

COLORADO DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. F027-1(3) STATE HIGHWAY NO. ~~12~~ 350 OTERO COUNTY

REGION DIVISION

F027-1(3)

27, 01, 63

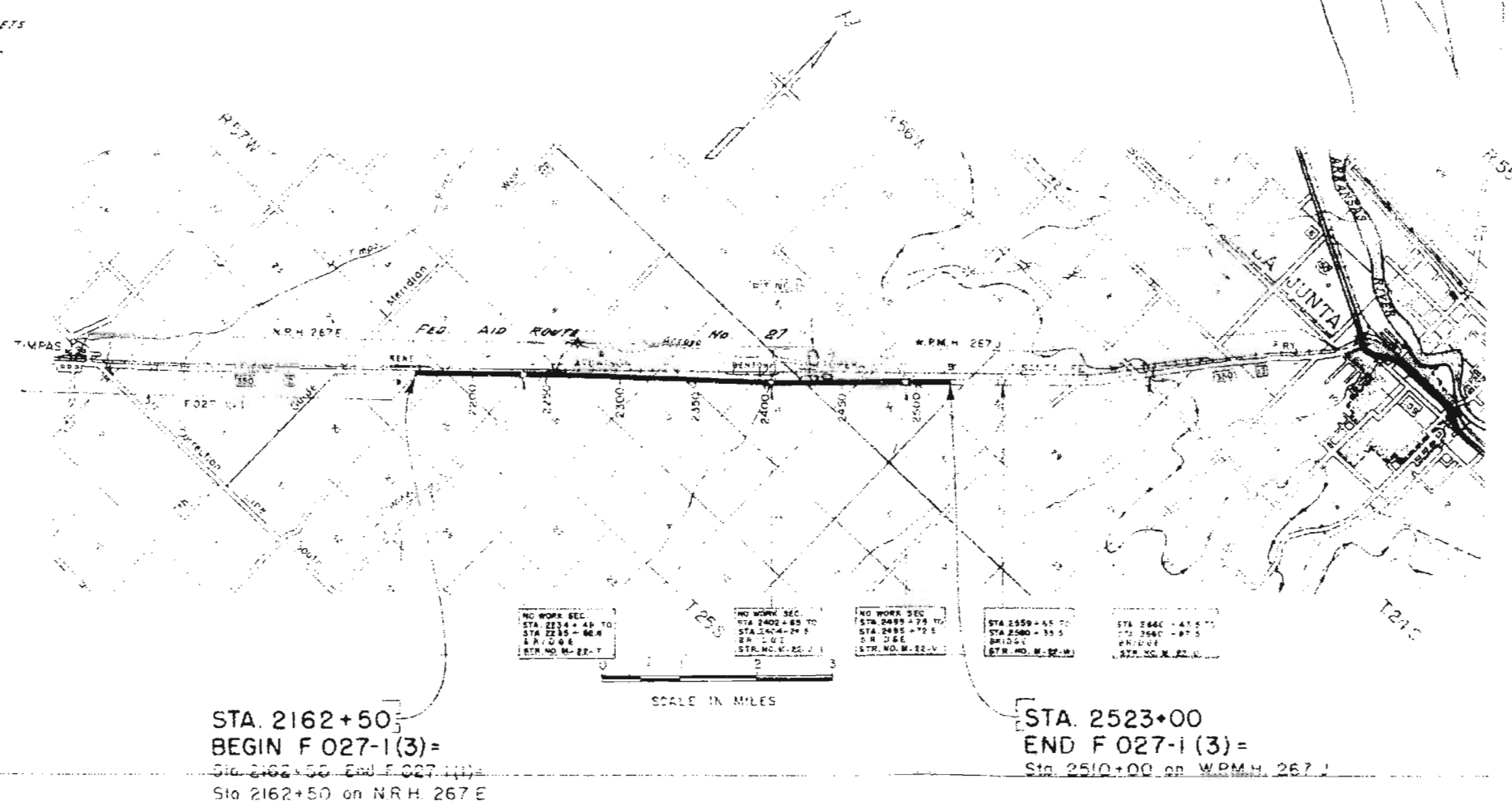
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CONVENTIONAL SIGNS

CENTER LINE	—
RIGHT OF WAY LINE	—
COUNTY LINE	—
TOWNSHIP OR RANGE LINE	—
LAND LINES	—
RAILROAD	—
BARBED WIRE FENCE	—
COMBINATION WIRE FENCE	—
SNOW FENCE	—
TELEPHONE & TELEGRAPH LINES	—
POWER LINE	—
DETOUR	—
PRESENT ROAD (Plan Sheets)	—

LEGEND OF UNUSUAL DRAWINGS
ON PLAN 1 IN 100 FT
ON PROFILE 1 IN 100 FT HORIZONTAL
1 IN 100 FT VERTICAL
GRADE LINE IN PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT 36,050.0 FT. = 6.828 MI.
NET LENGTH OF PROJECT 35,749.4 FT. = 6.771 MI.



SEE SPECIAL PROVISIONS FOR NOTICE TO BIDDERS

APPROVED FOR THE BOARD OF SUPERVISORS OF OTERO COUNTY

5-4-62
CHIEF ENGINEER

DEPARTMENT OF HIGHWAYS
BUREAU OF PUBLIC ROADS

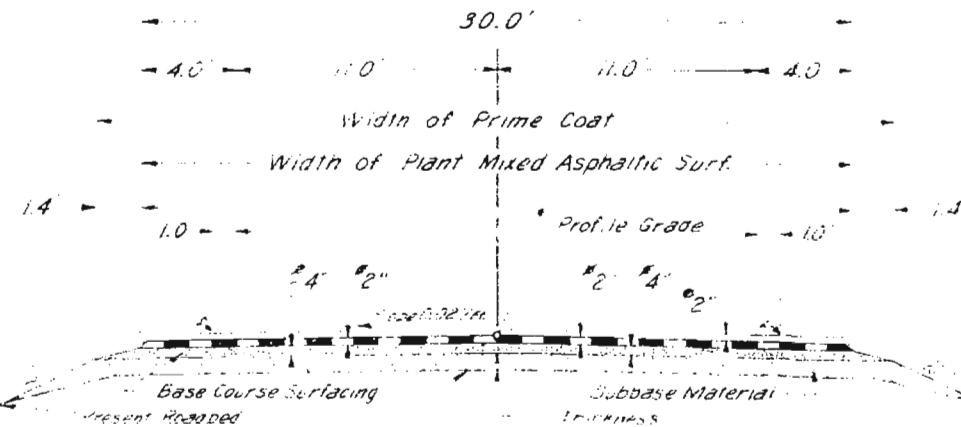
DIVISION

W.E.M.

TYPICAL SECTION

NOTE
See Standards for Details of Cut Slope
Treatment, Flaring & Widening

Material above the existing roadbed is to be constructed of subbase material at locations designated in Subbase Material Plan. Estimated quantities involved in this operation and thickness of material required are tabulated in the Subbase Material Plan.



Approximate 6" of Gravel or Crushed Rock Surfacing shall be placed in separate courses at the following rates per 100 sq. ft. of roadway:

Plant Mixed Asphaltic Surfacing 35 Tons
Base Course Surfacing 70 Tons

- * Approximate Thickness
- * Future Construction
- * The Profile Grade is to be the finished grade of the subbase and surfacing above the present road except where designated otherwise.
- * Section is shown for reference only.

GENERAL NOTES

This project is to be constructed in conformity with the Standard Specifications of the Colorado Department of Highways, adopted January 1, 1958.

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

Thickness of Subbase, Surfacing and Asphaltic Pavement materials as shown on plans is approximate only. These materials are to be placed on the basis of tonnages shown on plans.

For preliminary plan quantities of Asphaltic road materials the following rates of application were used:

Prime Coat MC @ 0.40 Gal. per Sq. Yd.
Paving Asphalt (120-150 Penetration) @ 7.6 % by weight

Rate of application and grade of asphaltic material shall be as determined by the engineer at time of application.

All side approach roads to the project shall be primed and asphaltic surfaced 2" thick as follows: Field approaches, 4' out from edge of processed mat. All others, 50' out from edge of processed mat or to the Right of Way line which ever is less.

The present oil mat is not to be removed or modified except as follows: at approaches to project, bridge approaches and other structures as shown on plans, the present roadbed is to be excavated to provide for stabilizing and meeting grades. Excavated material is to be used to widen shoulders at these locations.

All guard posts in place are to be removed by State Maintenance Forces.

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

TABULATION OF LENGTH & DESIGN DATA

STATION	ROADWAY NO. WORK SECTION	
	BRIDGES	LOADING
2162+50 Begin + 027-1(3)		
2162+50 End F027-1(1)		
2162+50 on NRH 267E	7,199.0	
2234+49		
Bridge M-22-T	113.6	H-17
2235+62.6		
2253+00 End NRH 267E Begin WPMH 267J	7,737.4	
2402+85		
Bridge M-22-J	139.5	H-20
2404+24.5		
2495+25	9,000.5	
Bridge M-22-V	47.5	H-17
2495+72.5		

2500+00 End F027-1(3)
2500+00 on WPMH 267J

TOTALS

SUMMARY

	LIN. FT.	MILES
F027-1(3) NET LENGTH	35,749.1	6.7
F027-1(3) NO WORK SECTION	300.6	0.005
F027-1(3) GROSS LENGTH	36,050.0	6.705

DESIGN DATA

Maximum Degree of Curve	0°15'
Maximum Grade	1.20 %
Minimum N.P.S.D. Horizontal	>1300'
Minimum N.P.S.D. Vertical	250'
Maximum Design Speed	60 M.P.H.

SUMMARY OF APPROXIMATE QUANTITIES

FEDERAL ROAD DISTRICT	PRCJ. NO.	SHEET NO.	TOTAL SHEETS
REGION NO. 3	COLCHAU	1007-100	1

SPECIFICATION ITEM NO.	ITEM	UNIT	PROJECT TOTALS
1	Rebar 1/2" dia	lb	0
2	Unexcavated Excavation	cu yd	3,000
3	Stripping	sq yd	2,000
4	Gravel	cu yd	10,000
5	Top Soil 18" max	cu yd	100,000
6	Gravel 1/2" max	cu yd	40,000
7	Top Soil 18" max	cu yd	20,000
8	Gravel 1/2" max	cu yd	10,000
9	Top Soil 18" max	cu yd	10,000
10	Gravel 1/2" max	cu yd	10,000
11	Top Soil 18" max	cu yd	10,000
12	Gravel 1/2" max	cu yd	10,000
13	Top Soil 18" max	cu yd	10,000
14	Gravel 1/2" max	cu yd	10,000
15	Top Soil 18" max	cu yd	10,000
16	Gravel 1/2" max	cu yd	10,000
17	Top Soil 18" max	cu yd	10,000
18	Gravel 1/2" max	cu yd	10,000
19	Top Soil 18" max	cu yd	10,000
20	Gravel 1/2" max	cu yd	10,000
21	Top Soil 18" max	cu yd	10,000
22	Gravel 1/2" max	cu yd	10,000
23	Top Soil 18" max	cu yd	10,000
24	Gravel 1/2" max	cu yd	10,000
25	Top Soil 18" max	cu yd	10,000
26	Gravel 1/2" max	cu yd	10,000
27	Top Soil 18" max	cu yd	10,000
28	Gravel 1/2" max	cu yd	10,000
29	Top Soil 18" max	cu yd	10,000
30	Gravel 1/2" max	cu yd	10,000
31	Top Soil 18" max	cu yd	10,000
32	Gravel 1/2" max	cu yd	10,000
33	Top Soil 18" max	cu yd	10,000
34	Gravel 1/2" max	cu yd	10,000
35	Top Soil 18" max	cu yd	10,000
36	Gravel 1/2" max	cu yd	10,000
37	Top Soil 18" max	cu yd	10,000
38	Gravel 1/2" max	cu yd	10,000
39	Top Soil 18" max	cu yd	10,000
40	Gravel 1/2" max	cu yd	10,000
41	Top Soil 18" max	cu yd	10,000
42	Gravel 1/2" max	cu yd	10,000
43	Top Soil 18" max	cu yd	10,000
44	Gravel 1/2" max	cu yd	10,000
45	Top Soil 18" max	cu yd	10,000
46	Gravel 1/2" max	cu yd	10,000
47	Top Soil 18" max	cu yd	10,000
48	Gravel 1/2" max	cu yd	10,000
49	Top Soil 18" max	cu yd	10,000
50	Gravel 1/2" max	cu yd	10,000
51	Top Soil 18" max	cu yd	10,000
52	Gravel 1/2" max	cu yd	10,000
53	Top Soil 18" max	cu yd	10,000
54	Gravel 1/2" max	cu yd	10,000
55	Top Soil 18" max	cu yd	10,000
56	Gravel 1/2" max	cu yd	10,000
57	Top Soil 18" max	cu yd	10,000
58	Gravel 1/2" max	cu yd	10,000
59	Top Soil 18" max	cu yd	10,000
60	Gravel 1/2" max	cu yd	10,000
61	Top Soil 18" max	cu yd	10,000
62	Gravel 1/2" max	cu yd	10,000
63	Top Soil 18" max	cu yd	10,000
64	Gravel 1/2" max	cu yd	10,000
65	Top Soil 18" max	cu yd	10,000
66	Gravel 1/2" max	cu yd	10,000
67	Top Soil 18" max	cu yd	10,000
68	Gravel 1/2" max	cu yd	10,000
69	Top Soil 18" max	cu yd	10,000
70	Gravel 1/2" max	cu yd	10,000
71	Top Soil 18" max	cu yd	10,000
72	Gravel 1/2" max	cu yd	10,000
73	Top Soil 18" max	cu yd	10,000
74	Gravel 1/2" max	cu yd	10,000
75	Top Soil 18" max	cu yd	10,000
76	Gravel 1/2" max	cu yd	10,000
77	Top Soil 18" max	cu yd	10,000
78	Gravel 1/2" max	cu yd	10,000
79	Top Soil 18" max	cu yd	10,000
80	Gravel 1/2" max	cu yd	10,000
81	Top Soil 18" max	cu yd	10,000
82	Gravel 1/2" max	cu yd	10,000
83	Top Soil 18" max	cu yd	10,000
84	Gravel 1/2" max	cu yd	10,000
85	Top Soil 18" max	cu yd	10,000
86	Gravel 1/2" max	cu yd	10,000
87	Top Soil 18" max	cu yd	10,000
88	Gravel 1/2" max	cu yd	10,000
89	Top Soil 18" max	cu yd	10,000
90	Gravel 1/2" max	cu yd	10,000
91	Top Soil 18" max	cu yd	10,000
92	Gravel 1/2" max	cu yd	10,000
93	Top Soil 18" max	cu yd	10,000
94	Gravel 1/2" max	cu yd	10,000
95	Top Soil 18" max	cu yd	10,000
96	Gravel 1/2" max	cu yd	10,000
97	Top Soil 18" max	cu yd	10,000
98	Gravel 1/2" max	cu yd	10,000
99	Top Soil 18" max	cu yd	10,000
100	Gravel 1/2" max	cu yd	10,000

TABULATION OF TIMBER GUARD POSTS

STATION	SIDE	TYPE	NO. POSTS
2205+00	Left	Bridge	2
2234+00	Left	Bridge	10
2236+00	Left	Bridge	2
2260+00	Left	Bridge	2
2273+00	Left	Bridge	2
2283+50	Left	Bridge	2
2294+00	Left	Bridge	2
2305+00	Left	Bridge	2
2315+00	Left	Bridge	2
2327+00	Left	Bridge	2
2342+00	Left	Bridge	2
2354+00	Left	Bridge	2
2365+00	Left	Bridge	2
2377+00	Left	Bridge	2
2390+00	Left	Bridge	2
2402+00	Left	Bridge	2
2405+00	Left	Bridge	2
2411+00	Left	Bridge	2
2421+00	Left	Bridge	2
2443+00	Left	Bridge	2
2472+00	Left	Bridge	2
2486+00	Left	Bridge	2
2495+00	Left	Bridge	2
2516+00	Left	Bridge	2
2525+00	Left	Bridge	2
TOTAL			100

It is estimated that material for SURFACING and SUBBASE material for the Project is available in the amount of the quantities indicated in the following tabulation. Estimated quantities indicated in these quantities are based on design. Allocation of the quantities of material indicated in the following tabulation will be subject to the final design of the project.

