERMITTED ON ROAD UNDER CONSTRUCTION)



DETAILS OF BARRICADES



GENERAL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT APPLICABLE TO THE PROJECT.

WHEN TRAFFIC IS RESTRICTED THROUGH OR OVER ANY PART OF THE PROJECT THE CONTRACTOR WILL BE REQUIRED TO MARK ALL HAZARDS WITHIN THE LIMITS OF THE PROJECT WITH REFLECTORIZED BARRICADES AND STANDARD CAUTION SIGNS. WARNING SIGNS FOR DIRECTIONAL TRAFFIC SHALL BE PLACED AT THE BEGINNING OF THE RESTRICTED AREA AND SHALL BE MAINTAINED THROUGHOUT THE PROJECT. SIGNS SHALL BE MOVED, ADDED TO, CHANGED OR REMOVED AS REQUIRED DURING THE COURSE OF CONSTRUCTION TO MEET CHANGING CONDITIONS.

THE CONTRACTOR SHALL FURNISH AND INSTALL THE FOLLOWING AS REQUIRED WITHIN THE LIMITS OF THE PROJECT:

- ALL BARRICADES
- STANDARD CAUTION SIGN AND DIRECTIONAL TRAFFIC SIGNS AS REQUIRED
- FLARES OR TORCHES AS FOLLOWS:
  - A TYPE I BARRICADE MINIMUM 3 EACH
  - B TYPE II OR III BARRICADES MINIMUM 1 EACH
  - C STANDARD CAUTION OR WARNING SIGNS MINIMUM 1 EACH

NOTE: FLARES OR TORCHES SHALL BE OF AN OIL BURNING TYPE APPROVED BY THE STATE OF COLORADO AND SHALL BE PLACED FROM 5 TO 25 FEET AHEAD OF THE SIGN OR OBJECT TO BE ILLUMINATED IN ALL CASES. FLARES OR TORCHES SHALL BE PLACED A SUFFICIENT DISTANCE AWAY WITHIN THE ABOVE RANGE TO AVOID DAMAGE TO FACE OF LUMBER SIGN, SIGN OR FLARE AND SHALL BE KEPT BURNING FROM SUNSET TO SUNRISE.

ALL LUMBER USED IN BARRICADES AND SIGNS SHALL BE SOUND, DURABLE MATERIAL AND SHALL BE KEPT WELL PAINTED WITH NEAT, UNIFORM LETTERS AND SYMBOLS CONFORMING TO STATE SPECIFICATIONS FOR THE VARIOUS SIGNS UNLESS OTHERWISE SPECIFIED. LETTERING WILL NOT BE PERMITTED.

WHERE TRAFFIC IS PROHIBITED FROM THE PROJECT THE BEGINNING OF THE RESTRICTED AREA SHALL BE MARKED BY THE CONTRACTOR WITH REFLECTORIZED BARRICADES AND STANDARD CAUTION SIGNS.

REFLECTORIZED BARRICADES AND STANDARD CAUTION SIGNS SHALL BE MAINTAINED THROUGHOUT THE PROJECT AND SHALL BE MOVED, ADDED TO, CHANGED OR REMOVED AS REQUIRED DURING THE COURSE OF CONSTRUCTION TO MEET CHANGING CONDITIONS.

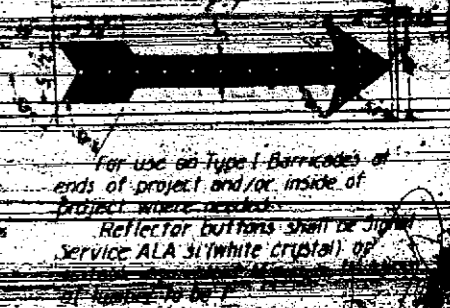
THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SIGNS FURNISHED HIM BY THE DEPARTMENT AND SHALL RETURN SAME UPON COMPLETION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO REIMBURSE THE DEPARTMENT FOR ANY SIGNS FURNISHED HIM WHICH HAVE BECOME DAMAGED OR LOST DURING HIS OPERATIONS.

THE TYPICAL METHOD OF MARKING AS SHOWN ILLUSTRATES THE MINIMUM ACCEPTABLE SIGNING PROCEDURE. MODIFICATIONS AND ADDITIONAL REQUIREMENTS WILL BE DETERMINED BY LOCAL TRAFFIC VOLUME AND OTHER PERTINENT CONDITIONS AFFECTING THE PUBLIC CONVENIENCE AND SAFETY.

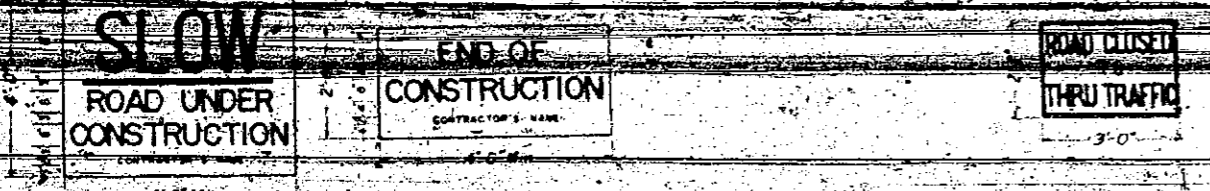
ANY SPECIAL SIGNS DEEMED NECESSARY FOR THE GUIDANCE AND PROTECTION OF TRAFFIC OVER THE PROJECT OR DETOUR WILL BE FURNISHED AND INSTALLED BY THE DEPARTMENT.

ALL COSTS INCIDENTAL TO THE FOREGOING REQUIREMENTS WILL NOT BE PAID FOR AS A SEPARATE ITEM BUT SHALL BE INCLUDED IN THE ORIGINAL CONTRACT PRICES FOR THE PROJECT.

DETAILS OF REFLECTORIZED ARROW



DETAILS OF CONSTRUCTION SIGNS



Signs to be of 1/2 material with at least three cleats in back. Background to be white. SLOW and underline to be red, and all other lettering to be black. Sign to be set on 2x4x3 stake and in the ground except when mounted on top of Type I Barricade. ReflectORIZED arrow of limits of project not required on Type I Barricades inside limits of project.

Above sign to be furnished and installed by the Department where required.

**COLORADO STATE HIGHWAY DEPARTMENT**

**STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS**

Approved by: \_\_\_\_\_  
Made by: S. S. \_\_\_\_\_  
Checked by: \_\_\_\_\_  
Date: January 14, 1948