

# COLORADO DEPARTMENT OF HIGHWAYS

## PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. I-25-3(13)229 STATE HIGHWAY NO. 185 ADAMS & WELD COUNTIES

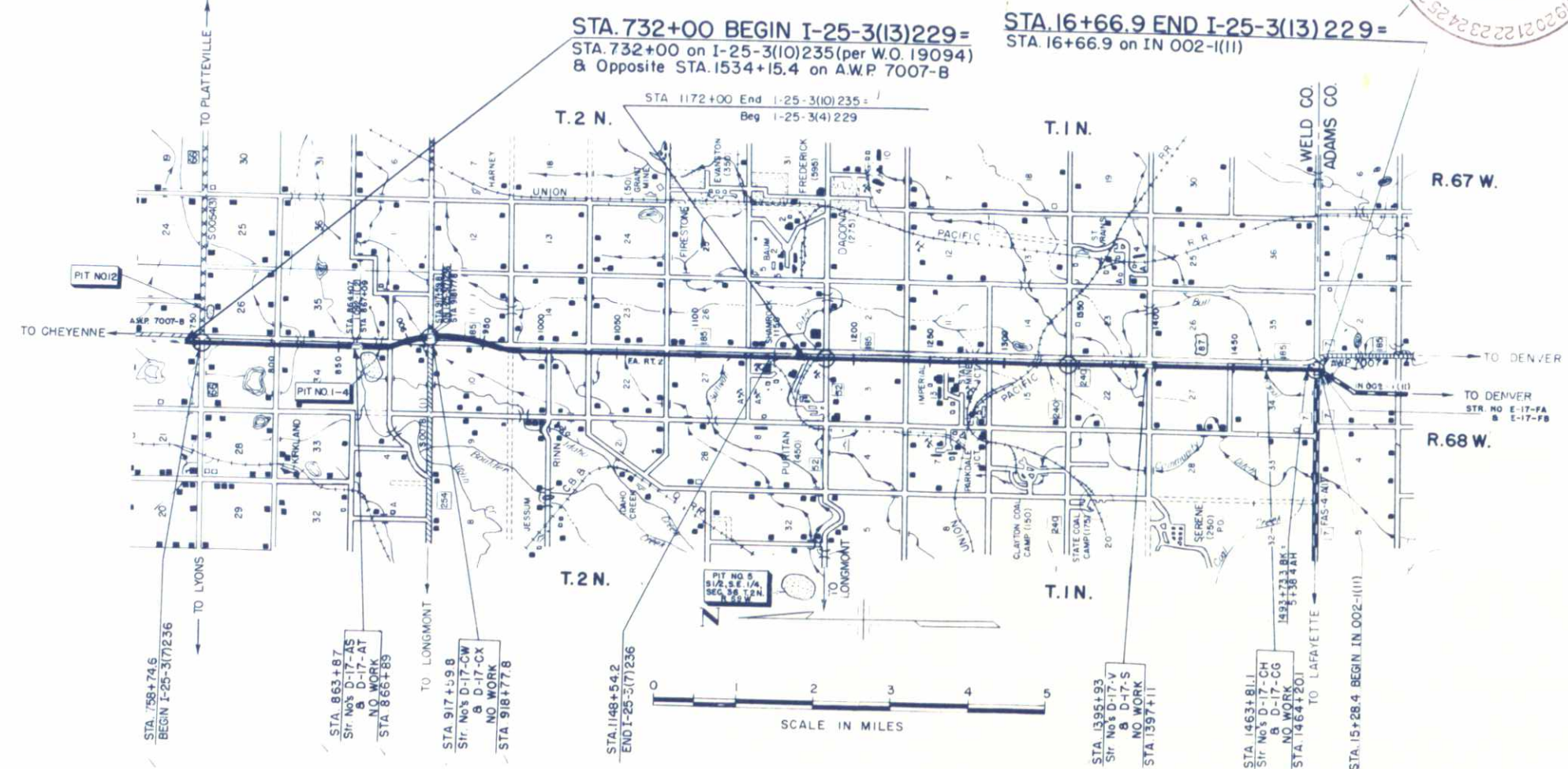
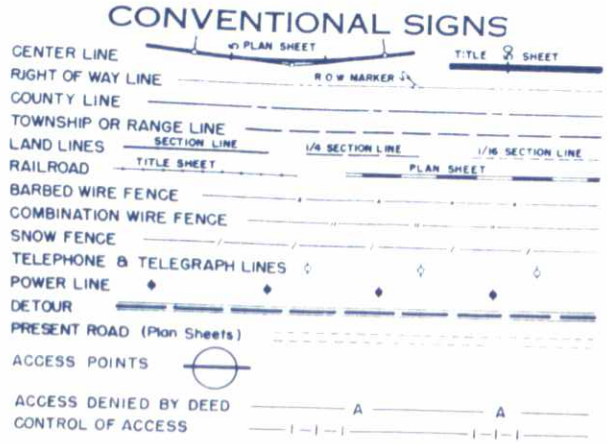
FEDERAL ROAD REGION NO.	DIVISION	PROJ NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	I-25-3(13)229	1	1