SURFACING PLAN

STATION	TYPE	QUANTITY	AVAIL.	PLANT MIX	PLANT MIX	PLANT MIX	PLANT MIX
2182+00 To 2234+00	Gravel	5000	5000	5000	5000	5000	5000
2234+00 To 2260+00	Gravel	5000	5000	5000	5000	5000	5000
2260+00 To 2273+00	Gravel	5000	5000	5000	5000	5000	5000
2273+00 To 2283+50	Gravel	5000	5000	5000	5000	5000	5000
2283+50 To 2294+00	Gravel	5000	5000	5000	5000	5000	5000
2294+00 To 2305+00	Gravel	5000	5000	5000	5000	5000	5000
2305+00 To 2315+00	Gravel	5000	5000	5000	5000	5000	5000
2315+00 To 2327+00	Gravel	5000	5000	5000	5000	5000	5000
2327+00 To 2342+00	Gravel	5000	5000	5000	5000	5000	5000
2342+00 To 2354+00	Gravel	5000	5000	5000	5000	5000	5000
2354+00 To 2365+00	Gravel	5000	5000	5000	5000	5000	5000
2365+00 To 2377+00	Gravel	5000	5000	5000	5000	5000	5000
2377+00 To 2390+00	Gravel	5000	5000	5000	5000	5000	5000
2390+00 To 2402+00	Gravel	5000	5000	5000	5000	5000	5000
2402+00 To 2405+00	Gravel	5000	5000	5000	5000	5000	5000
2405+00 To 2411+00	Gravel	5000	5000	5000	5000	5000	5000
2411+00 To 2421+00	Gravel	5000	5000	5000	5000	5000	5000
2421+00 To 2443+00	Gravel	5000	5000	5000	5000	5000	5000
2443+00 To 2472+00	Gravel	5000	5000	5000	5000	5000	5000
2472+00 To 2486+00	Gravel	5000	5000	5000	5000	5000	5000
2486+00 To 2495+00	Gravel	5000	5000	5000	5000	5000	5000
2495+00 To 2516+00	Gravel	5000	5000	5000	5000	5000	5000
2516+00 To 2525+00	Gravel	5000	5000	5000	5000	5000	5000
TOTAL							

SUBBASE MATERIAL PLAN

STATION	TYPE	QUANTITY	AVAIL.	PLANT MIX	PLANT MIX	PLANT MIX	PLANT MIX
2182+00 To 2234+00	Gravel	5000	5000	5000	5000	5000	5000
2234+00 To 2260+00	Gravel	5000	5000	5000	5000	5000	5000
2260+00 To 2273+00	Gravel	5000	5000	5000	5000	5000	5000
2273+00 To 2283+50	Gravel	5000	5000	5000	5000	5000	5000
2283+50 To 2294+00	Gravel	5000	5000	5000	5000	5000	5000
2294+00 To 2305+00	Gravel	5000	5000	5000	5000	5000	5000
2305+00 To 2315+00	Gravel	5000	5000	5000	5000	5000	5000
2315+00 To 2327+00	Gravel	5000	5000	5000	5000	5000	5000
2327+00 To 2342+00	Gravel	5000	5000	5000	5000	5000	5000
2342+00 To 2354+00	Gravel	5000	5000	5000	5000	5000	5000
2354+00 To 2365+00	Gravel	5000	5000	5000	5000	5000	5000
2365+00 To 2377+00	Gravel	5000	5000	5000	5000	5000	5000
2377+00 To 2390+00	Gravel	5000	5000	5000	5000	5000	5000
2390+00 To 2402+00	Gravel	5000	5000	5000	5000	5000	5000
2402+00 To 2405+00	Gravel	5000	5000	5000	5000	5000	5000
2405+00 To 2411+00	Gravel	5000	5000	5000	5000	5000	5000
2411+00 To 2421+00	Gravel	5000	5000	5000	5000	5000	5000
2421+00 To 2443+00	Gravel	5000	5000	5000	5000	5000	5000
2443+00 To 2472+00	Gravel	5000	5000	5000	5000	5000	5000
2472+00 To 2486+00	Gravel	5000	5000	5000	5000	5000	5000
2486+00 To 2495+00	Gravel	5000	5000	5000	5000	5000	5000
2495+00 To 2516+00	Gravel	5000	5000	5000	5000	5000	5000
2516+00 To 2525+00	Gravel	5000	5000	5000	5000	5000	5000
TOTAL							

* Based on Design Curve C.

* Includes additional stabilization required at bridge approaches and abutments in project.

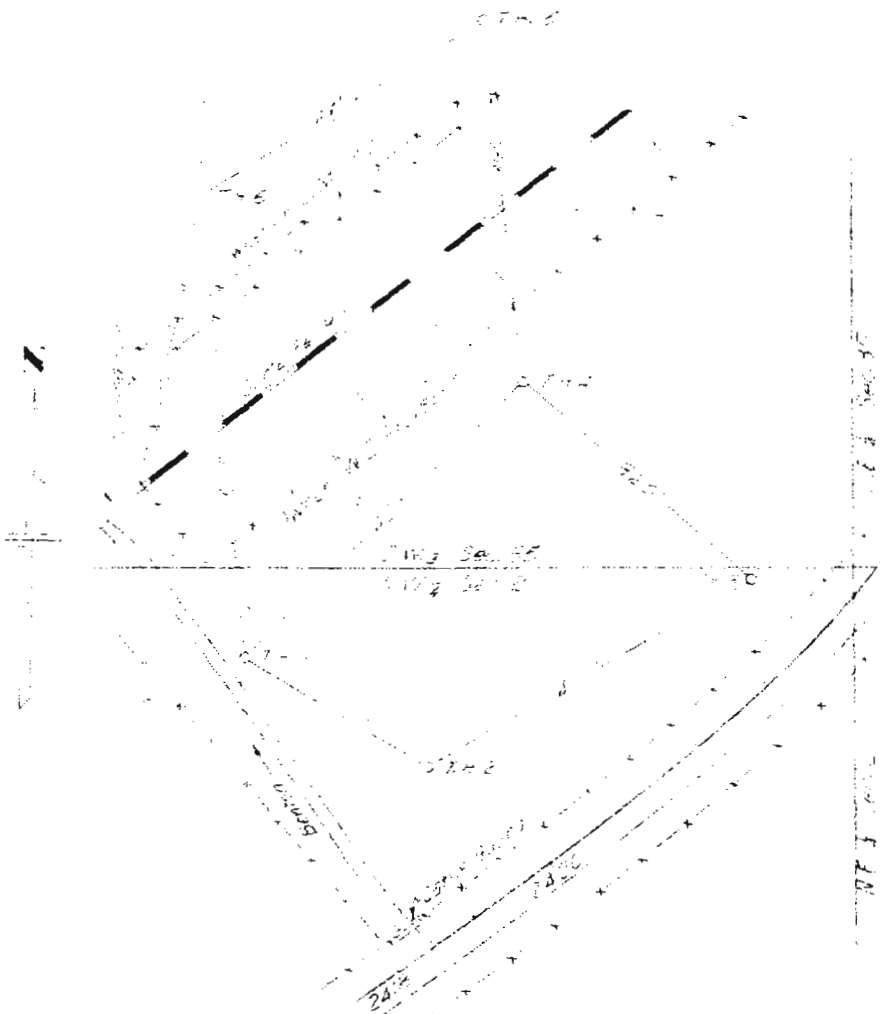
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
5	COLORADO	F-27-13	5

FIT NO. 1

Quartzite, Rhyolite, etc. etc.
Fossiliferous, etc. etc.
ESR. 1000' 1000' 1000' 1000'
Rhyolite, etc. etc.

LOCATION: 1013, Sec 2, T24S, R56W, 1/4th Fraction of 1/4th
Sec 35, T24S, R56W, lying south & east of R.R. R.D. W.
Owner: W.D. Preisser

LOCATION: 1013, Sec 35, T24S, R56W
Owner: R.L. Morrison



FIELD SAMPLE NO. 2081

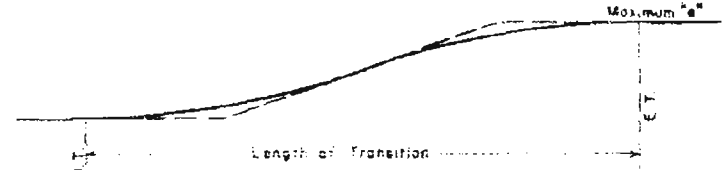
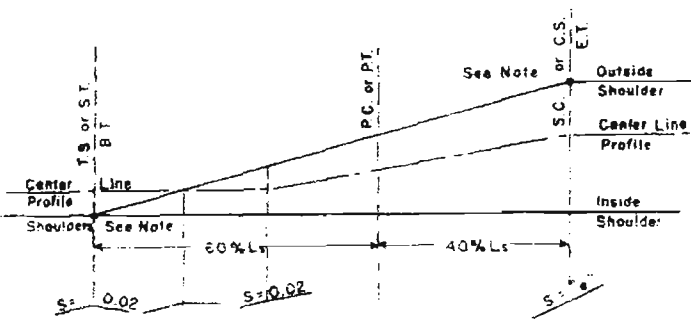
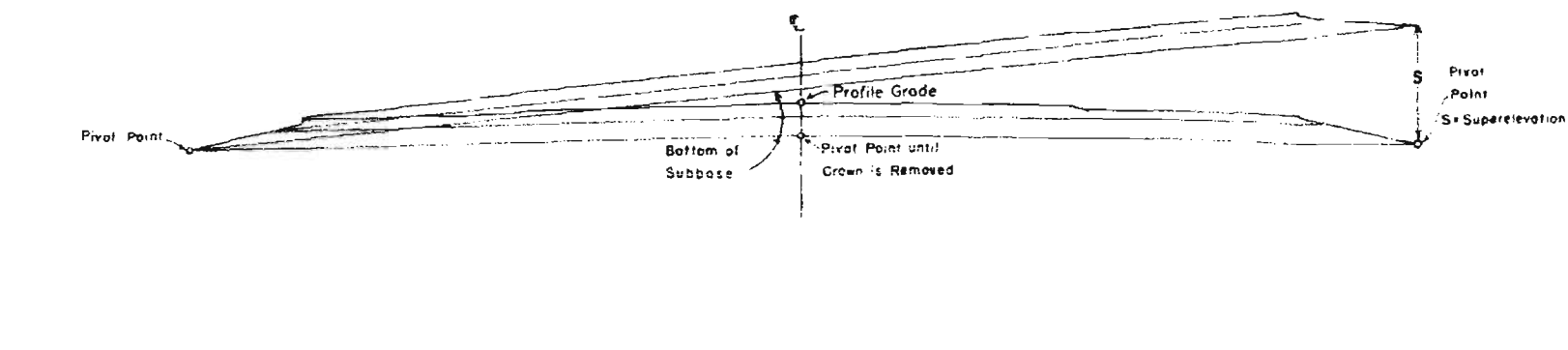
DEPTH	DESCRIPTION OF MATERIAL
0-1	Disintegrated
1-2	Disintegrated limestone
2-3	Hard limestone
3-4	Hard limestone
4-5	Hard limestone
5-6	Hard limestone
6-7	Hard limestone
7-8	Hard limestone
8-9	Hard limestone
9-10	Hard limestone
10-11	Hard limestone
11-12	Hard limestone
12-13	Hard limestone
13-14	Hard limestone
14-15	Hard limestone
15-16	Hard limestone
16-17	Hard limestone
17-18	Hard limestone
18-19	Hard limestone
19-20	Hard limestone
20-21	Hard limestone
21-22	Hard limestone
22-23	Hard limestone
23-24	Hard limestone
24-25	Hard limestone
25-26	Hard limestone
26-27	Hard limestone
27-28	Hard limestone
28-29	Hard limestone
29-30	Hard limestone
30-31	Hard limestone
31-32	Hard limestone
32-33	Hard limestone
33-34	Hard limestone
34-35	Hard limestone
35-36	Hard limestone
36-37	Hard limestone
37-38	Hard limestone
38-39	Hard limestone
39-40	Hard limestone
40-41	Hard limestone
41-42	Hard limestone
42-43	Hard limestone
43-44	Hard limestone
44-45	Hard limestone
45-46	Hard limestone
46-47	Hard limestone
47-48	Hard limestone
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82-83	Hard limestone
83-84	Hard limestone
84-85	Hard limestone
85-86	Hard limestone
86-87	Hard limestone
87-88	Hard limestone
88-89	Hard limestone
89-90	Hard limestone
90-91	Hard limestone
91-92	Hard limestone
92-93	Hard limestone
93-94	Hard limestone
94-95	Hard limestone
95-96	Hard limestone
96-97	Hard limestone
97-98	Hard limestone
98-99	Hard limestone
99-100	Hard limestone

STRUCTURE QUANTITIES

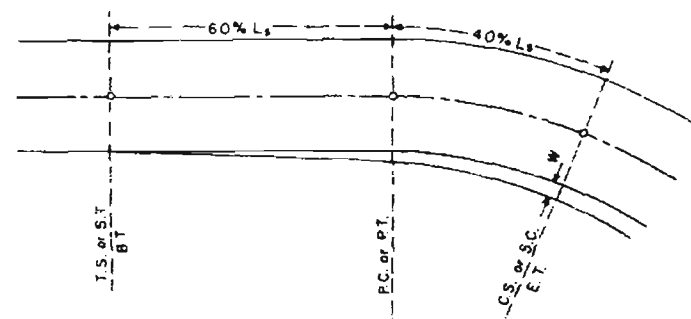
LOCATION	REMOVAL OF STRUCTURES	EXCAVATION CUBIC YARDS			UNCLASSIFIED STRUCTURAL EXCAVATION CUBIC YARDS	STRUCTURE BACKFILL CUBIC YARDS	SUBBASE TONS	GRAVEL OR CRUSHED ROCK SURFACING TONS	ASPHALTIC SURFACING TONS	CORRUGATED CULVERT PIPE LINEAR FEET	MISCELLANEOUS
		UNCL	EMB	UNCL DITCH							
2162 + 50								*	*		
2162+50 to 2165+50		275									
2172 + 00							22	17	2		
2195 + 00							10	17	2		
2231+49 to 2238+63		757									
2231 + 00							57	17	18		
2251 + 35							57	27	12		
2313 + 75							17	17	2		
2320 + 75							17	17	2		
2391 + 00							17	17	2		
2339+45 to 2407+45		187									
2418 + 40							17	17	2		
2424 + 00							17	17	2		
2424+00 to 2432+00		305					34	44	22		
2432 + 65							33	33	2		
2432+65 to 2442+00		130									
2501 + 00							12	22	2		
2511 + 00 to 2513+00		275									
2513 + 00								2	5		
PROJECT TOTALS		2277					325	462	60	27	

* Quantities included in Surfacing Plan

* Allowance for Connecting Band



NOTE -
For obtaining smooth profiles on pavement edges, vertical curves can be inserted between the angular breaks at the beginning and the end of the super-elevation transition.



PAVEMENT WIDENING

Pavement Width	20 Ft.	22 Ft.	24 Ft.
Degree of Curve			
0° - 3°	0 Ft.	0 Ft.	0 Ft.
4° - 6°	2.0 Ft.	0 Ft.	0 Ft.
7° - 10°	2.5 Ft.	0 Ft.	0 Ft.
11° - 17°	3.0 Ft.	2.0 Ft.	0 Ft.
18° - 21°	3.5 Ft.	2.5 Ft.	0 Ft.
22° - Up	4.0 Ft.	3.0 Ft.	2.0 Ft.

Widening is to be on the inside edge of the pavement and the transition is to extend over the same transition length as the superelevation.

REVISIONS	
4-20-60	e=C.O.B. GENERAL S.B.L.
5-1-61	GENERAL S.B.L.

SUPERELEVATION RATES
FOR TWO LANE CROWNED SECTION
TABLE 1

Degree of Curve	Maximum Superelevation = 0.08			Maximum Superelevation = 0.10		
	Super Rate Ft./Ft.	Maximum Design Speed M.P.H.	Minimum Transition or Spiral Length	Super Rate Ft./Ft.	Maximum Design Speed M.P.H.	Minimum Transition or Spiral Length
0°15'	R.C.	70	200'	R.C.	70	200'
0°30'	R.C.	70	200'	R.C.	70	200'
0°45'	.021	70	200'	.021	70	200'
1°00'	.028	70	200'	.028	70	200'
1°30'	.042	70	200'	.042	70	200'
2°00'	.056	70	200'	.055	70	200'
2°30'	.069	70	200'	.069	70	200'
3°00'	.076	70	250'	.083	70	250'
3°30'	.080	70	250'	.096	70	300'
4°	.080	65	250'	.100	65	300'
5°	.080	60	250'	.100	60	300'
6°	.080	55	250'	.100	55	250'
7°	.080	50	200'	.100	50	250'
8°	.080	45	200'	.100	50	250'
9°	.080	45	200'	.100	45	250'
10°	.080	40	200'	.100	45	250'
11°	.080	40	200'	.100	40	200'
12°	.080	40	200'	.100	40	200'
13°	.080	35	150'	.100	40	200'
14°	.080	35	150'	.100	35	200'
15°	.080	35	150'	.100	35	200'
16°	.080	35	150'	.100	35	200'
17°	.080	30	150'	.100	35	200'
18°	.080	30	150'	.100	30	200'
19°	.080	30	150'	.100	30	200'
20°	.080	30	150'	.100	30	200'
21°	.080	30	150'	.100	30	200'
22°	.080	30	150'	.100	30	200'
23°	.080	30	150'	.100	30	200'
24°	.080	30	150'	.100	30	200'
25°	.080	30	150'	.100	30	200'

NOTES - Plains Areas use 0.10 Maximum Superelevation Rate.
Mountainous Areas & areas where icing conditions frequently exist, use 0.08 Maximum Superelevation Rate.

SUPERELEVATION RATES
FOR SPECIAL CASES
TABLE 2

Degree of Curve	30 M.P.H.			35 M.P.H.			40 M.P.H.			45 M.P.H.			50 M.P.H.			55 M.P.H.			60 M.P.H.			Degree of Curve
	Required Superelevation Rate Ft./Ft.	Minimum Length of Transition	or Spiral	Required Superelevation Rate Ft./Ft.	Minimum Length of Transition	or Spiral	Required Superelevation Rate Ft./Ft.	Minimum Length of Transition	or Spiral	Required Superelevation Rate Ft./Ft.	Minimum Length of Transition	or Spiral	Required Superelevation Rate Ft./Ft.	Minimum Length of Transition	or Spiral	Required Superelevation Rate Ft./Ft.	Minimum Length of Transition	or Spiral	Required Superelevation Rate Ft./Ft.	Minimum Length of Transition	or Spiral	
0°15'	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	0°15'
0°30'	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	0°30'
0°45'	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	0°45'
1°00'	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	N.C.	N.C.	0	1°00'
1°30'	R.C.	R.C.	100'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	200'	1°30'
2°00'	R.C.	R.C.	100'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	200'	2°00'
2°30'	R.C.	R.C.	100'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	150'	R.C.	R.C.	200'	2°30'
3°00'	.023	.024	100'	.025	.026	150'	.030	.033	150'	.036	.039	150'	.042	.046	150'	.050	.054	150'	.057	.062	200'	3°00'
3°30'	.026	.027	100'	.033	.035	150'	.040	.045	150'	.048	.053	150'	.056	.063	150'	.064	.072	200'	.072	.081	250'	3°30'
4°	.029	.030	100'	.037	.040	150'	.044	.050	150'	.053	.060	150'	.062	.070	200'	.069	.079	200'	.076	.090	250'	4°
5°	.035	.038	100'	.044	.048	150'	.053	.060	150'	.062	.071	200'	.070	.083	200'	.077	.091	250'	.080	.099	300'	5°
6°	.041	.044	100'	.050	.056	150'	.059	.068	150'	.069	.080	200'	.076	.093	250'	.080	.098	250'		.100	300'	6°
7°	.045	.050	100'	.056	.063	150'	.066	.076	150'	.074	.088	200'	.079	.097	250'		.100	250'				7°
8°	.050	.055	100'	.061	.069	150'	.071	.084	200'	.078	.094	200'	.080	.097	250'							8°
9°	.054	.061	100'	.065	.075	150'	.074	.089	200'	.080	.097	200'										9°
10°	.058	.065	150'	.069	.081	150'	.077	.093	200'	.080	.100	250'										10°
11°	.061	.070	150'	.072	.085	200'	.079	.096	200'													11°
12°	.065	.074	150'	.075	.089	200'	.080	.098	200'													12°
13°	.067	.078	150'	.077	.092	200'																13°
14°	.070	.082	150'	.078	.095	200'																
15°	.072	.085	150'	.079	.097	200'																
16°	.074	.087	150'	.080	.099	200'																
17°	.076	.090	150'			200'																
18°	.077	.093	200'			200'																
19°	.078	.095	200'																			
20°	.079	.096	200'																			
21°	.080	.098	200'																			
22°	.080	.099	200'																			
23°	.080	.099	200'																			
24°	.080	.099	200'																			
25°	.080	.099	200'																			

Table 2 data may be used for City Streets & Interchanges.
N.C. = Normal Crown section
R.C. = Remove adverse crown, superelevate at normal crown slope

NOTES - Transition or Spiral Lengths are shown in the tables for 2 Lane Crowned Highways.
For 3 Lane Crowned Highways use 1.2 times the lengths shown, rounded to the nearest 50 feet.
Width of Crowned Highway to be figured for Superelevation - left pivot point to right pivot point.

COLORADO
DEPARTMENT OF HIGHWAYS

METHODS FOR
SUPERELEVATION &
WIDENING OF CURVES
CROWNED HIGHWAYS

Designed by S.B.L.
Made by S.B.L.
Checked by L.E.O.

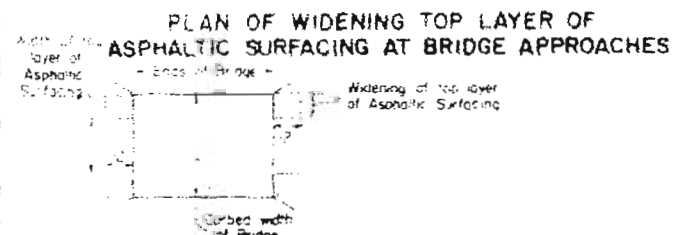
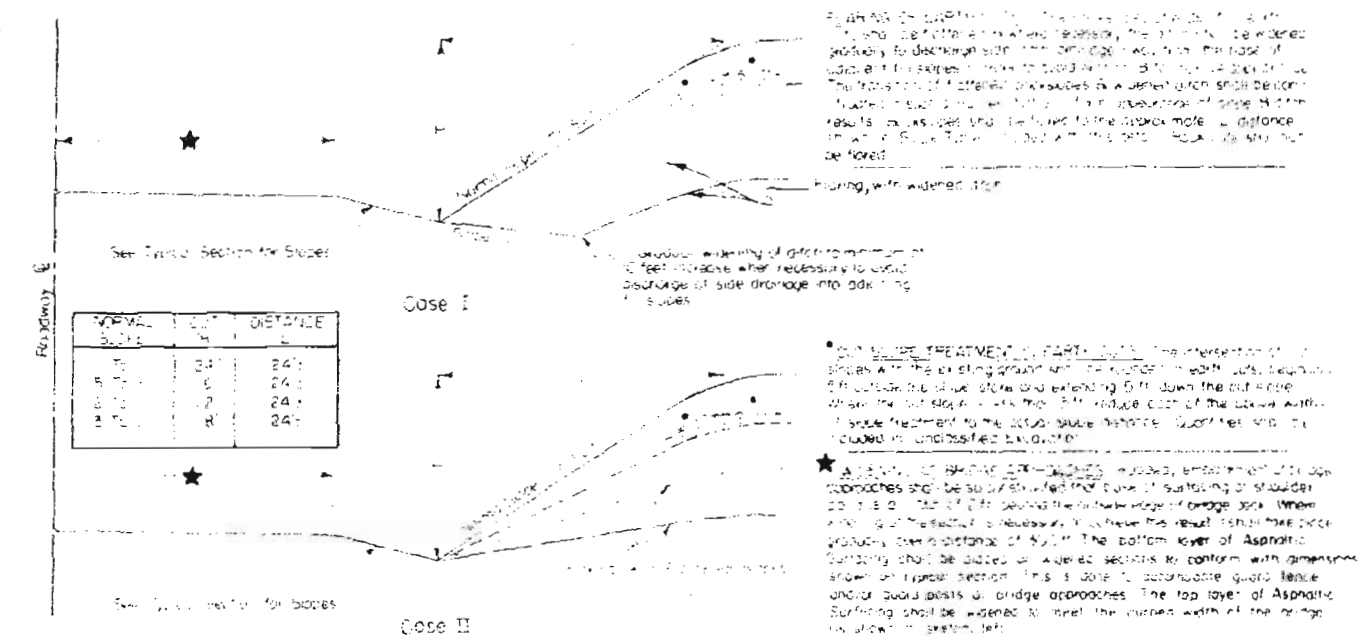
Approved by
Date 5-4-61

STANDARD SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT & WIDENING AT BRIDGES AND AT CREST OF GRADES

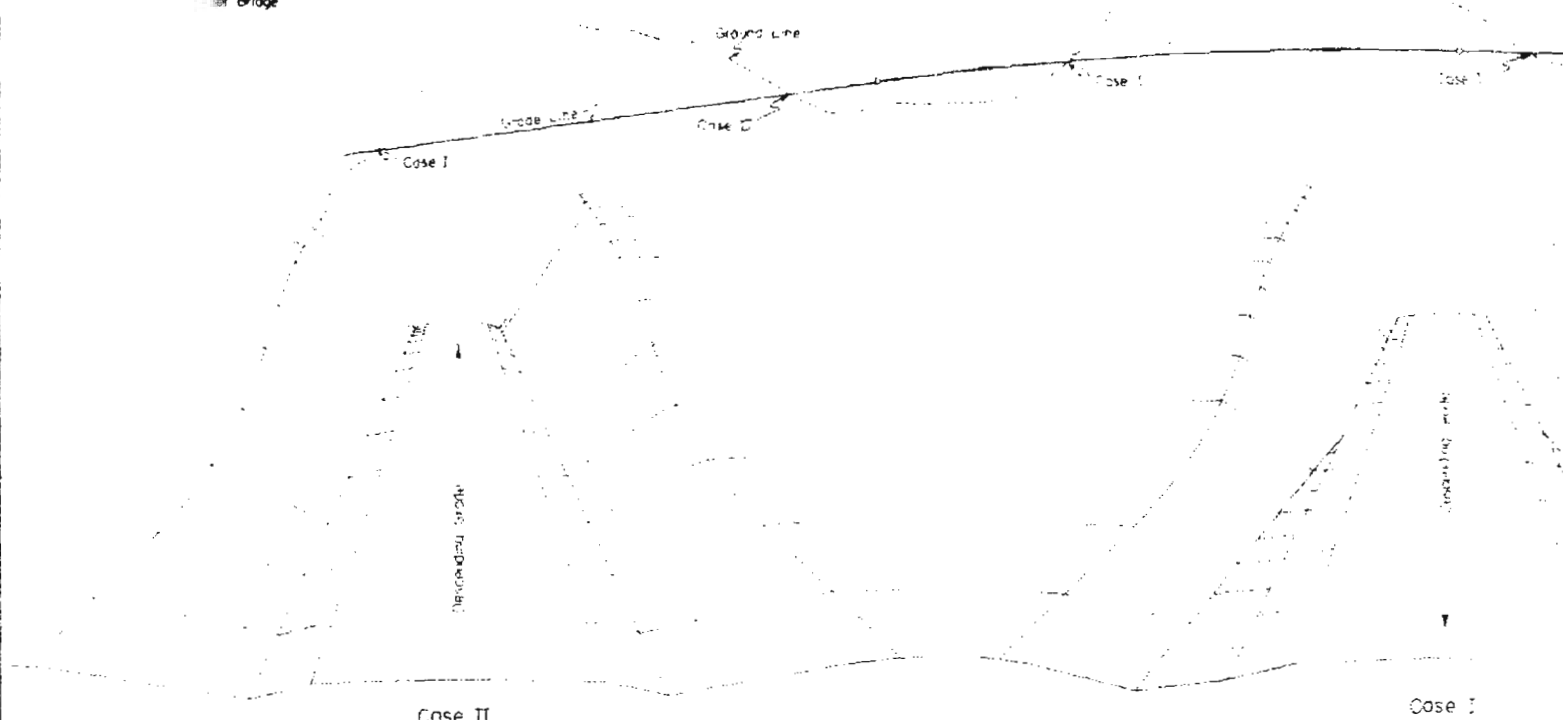
STANDARD M-2-EN

PROJECT NO. **F027-1(3)** SHEET NO. **8**

GENERAL DETAILS FOR FLARING OF EARTH CUTS, CUT SLOPE TREATMENT & WIDENING AT BRIDGES



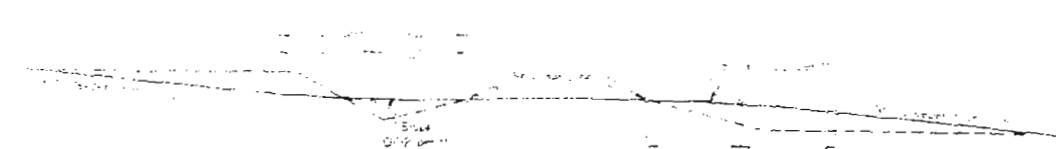
PLAN OF FLARING IN EARTH CUTS



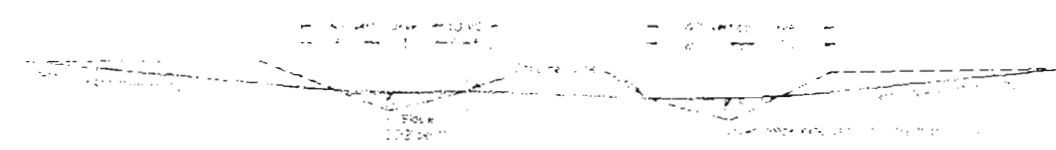
TYPICAL PLANS FOR SIDE APPROACH ROADS

When shown, Side Roads are to be shown in line with the main road. The Road may be used on an intersecting road except for rate of approach. Road may be varied to suit field conditions.

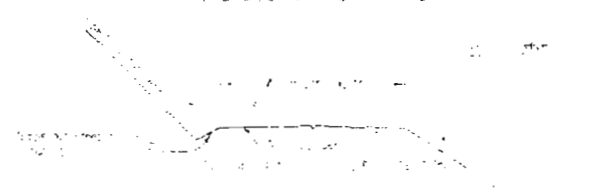
STANDARD CROWNED SECTION



SUPERELEVATED SECTIONS



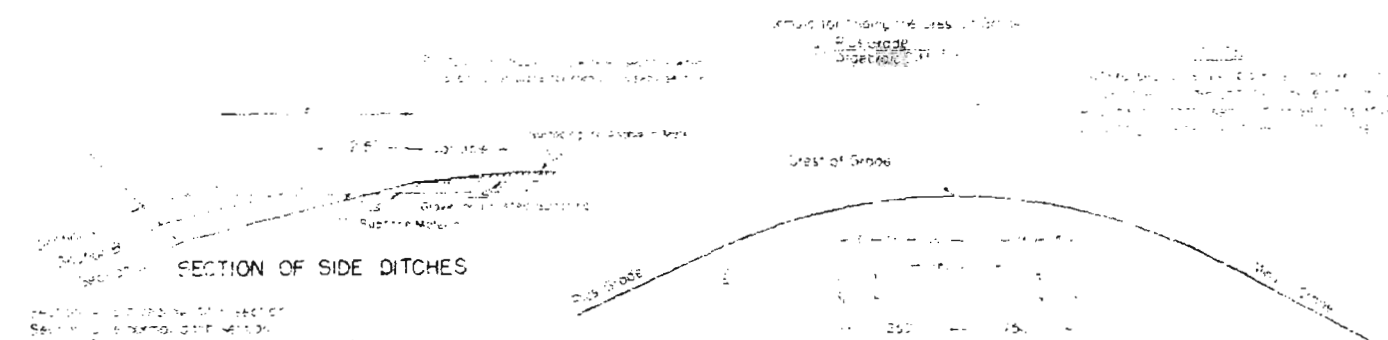
TYPICAL SECTION FOR APPROACH



NOTE: The standard side approach roads are to be shown in line with the main road. The Road may be used on an intersecting road except for rate of approach. Road may be varied to suit field conditions.

DETAILS FOR DITCH & WIDENED SHOULDERS AT CREST OF GRADES

SEE STANDARD M-2-EN FOR DETAILS OF DITCHES AT CREST OF GRADES.



GENERAL NOTES

1. The standard side approach roads are to be shown in line with the main road. The Road may be used on an intersecting road except for rate of approach. Road may be varied to suit field conditions.

2. The standard side approach roads are to be shown in line with the main road. The Road may be used on an intersecting road except for rate of approach. Road may be varied to suit field conditions.

COLORADO
DEPARTMENT OF HIGHWAYS
STANDARD
SIDE APPROACH ROADS,
FLARING, CUT SLOPE TREATMENT,
AND WIDENING AT BRIDGES AND
AT CREST OF GRADES

Designed by: [Signature] Approved by: [Signature]
Made by: [Signature] Checked by: [Signature] Date: [Date] 1951

STANDARD TIMBER GUARD POSTS

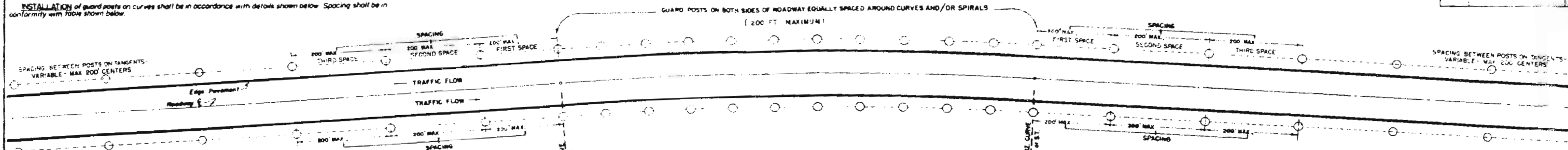
STANDARD M-19-E

(Work By Contractor)

FED. ROAD DIST. NO.	REVISION	PROJECT NO.	SHEET NO.
9	10-9-58 Added Spacing Table	F027-1(3)	9
	2-21-61 Spacing		
	10-4-61 Post Location		

Typical Installation on Curves & Tangents

INSTALLATION of guard posts on curves shall be in accordance with details shown below. Spacing shall be in conformity with table shown below.

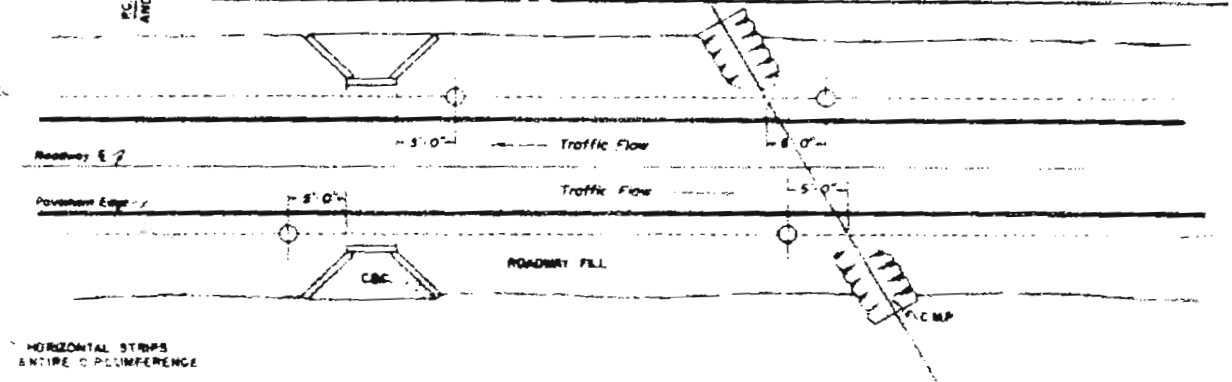


SPACING FOR DELINEATORS ON HORIZONTAL CURVES

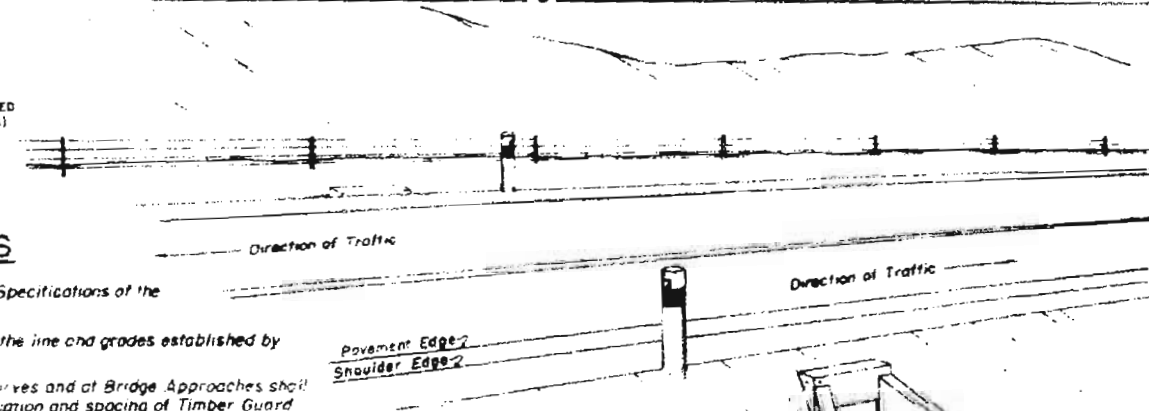
DEGREE OF CURVE	RADIUS	SPACING ON CURVE	SPACING IN ADVANCE OF AND BEYOND CURVE			DEGREE OF CURVE	RADIUS	SPACING ON CURVE	SPACING IN ADVANCE OF AND BEYOND CURVE		
			FIRST SPACE	SECOND SPACE	THIRD SPACE				FIRST SPACE	SECOND SPACE	THIRD SPACE
0°30'	11460.0'	200	200	200	200	9°00'	716.3'	52	94	156	200
1°00'	5730.0'	151	200	200	200	9°30'	674.7'	50	90	150	200
1°30'	3820.0'	123	200	200	200	10°00'	636.7'	48	86	144	200
2°00'	2865.0'	108	191	200	200	10°30'	603.2'	47	85	141	200
2°30'	2292.0'	95	171	200	200	11°00'	573.0'	46	83	138	200
3°00'	1910.0'	86	155	200	200	11°30'	545.7'	45	81	135	200
3°30'	1637.1'	80	144	200	200	12°00'	520.9'	43	77	129	200
4°00'	1432.5'	74	133	200	200	12°30'	498.5'	42	76	126	200
4°30'	1273.3'	70	126	200	200	13°00'	477.5'	41	74	123	200
5°00'	1146.0'	66	119	198	200	13°30'	458.0'	40	72	120	200
5°30'	1041.8'	63	113	189	200	14°00'	439.3'	39	69	117	198
6°00'	955.0'	60	108	180	200	14°30'	422.9'	38	67	114	190
6°30'	881.5'	58	104	174	200	15°00'	408.0'	37	65	111	180
7°00'	818.6'	55	99	165	200						
7°30'	764.0'	53	95	159	200						

1-1ST. SPACE = 185 2-ND. SPACE = 35 3-RD. SPACE = 65
NO SPACES TO EXCEED 200 FT.

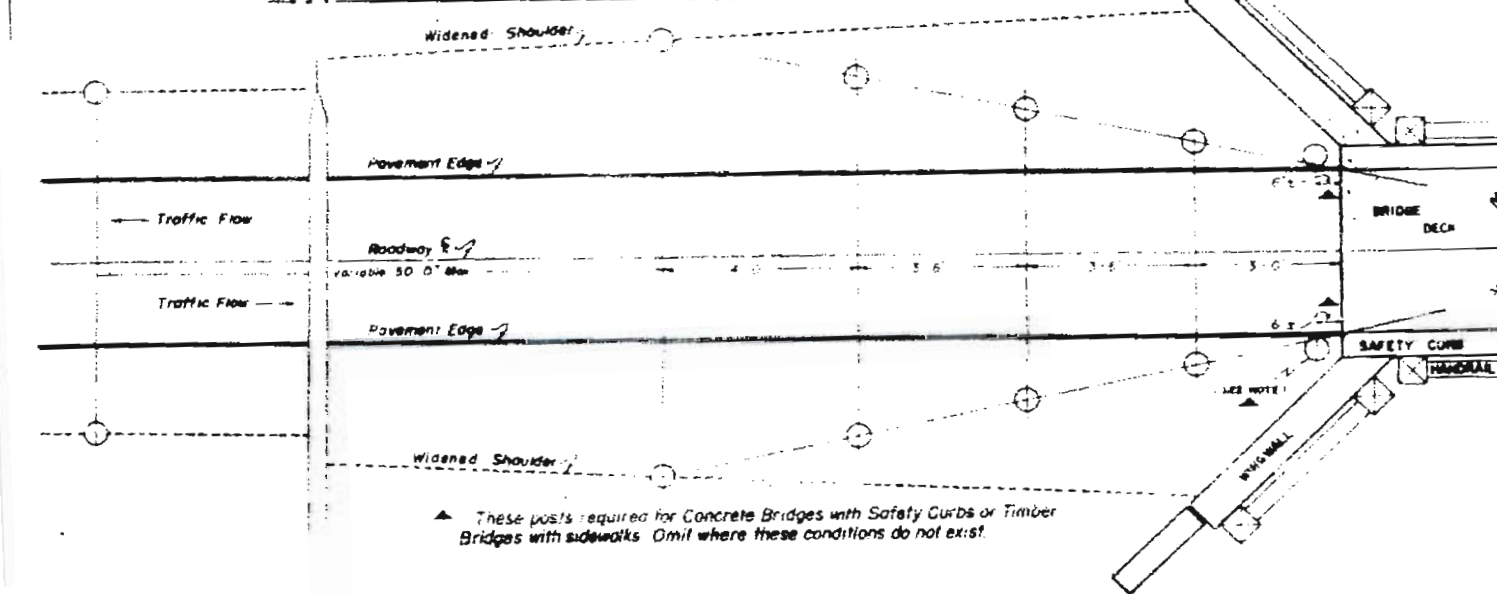
Plan View Showing Placement at Isolated Minor Structures



Pictorial View Showing Location at Isolated Minor Structures

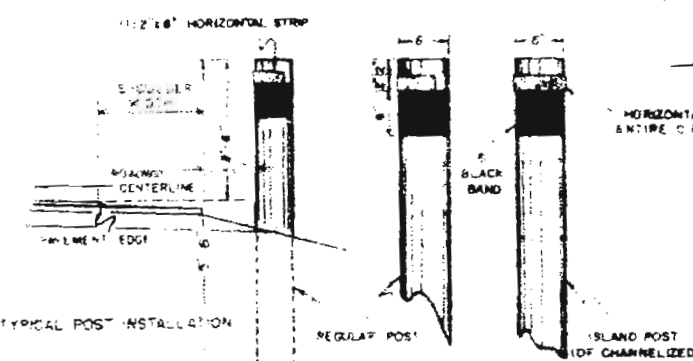


Typical Installation At Bridge Approaches



These posts required for Concrete Bridges with Safety Curbs or Timber Bridges with sidewalks. Omit where these conditions do not exist.

TYPICAL POST INSTALLATION



(Work By State Forces)
INSTALLATION DETAILS OF REFLECTORIZED STRIPS

GENERAL NOTES

- All work shall be done in accordance with the Standard Specifications of the Colorado Department of Highways applicable to the project.
- All posts shall be set and ramped in, plumb and firm, to the line and grades established by the Engineer.
- INSTALLATION of Timber Guard Posts on Tangents, Curves and at Bridge Approaches shall be in conformity with details on this sheet. The number, location and spacing of Timber Guard Posts is shown on plans.
- Reflective delineators shall be furnished and installed by State Forces after the Contractor has finished his operations.
- Installation of reflective delineators shall be in accordance with the following: Wrap Around Reflective Sheeting Strips shall be installed horizontally one (1) sheet on all posts. Island posts shall have Wrap Around Reflective Sheeting Strips placed horizontally to cover entire circumference of Post.
- On Divided Highways, including Interchanges, Reflective Sheeting Strips shall be placed in a manner to obtain maximum visibility for the primary direction of travel. In all instances tests shall be made to insure the maximum effectiveness of reflective delineators.
- All Traffic Islands shall be marked with Island Posts as indicated hereon.

COLORADO DEPARTMENT OF HIGHWAYS

STANDARD TIMBER GUARD POSTS

Designed by: [Signature]
Made by: [Signature]
Checked by: [Signature]

Approved by: [Signature]
Date: [Date]

STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS

STANDARD M-6-B

(SHEET 1 OF 2 SHEETS)

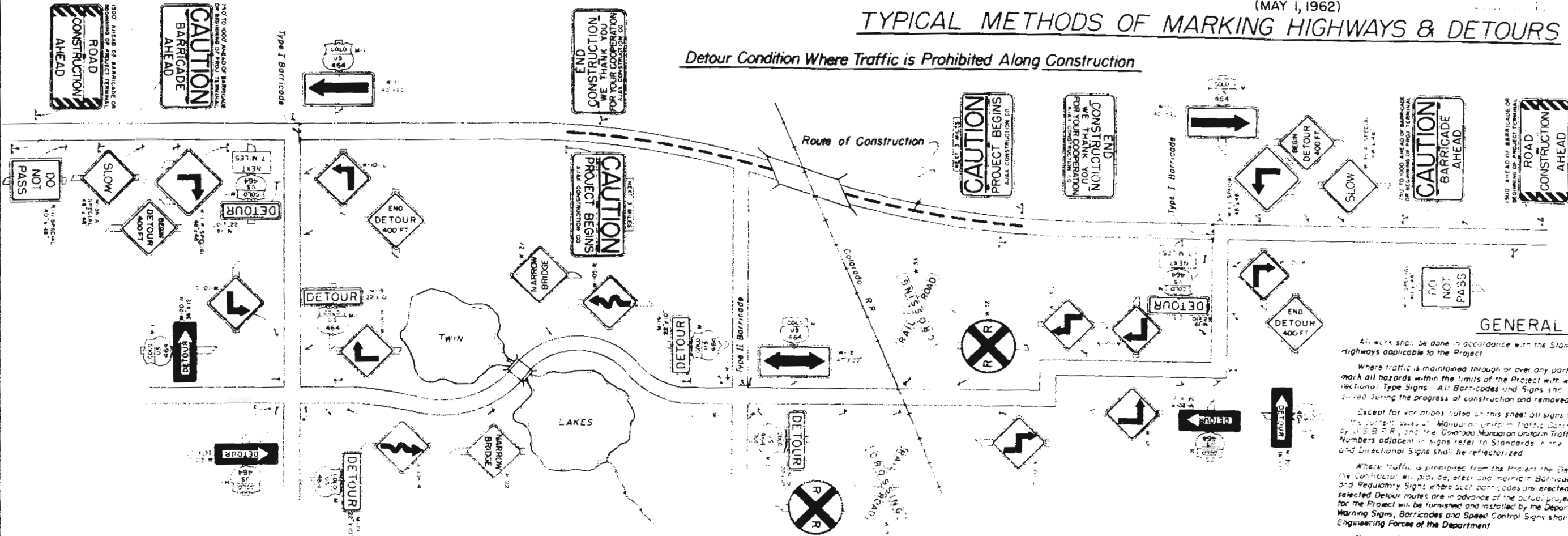
(MAY 1, 1962)

FED. ROAD DIST. NO.	DIVISION	PROJECT NO.	SHEET NO.
9	CULU	F027-1(3)	10

REVISIONS

TYPICAL METHODS OF MARKING HIGHWAYS & DETOURS

Detour Condition Where Traffic is Prohibited Along Construction



GENERAL NOTES

All work shall be done in accordance with the Standard Specifications of the Colorado Department of Highways applicable to the Project.

Where traffic is maintained through or over any part of the Project, the Contractor will be required to mark all hazards within the limits of the Project with well maintained Barricades, Warning Signs and Directional Type Signs. All Barricades and Signs shall be moved, added, changed or removed as required during the progress of construction and removed entirely when project is completed.

Except for variations noted on this sheet all signs will be in conformity with the specifications and standards of the Manual on Uniform Traffic Control Devices for Streets & Highways, issued by the Federal Highway Administration, and the Colorado Manual on Uniform Traffic Control Devices for Streets & Highways. Numbers adjacent to signs refer to Standards in the Colorado Manual. Standard Warning, Regulatory and Directional Signs shall be retrofitted.

Where traffic is prohibited from the Project the Detour will be marked by the Contractor except that the Contractor will provide, erect and maintain Barricades complete with approved Directional Arrows and Regulatory Signs where such barricades are erected and maintained at the ends of the Project or where selected Detour routes are in advance of the actual project terminal. U.S. or State Route Markers required for the Project will be furnished and installed by the Department. The location and positioning of Advance Warning Signs, Barricades and Speed Control Signs shall be as recommended by the appropriate District Engineering Forces of the Department.

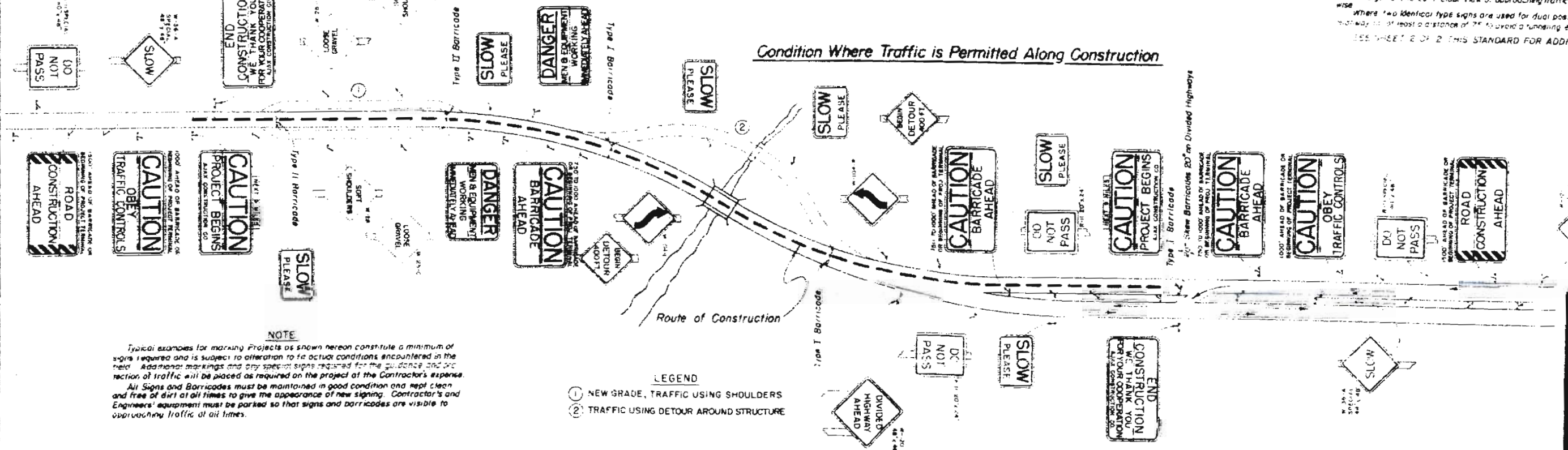
No work shall commence on the Project until all Warning Signs are in place and accepted by the Engineer. When speed control appears necessary for protection of the traveling public, such speed control shall be requested from the Project Engineer by the Contractor.

All signs are to be in clear view of approaching traffic and are not to be obstructed by equipment, weeds or other wise.

Where two identical type signs are used for dual posting they are to be staggered on the two sides of the highway at a minimum distance of 200 feet to avoid a flashing effect.

SEE SHEET 2 OF 2 THIS STANDARD FOR ADDITIONAL NOTES AND DETAILS

Condition Where Traffic is Permitted Along Construction



NOTE

Typical examples for marking Projects as shown hereon constitute a minimum of signs required and is subject to alteration to fit actual conditions encountered in the field. Additional markings and any special signs required for the guidance and direction of traffic will be placed as required on the project at the Contractor's expense. All Signs and Barricades must be maintained in good condition and kept clean and free of dirt at all times to give the appearance of new signing. Contractor's and Engineer's equipment must be parked so that signs and barricades are visible to approaching traffic at all times.

LEGEND

- NEW GRADE, TRAFFIC USING SHOULDERS
- TRAFFIC USING DETOUR AROUND STRUCTURE

COLORADO
DEPARTMENT OF HIGHWAYS

Construction Traffic Signs

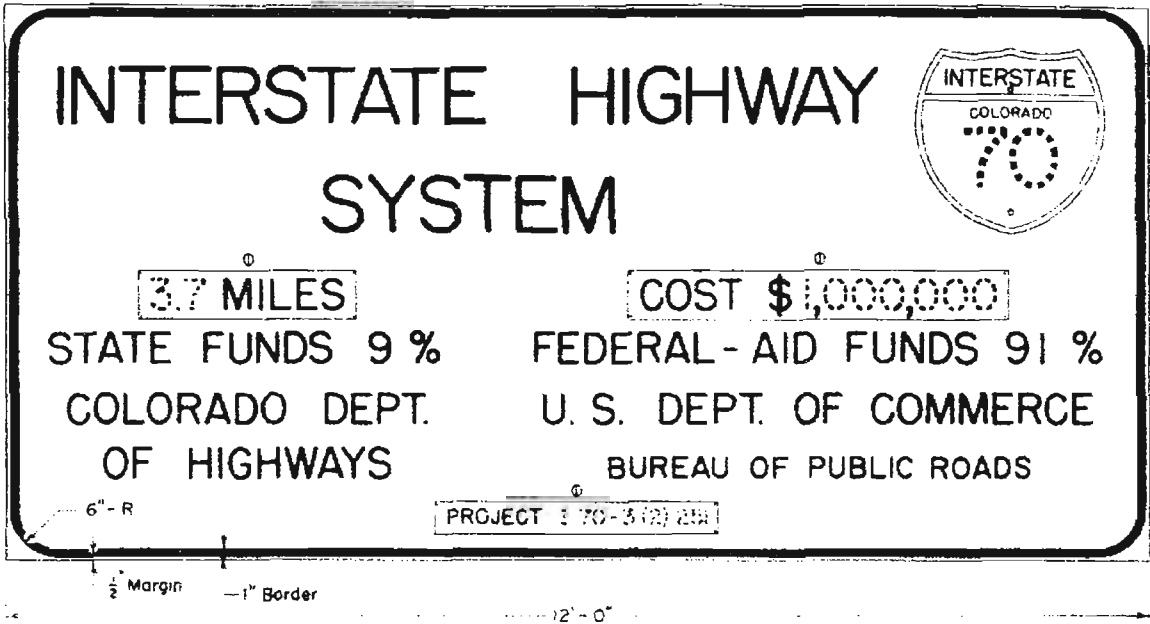
Designed by J.C.R. Approved by J.C.R.
Made by J.C.R. Engineer, Survey & Plans
Checked by J.C.R. Date: July 22, 1955

TYPICAL SIGNS

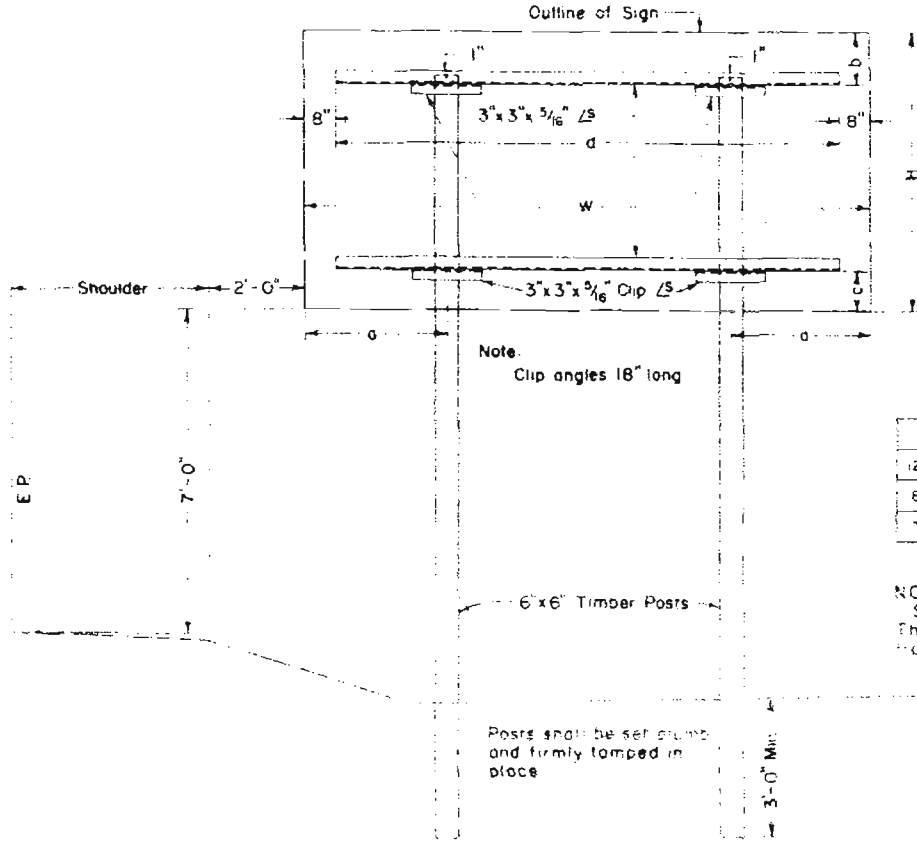
STANDARD M-31-A

INTERSTATE SYSTEM

INSTALLATION DETAIL



① Plaque length variable, as determined by message.
② 24" Standard Interstate Shield, for dimensions see "Interstate Signing Manual." Background, letters and numerals plain (nonreflective - Red, White and Blue) (Removable Plaque)

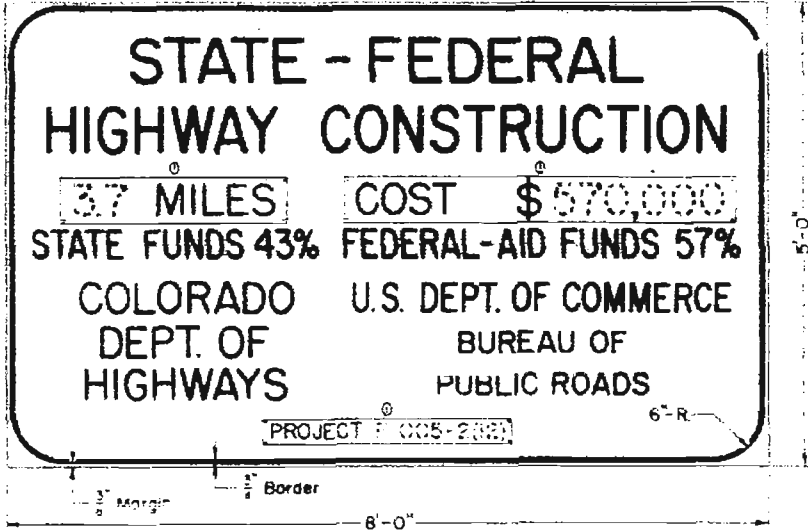


NOTE
Signs are to be placed facing traffic approaching the work. These signs should be located so as not to obscure or detract from the effectiveness of other official signs.

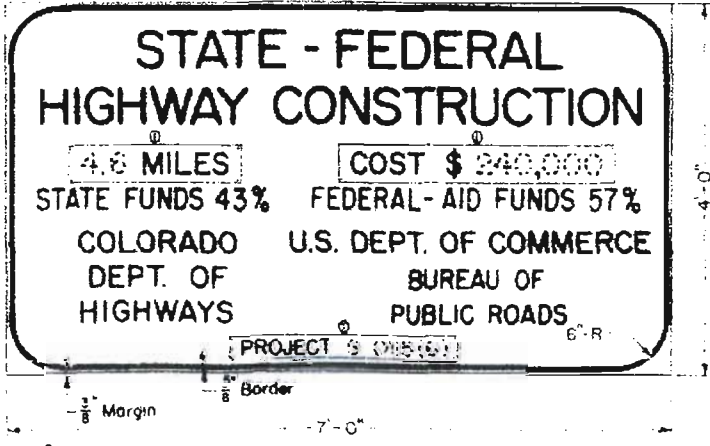
W	H	a	b	c	d
12'-0"	6'-0"	3'-0"	1'-1 1/2"	0'-10 1/2"	10'-8"
8'-0"	5'-0"	2'-0"	1'-1 1/2"	0'-10 1/2"	6'-8"
4'-0"	4'-0"	1'-9"	1'-1 1/2"	0'-10 1/2"	5'-8"

PRIMARY SYSTEM

SECONDARY SYSTEM



① Plaque length variable, as determined by message.



① Plaque length variable, as determined by message.

GENERAL NOTES

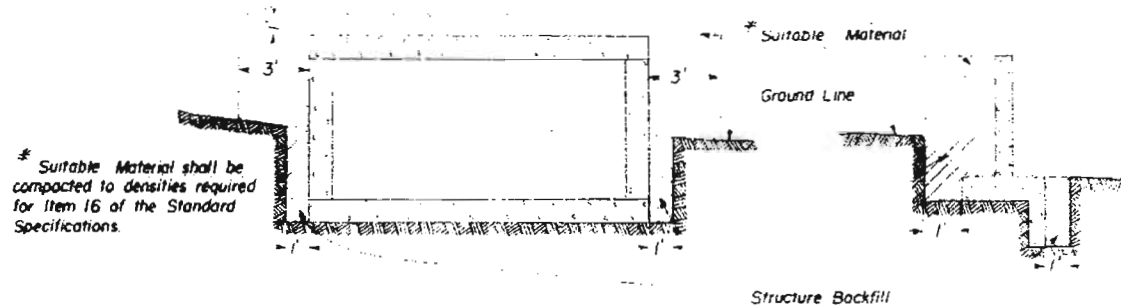
- All work shall be done in accordance with the Standard Specifications of the Colorado Department of Highways, applicable to the Project.
- Signs shall be made of 1/2" Plywood or other material approved by the Department.
- Background to be painted plain white with stencil black letters, numerals and border.
- Posts shall be 6"x6" S4S timber or other material approved by the Department and shall be painted white.
- Layout of signs will be furnished the Contractor by the Traffic Operations Section indicating the details as to letter size, symbols, spacing, etc. which are required for these signs.
- Figure for cost of project to be furnished contractor by Department.
- If signs are for a single structure or interchange, name will be used in lieu of mileage. Such as: COLORADO RIVER BRIDGE or ARAPAHOE INTERCHANGE.

COLORADO
DEPARTMENT OF HIGHWAYS

STANDARD
IDENTIFICATION
SIGNS

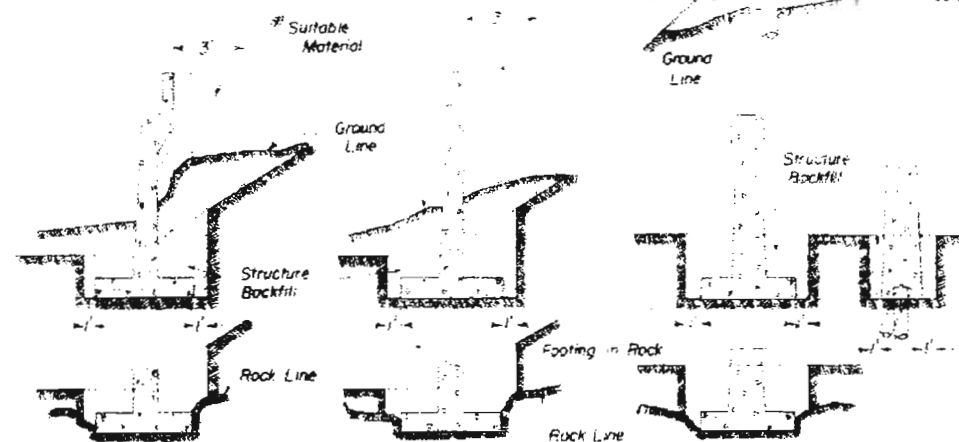
Designed by V.H. Approved by J. J. J.
Made by D.M.E. Engr. Surveys & Plans
Checked by E.E.O. Date: Jan 15 1960

CONCRETE BOX CULVERTS & WINGWALLS

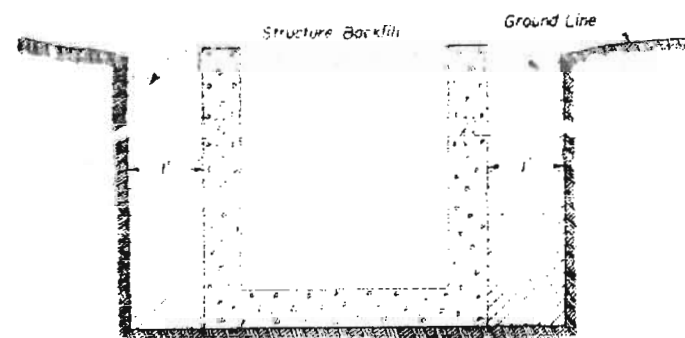


PIERS, ABUTMENTS, RETAINING WALLS ETC.

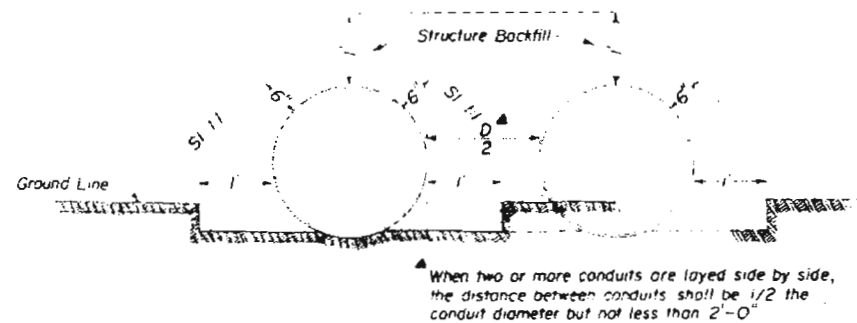
All material that is to be compacted shall be placed in horizontal layers not more than 6" inches in depth and compacted before the next layer is placed. For Arches, Rigid Frames and Box Culverts the fill shall be brought up uniformly on both sides of the center of structure to avoid stresses in the structure caused by unsymmetrical loading.



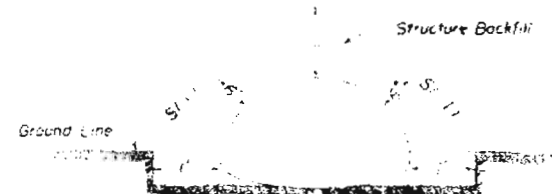
DROP INLETS, DIVISION BOXES, INTERCEPTING HEADWALLS ETC.



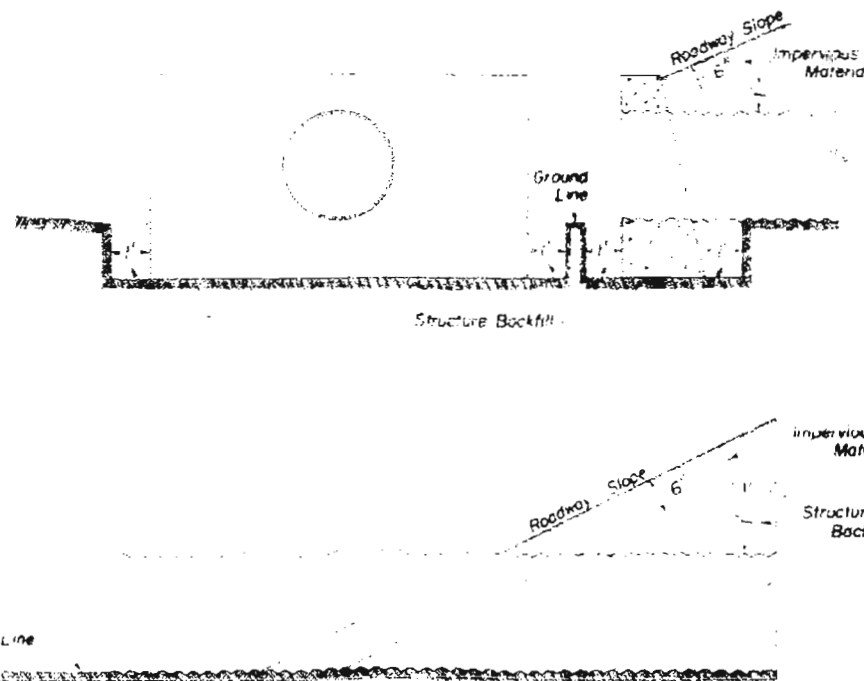
CIRCULAR CONDUIT



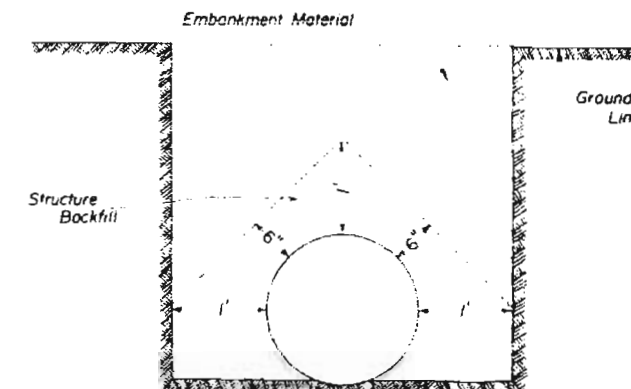
ELLIPTICAL OR ARCH CONDUIT



HEADWALLS AND END OF CULVERTS



SIPHONS OR CONDUIT IN TRENCH



GENERAL NOTES

All work shall be done according to the Standard Specifications of the Colorado Department of Highways applicable to the Project.

If, in the opinion of the Engineer, the material beneath the Structure is of such character as to cause unequal settlement along the length of the Structure, the material shall be removed to such a depth ordered, and backfilled with gravel or other suitable material and compacted in accordance with Item 16 of the Standard Specifications.

Suitable Material shall be any "Unclassified Excavation" material developed on the project except large rock, boulders or other materials considered by the Engineer to be undesirable for backfill around culverts, boxes etc.

COLORADO
DEPARTMENT OF HIGHWAYS
STANDARD METHODS
OF BACKFILL
AROUND STRUCTURES

Designed by H.E.P. Approved by H.E.P.
Made by D.M.E. Bridge Engineer
Checked by L.E.O. Date: May 2, 1958

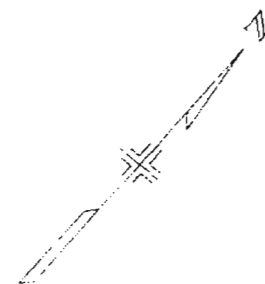
NOTE:

The 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, necessary modifications of the grading and/or stabilization plan will be made to secure dense, stable embankments.

NE 1/4 SEC 19
T 25 S, R 56 W

F 027-1(3) 14

2162+50 to 2165+50 ~ Req'd Excavate
Material from present Roadbed to
Provide room for Stabilization.
(See Profile)



To Times

STA. 2162 + 50 BEGIN F027-1(3) =
STA. 2162 + 50 End F027-1(1) =
STA. 2162 + 50 On N.R.H. 267 E

2162+50 ~ Req'd Approach to Project

2162+50 ~ Req'd Standard Identification Sign.

2162+50 ~ Req'd Road Approach H

Comp. Soil Sample
No. 1 A-2-4 (0)
STA. 2162+50 to 2165+50
LL = 24
PI = 8
200% = 16
CR = 28

No. 1 A-2-4 (0)
No. 1A. Soil Comp. Sample
No. 1B. A-2-4 (0)
LL = 34
PI = 12
200% = 30
CR = 33

4440
30
20
10
4400

4440
30
20
10
4400

2155

2160

2165

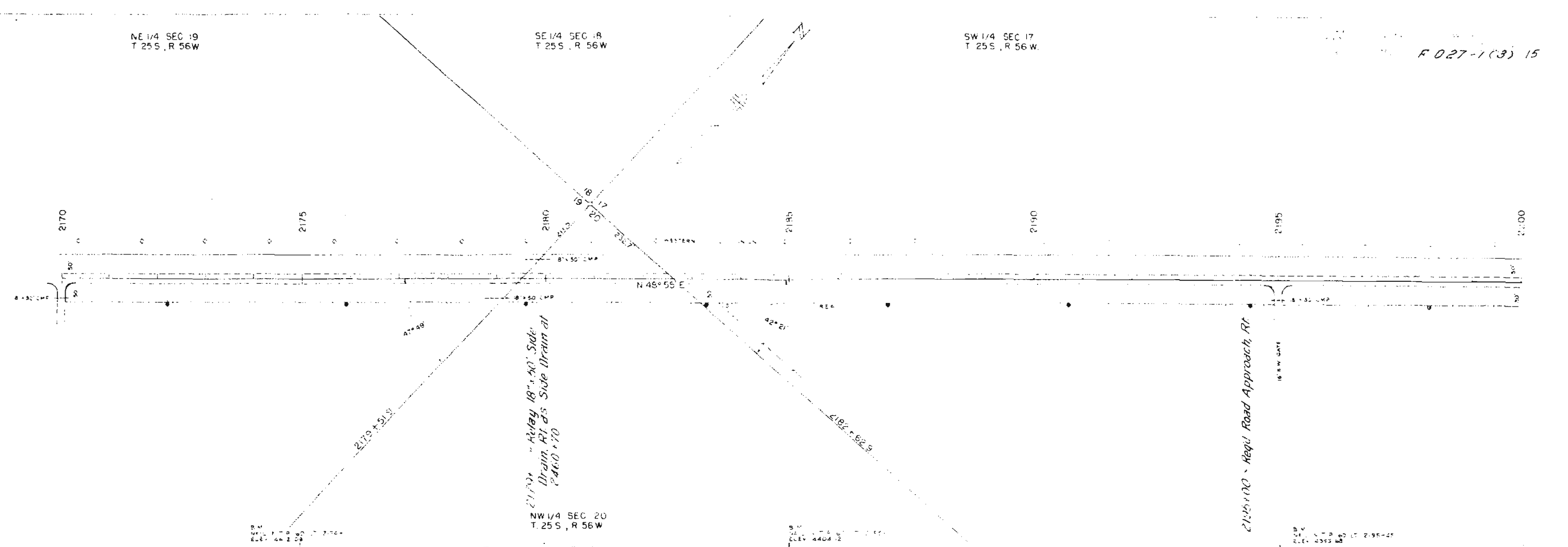
2170

NE 1/4 SEC 19
T 25 S, R 56 W

SE 1/4 SEC 18
T 25 S, R 56 W

SW 1/4 SEC 17
T 25 S, R 56 W

F 027-1(3) 15

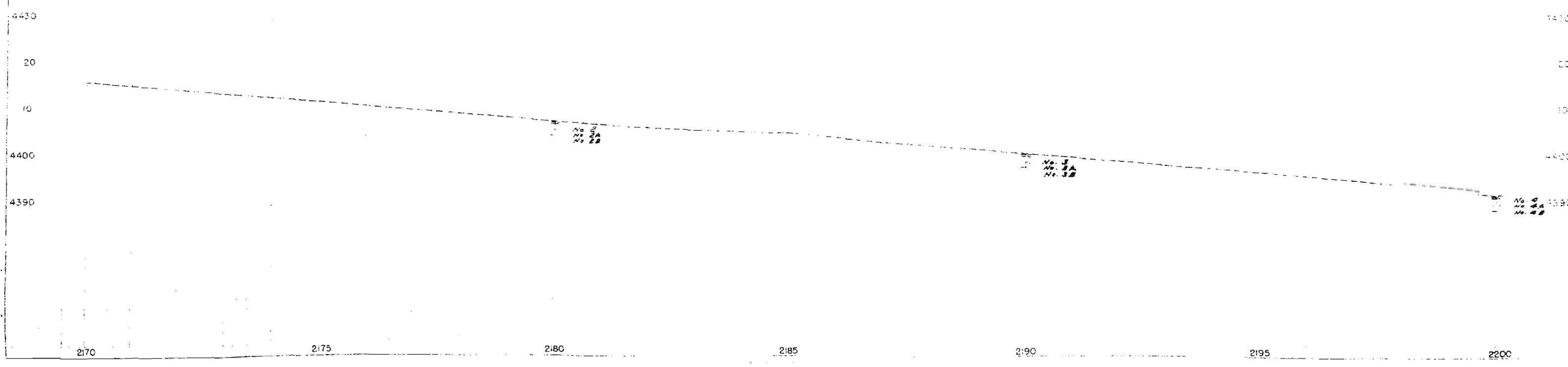


COMP SURF SAMPLE
No. 1 A-B-C (0)
STA 2182 + 100.000 + 100
LL = 24
PI = 8
R = 78

No. 2 A-B-C
No. 2A
No. 2B
No. 2C
No. 2D
No. 2E
No. 2F
No. 2G
No. 2H
No. 2I
No. 2J
No. 2K
No. 2L
No. 2M
No. 2N
No. 2O
No. 2P
No. 2Q
No. 2R
No. 2S
No. 2T
No. 2U
No. 2V
No. 2W
No. 2X
No. 2Y
No. 2Z

No. 3 A-B-C
No. 3A
No. 3B
No. 3C
No. 3D
No. 3E
No. 3F
No. 3G
No. 3H
No. 3I
No. 3J
No. 3K
No. 3L
No. 3M
No. 3N
No. 3O
No. 3P
No. 3Q
No. 3R
No. 3S
No. 3T
No. 3U
No. 3V
No. 3W
No. 3X
No. 3Y
No. 3Z

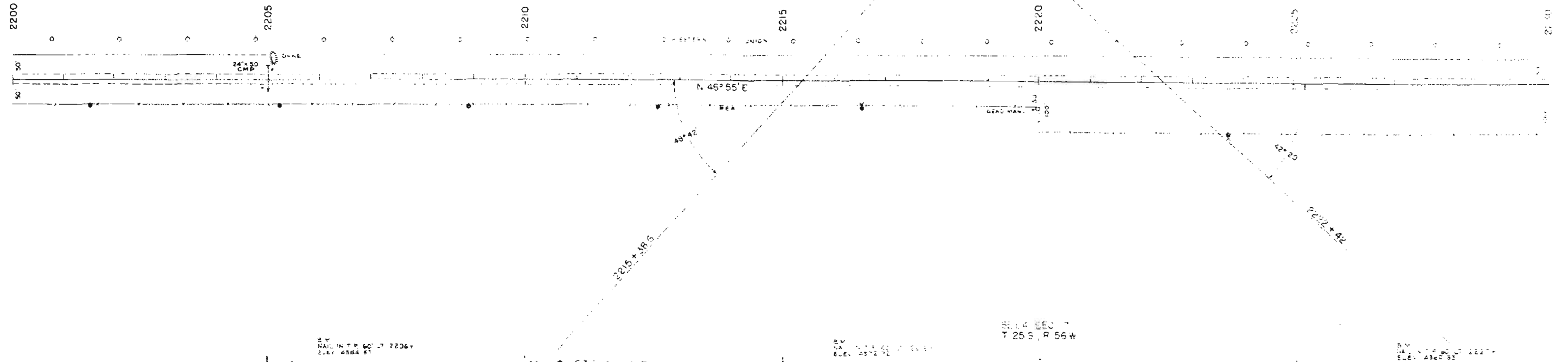
No. 4 A-B-C
No. 4A
No. 4B
No. 4C
No. 4D
No. 4E
No. 4F
No. 4G
No. 4H
No. 4I
No. 4J
No. 4K
No. 4L
No. 4M
No. 4N
No. 4O
No. 4P
No. 4Q
No. 4R
No. 4S
No. 4T
No. 4U
No. 4V
No. 4W
No. 4X
No. 4Y
No. 4Z



SW 1/4 SEC. 17
T 25 S., R 56 W.

NE 1/4 SEC. 17
T 25 S., R 56 W.

F027-1(3)16

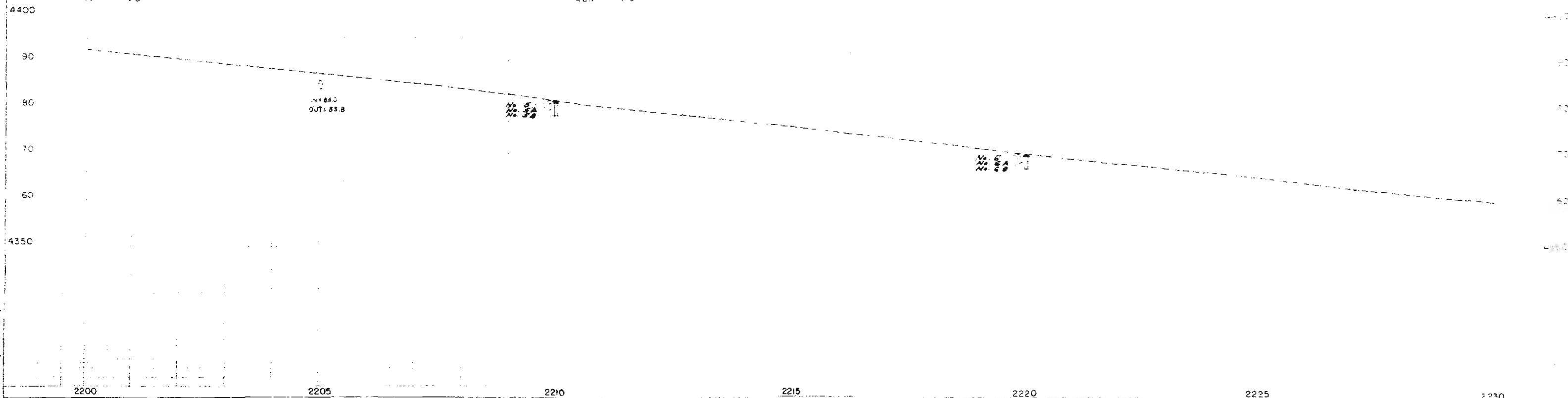


COMP. SURF. SAMPLE
No. 1 A-B-6(0)
STA 2212+50.6 2220+100
LL = 84
FL = 8
-200% = 16
CR = 78

No. 5
No. 5A
No. 5B
No. 5C
No. 5D
No. 5E
No. 5F
No. 5G
No. 5H
No. 5I
No. 5J
No. 5K
No. 5L
No. 5M
No. 5N
No. 5O
No. 5P
No. 5Q
No. 5R
No. 5S
No. 5T
No. 5U
No. 5V
No. 5W
No. 5X
No. 5Y
No. 5Z

No. 6
No. 6A
No. 6B
No. 6C
No. 6D
No. 6E
No. 6F
No. 6G
No. 6H
No. 6I
No. 6J
No. 6K
No. 6L
No. 6M
No. 6N
No. 6O
No. 6P
No. 6Q
No. 6R
No. 6S
No. 6T
No. 6U
No. 6V
No. 6W
No. 6X
No. 6Y
No. 6Z

No. 7
No. 7A
No. 7B
No. 7C
No. 7D
No. 7E
No. 7F
No. 7G
No. 7H
No. 7I
No. 7J
No. 7K
No. 7L
No. 7M
No. 7N
No. 7O
No. 7P
No. 7Q
No. 7R
No. 7S
No. 7T
No. 7U
No. 7V
No. 7W
No. 7X
No. 7Y
No. 7Z



2231+49 to 2238+63 ~ Req'd. Excavate
Material from Present Roadbed to
Provide Room for Stabilization at
Bridge Ends. (See Profile)

NE 1/4 SEC 17
T 25 S, R 56 W

F 027 - 1(3) 17

Bridge Str. No. M-22-T
Type: Treated Timber
Clear Roadway: 25'
Span: 4 @ 21'6" @ 25'6"
Clear Waterway: 1044 Sq. FT

2234+49 ~ Begin
No Work Section

2235+62 ~ End
No Work Section

2251+00 ~ Req'd. Road Approach
Rt. Relay 18" x 30" Side Drain
Extend 20'

2251+35 ~ Req'd. Road Approach
Lt.

2251+267
689.5 TO SEC. COR.

NE 1/4 SEC 16
T 25 S, R 56 W

NE 1/4 SEC 16
T 25 S, R 56 W

SOIL SAMPLE
No. 7 A B C (0)
STA. 2232+50.6 2235+00
LL = 24
PI = 8
POI = 16
CR = 78

SOIL SAMPLE
No. 8 A B C (0)
STA. 2250+00.6 2255+00
LL = 25
PI = 8
POI = 21
CR = 74

No. 8
No. 9A
No. 9B

No. 8
No. 9A
No. 9B

No. 7
No. 7A
No. 7B

No. 8
No. 8A
No. 8B

No. 9
No. 9A
No. 9B

43.70
60
50
43.40

43.70
60
50
43.40

2230 2235 2240 2245 2250 2255 2260

SW 1/4 SEC 9
T. 25 S., R. 56 W.

F 027 - (3) 18

PT 2250 + 00

N 89° 01' W
845.2' TO SEC COR

2265

2270

2275

2280

2285

2290

24 + 52 CMP

N 48° 55' E

P.C. 2262 + 33.4

2262 + 27.2

Δ = 1° 50' RT
Δ = 0° 15'
R = 356.8'
R = 733.3'
R = 22,920.0'

PT 2269 + 66.7

NW 1/4 SEC 15
T. 25 S., R. 56 W.

SW 1/4 SEC 9
T. 25 S., R. 56 W.

No. 10 S. 100' 100'
No. 10A S. 100' 100'
No. 10B S. 100' 100'
No. 10C S. 100' 100'
No. 10D S. 100' 100'
No. 10E S. 100' 100'
No. 10F S. 100' 100'
No. 10G S. 100' 100'
No. 10H S. 100' 100'

No. 11 S. 100' 100'
No. 11A S. 100' 100'
No. 11B S. 100' 100'

No. 12 S. 100' 100'
No. 12A S. 100' 100'
No. 12B S. 100' 100'

COMP SURF SAMPLE
No. 2 A-B-4 (O)
STA 2250+00 to 2350+00
LL = 25
PI = 8
-200' = 31
R = 14

4360

50

40

4360

No. 10
No. 10A
No. 10B

N 88° 5'
817 + 47.6

No. 11
No. 11A
No. 11B

N 88° 5'
817 + 47.6

No. 12
No. 12A
No. 12B

N 88° 5'
817 + 47.6

2260

2265

2270

2275

2280

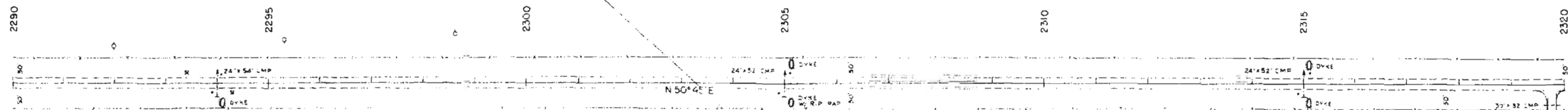
2285

2290

SE 1/4 SEC. 9
T. 25 S., R. 56 W.

NE 1/4 SEC. 9
T. 25 S., R. 56 W.

DIVISION NO. 9
COLORADO
F 027-1(3) 19



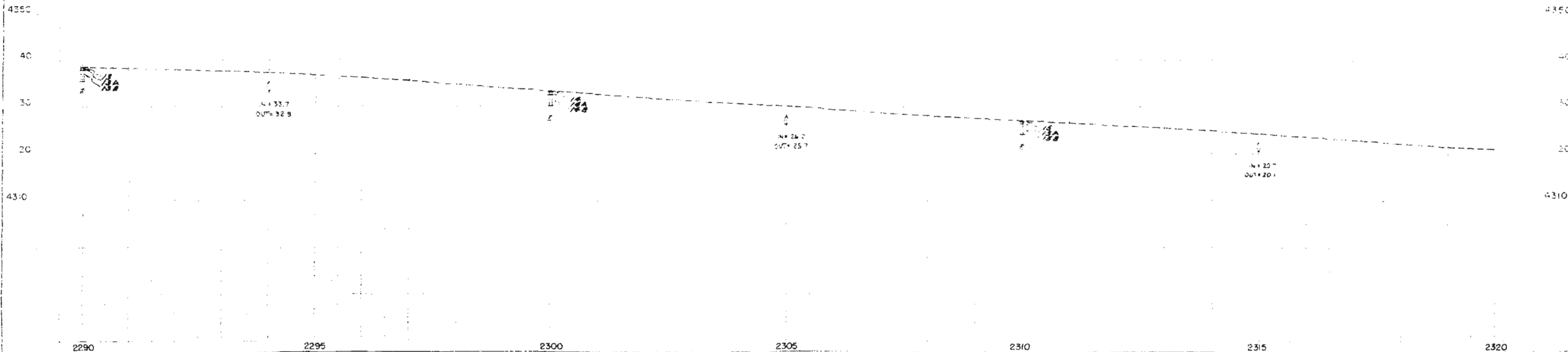
2319+75 ~ Road Road Approach, Rt.

No. 13
No. 13A SURF SAMPLE
No. 13B SURF SAMPLE
LL = 25
PI = 24
BPT = 20
CRP = 26

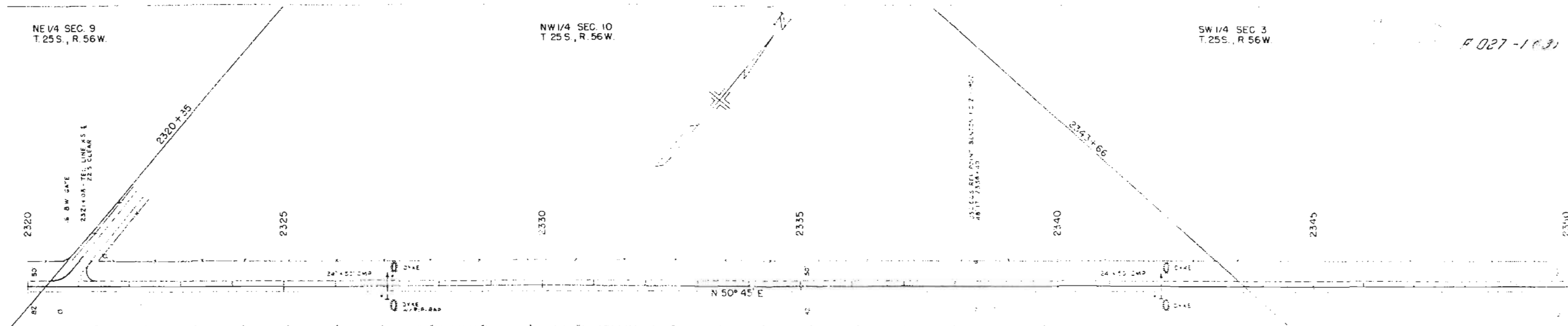
COND. SURF SAMPLE
No. 8, A-2-4 (O)
STA. 2290+00 to 2350+00
LL = 25
PI = 8
BPT = 21
CRP = 74

No. 14
No. 14A SURF SAMPLE
No. 14B SURF SAMPLE

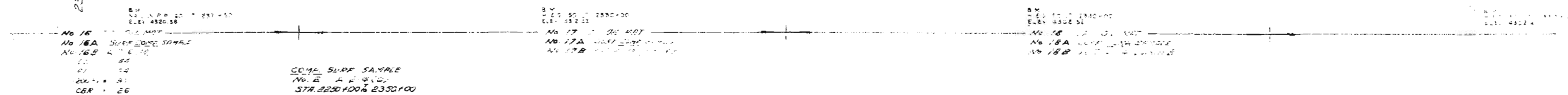
No. 15
No. 15A SURF SAMPLE
No. 15B SURF SAMPLE



F 027 - 1 (3) 20

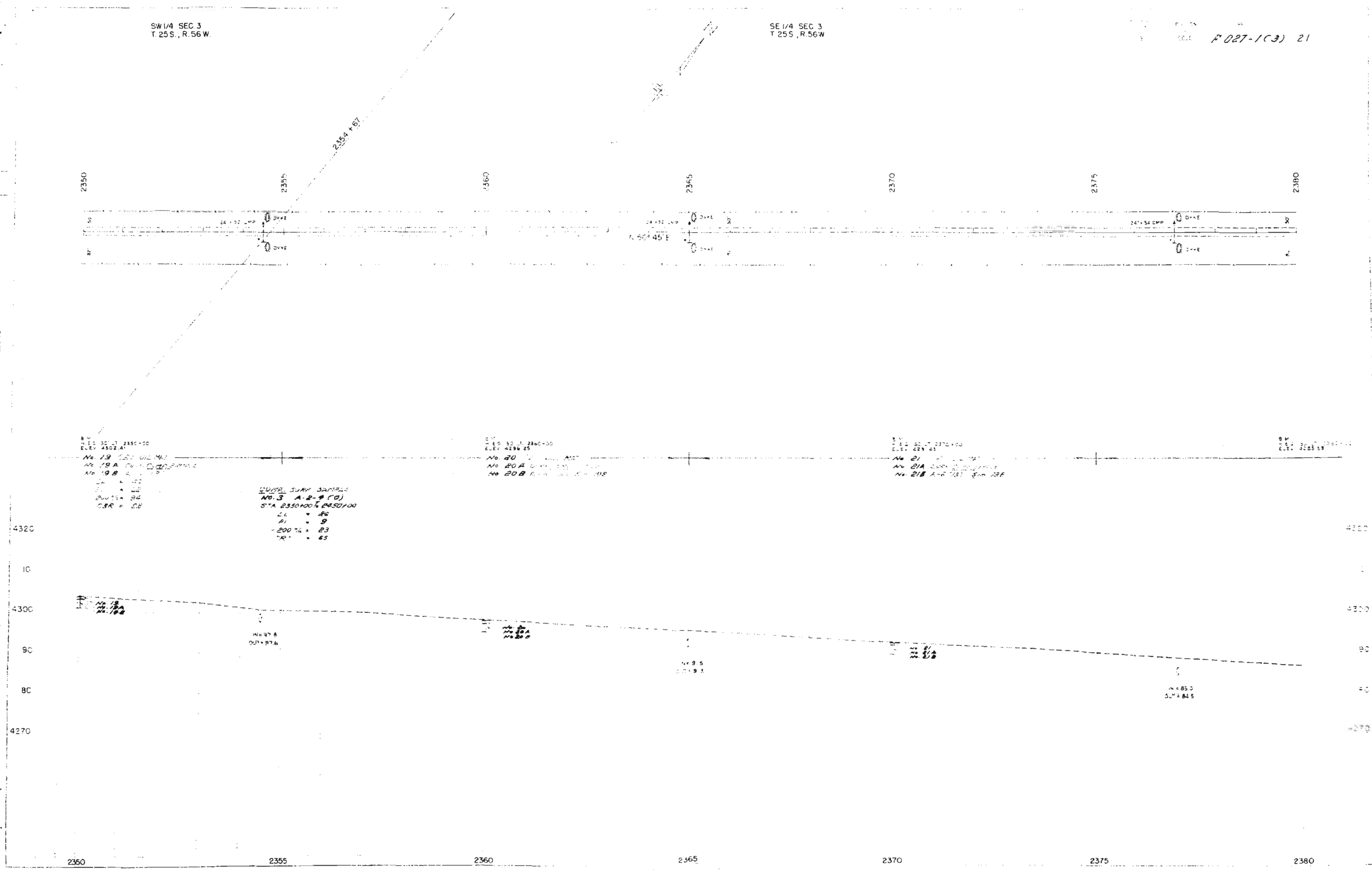


2320 + 75 ~ Req'd. Road Approach, Lt.
(Dip Approach)



CO. 19. SURF SALE
No. 2 L. 2. 4. 10.
STR. 2250+00% 2350+00
LL = 25
PI = 8
- 200% = 21
"R" = 74

F 027-1(3) 21

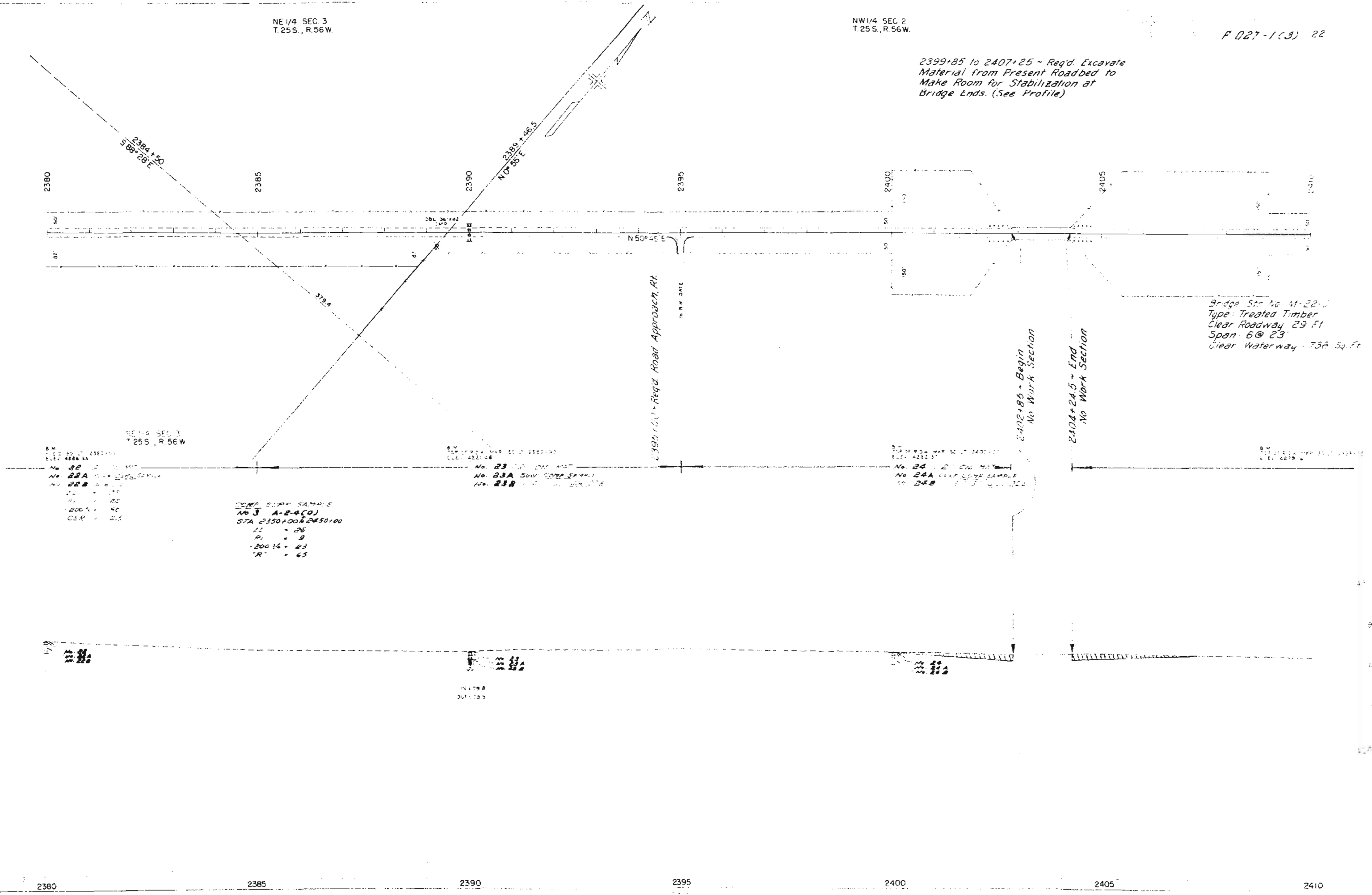


NE 1/4 SEC. 3
T.25 S., R.56 W.

NW 1/4 SEC. 2
T.25 S., R.56 W.

F 027-1(3) 22

2399+85 to 2407+25 ~ Req'd. Excavate
Material from Present Roadbed to
Make Room for Stabilization at
Bridge Ends. (See Profile)

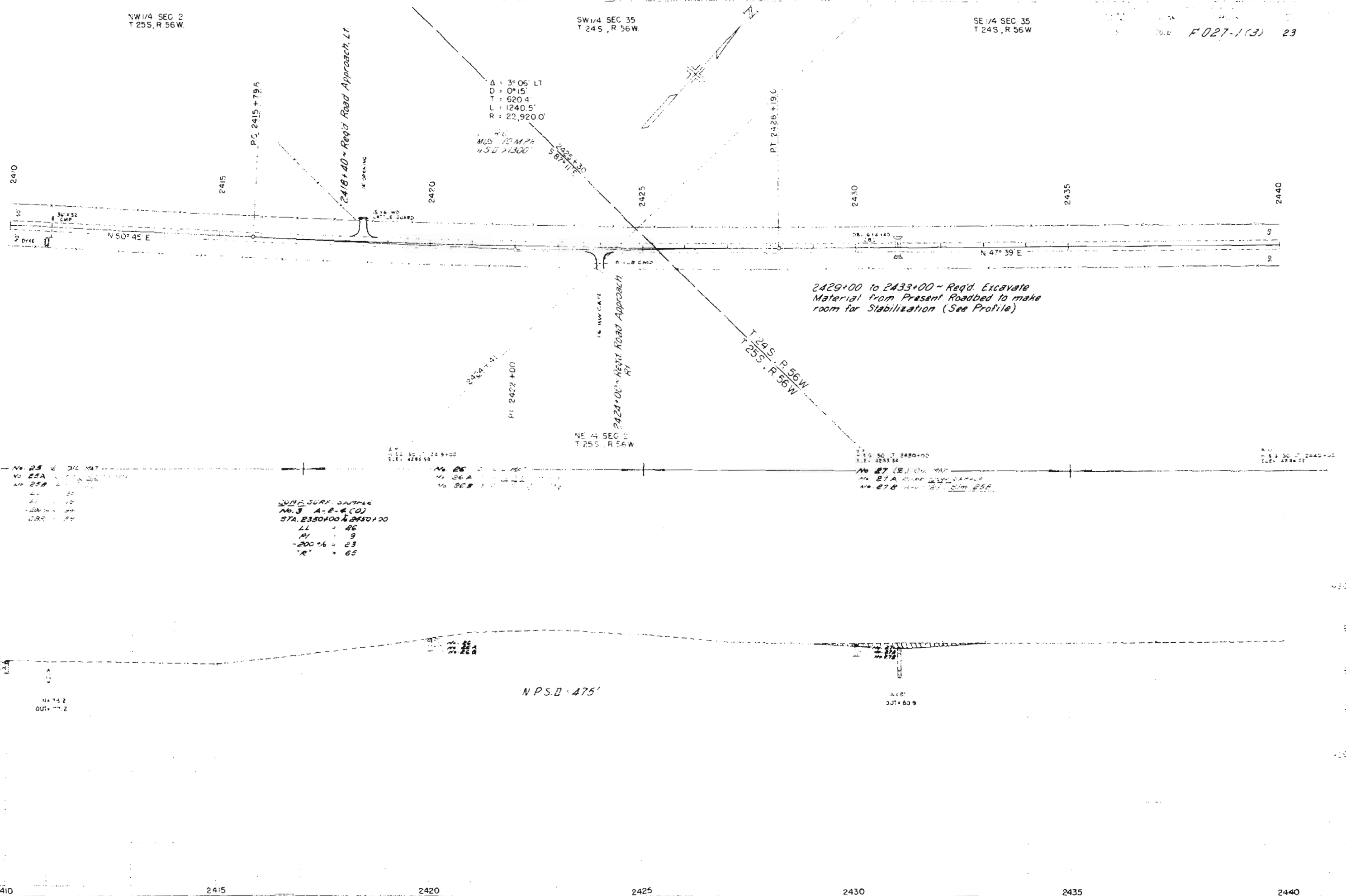


NW 1/4 SEC 2
T 25S, R 56W

SW 1/4 SEC 35
T 24S, R 56W

SE 1/4 SEC 35
T 24S, R 56W

F027-1(3) 23



SE 1/4 SEC. 35
T. 24 S., R. 56 W.

NE 1/4 SEC. 35
T. 24 S., R. 56 W.

F-027-113, 24

SW 1/4 SEC. 35
T. 24 S., R. 56 W.

2440 2445 2450 2455 2460 2470

50 50 50 50 50 50
24' x 54' CWP 4 24' x 54' CWP 1
N 47° 39' E

No. 28
No. 28A
No. 28B
LL = 26
PI = 9
-200% = 23
CAR = 3.5

No. 3 A-B-C (O)
STA. 2350+00 to 2450+00
LL = 26
PI = 9
-200% = 23
CAR = 3.5

No. 29
No. 29A
No. 29B
LL = 24
PI = 5
-200% = 21
CAR = 3.5

No. 4 A-B-C (O)
STA. 2450+00 to 2550+00
LL = 24
PI = 5
-200% = 21
CAR = 3.5

No. 30
No. 30A
No. 30B
LL = 24
PI = 5
-200% = 21
CAR = 3.5

SW 1/4 SEC. 35
T. 24 S., R. 56 W.

2460+70 ~ Reg'd Road
Approach Lt. & Rt. Relay
18' x 50' C.M.P. (From 2179+)
35 Side Drain, Rt.

2460+65 ~ Reg'd Road Approach
Lt. & Rt.

No. 28
No. 28A
No. 28B

IN = 85.0
OUT = 84.2

No. 29
No. 29A
No. 29B

IN = 86.5
OUT = 86.0

No. 30
No. 30A
No. 30B

2440 2445 2450 2455 2460 2465 2470

NW 1/4 SEC 36
T 24 S, R 56 W

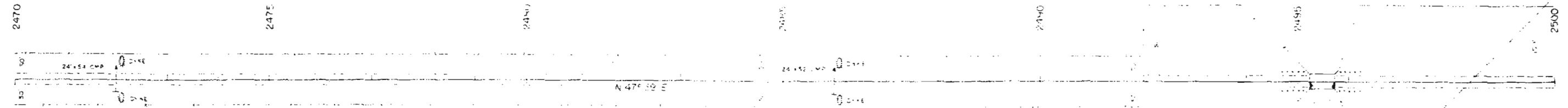
FILE NO. F 027-1(3), 25

2492+25 to 2498+73 ~ Req'd Excavate
Material from Present Roadbed to Make
Room for Stabilization (See Profile)

2492+25 ~ Begin No Work Section
2498+73 ~ End No Work Section

Bridge Str No M-22-V
Type: Treated Timber
Clear Roadway: 29 Ft.
Span: 2 @ 23 Ft.
Clear Waterway: 160 Sq. Ft.

NE 1/4 SEC 36
T 24 S, R 56 W



NO. 31
No. 31A
No. 31B
No. 31C
No. 31D
No. 31E
No. 31F
No. 31G
No. 31H
No. 31I
No. 31J
No. 31K
No. 31L
No. 31M
No. 31N
No. 31O
No. 31P
No. 31Q
No. 31R
No. 31S
No. 31T
No. 31U
No. 31V
No. 31W
No. 31X
No. 31Y
No. 31Z

CONCRETE SURF SAMPLE
No. 4 A-1-B (C)
STA. 2480+20 to 2480+40
LL = 24
PI = 5
-200% = 21
R = 15

NO. 32
No. 32A
No. 32B
No. 32C
No. 32D
No. 32E
No. 32F
No. 32G
No. 32H
No. 32I
No. 32J
No. 32K
No. 32L
No. 32M
No. 32N
No. 32O
No. 32P
No. 32Q
No. 32R
No. 32S
No. 32T
No. 32U
No. 32V
No. 32W
No. 32X
No. 32Y
No. 32Z

NO. 33
No. 33A
No. 33B
No. 33C
No. 33D
No. 33E
No. 33F
No. 33G
No. 33H
No. 33I
No. 33J
No. 33K
No. 33L
No. 33M
No. 33N
No. 33O
No. 33P
No. 33Q
No. 33R
No. 33S
No. 33T
No. 33U
No. 33V
No. 33W
No. 33X
No. 33Y
No. 33Z

4310

4300

90

80

4270

2470

2475

2480

2485

2490

2495

2500

2521+00 to 2523+00 - Regd. Excavate
Material from Present Roadbed to
make room for Stabilization.
(See Profile)

SE 1/4 SEC. 25
T 24 S. R 56 W

F 027-1(3) 26

2523+00 - Regd. Approach to Project.
2523+00 - Regd. Standard
Identification Sign, Lt.