### INDEX OF SHEETS

- SHEET NO. 1. SKETCH MAP AND TITLE PAGE
- 2. TYPICAL CROSS SECTIONS & GENERAL NOTES
  - 3. SUMMARY OF APPROXIMATE QUANTITIES, TABULATIONS OF LENGTH AND MEDIAN INLET PAVING & DETAILS OF CONCRETE DITCH LINING
  - 4. TABULATIONS OF GUARD POSTS, GUARD FENCE, ASPHALTIC SHOULDER ROLL, DITCH PAVING AND EMBANKMENT PROTECTORS
  - 5. SUB-BASE PLAN, SURFACING PLAN & TABULATION OF CONC PAVEMENT
  - 6. TAB. OF SUB-GRADE COMPACTION, BARRIER FENCE & EARTHWORK SUMMARY
  - 7. PIT SKETCHES AND DETAILS OF APPR. & REINF. CONC PAVEMENT
  - 8. DETAILS OF INTERSECTION STA. 758+
  - 9-9A. DETAILS OF INTERSECTION STA. 918+
  - 10. DETAILS OF INTERSECTION STA. 1185+
  - 11. DETAILS OF INTERSECTION STA. 1343+
  - 12. DETAILS OF INTERSECTION STA. 14+
  - 13. STANDARD CONCRETE INLET FOR MEDIAN DITCH (SPECIAL REVISION)
  - 14. STANDARD METHODS FOR SUPERELEVATION AND WIDENING OF CURVES
  - 15. STANDARD METHODS FOR SUPERELEVATING CURVES ON DIVIDED HIGHWAYS
  - 16. STANDARD CONCRETE PAVEMENT JOINT DETAILS
  - 17. STANDARD EMBANKMENT PROTECTORS
  - 18. STANDARD TIMBER GUARD POSTS
  - 19. STANDARD METAL PLATE GUARD FENCE (BEAM TYPE)
  - \* 20. STANDARD BARRIER FENCE
  - 21-22. STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS
  - 23. STANDARD CURBS AND GUTTERS
  - 24. STANDARD METHODS OF BACKFILL AROUND STRUCTURES
  - 25. ALIGNMENT PLAN & PROFILE AND TYPICAL SECTION OF TRENCH FOR C.M.P. UNDERDRAIN & TABULATION OF CULVERT REMOVALS
  - 26. SOIL PROFILE TABULATION
  - 27-33. CROSS SECTIONS



SCALES OF ORIGINAL DRAWINGS  
 ON PLAN 1 IN = 100 FT  
 ON PROFILE 1 IN = 100 FT HORIZONTAL  
 1 IN = 10 FT VERTICAL  
 GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD  
 GROSS LENGTH OF PROJECT = 77,315.4 FT = 14.643 MI  
 NET LENGTH OF PROJECT = 76,738.4 FT = 14.534 MI



AS CONSTRUCTED PLANS  
RETURN TO DIST. 4 DESIGN

SEE SPECIAL PROVISIONS FOR NOTICE TO BIDDERS

COLORADO  
DEPARTMENT OF HIGHWAYS

APPROVED: *Wood L. Eastman* 3-24-60  
 CHIEF ENGINEER DATE

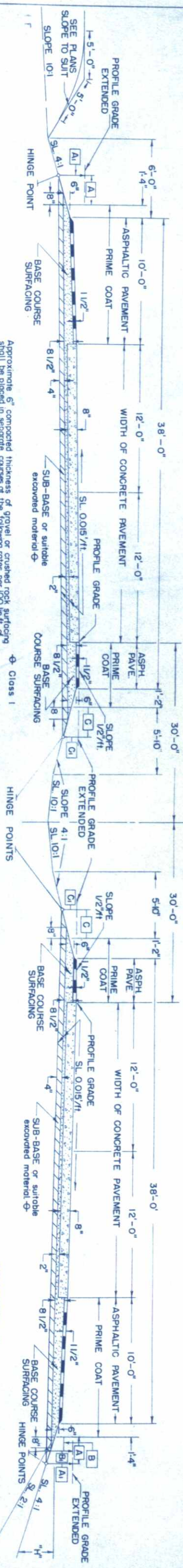
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

APPROVED: \_\_\_\_\_ DATE \_\_\_\_\_  
 DIVISION ENGINEER



# TYPICAL SECTIONS OF IMPROVEMENT

## SECTION A



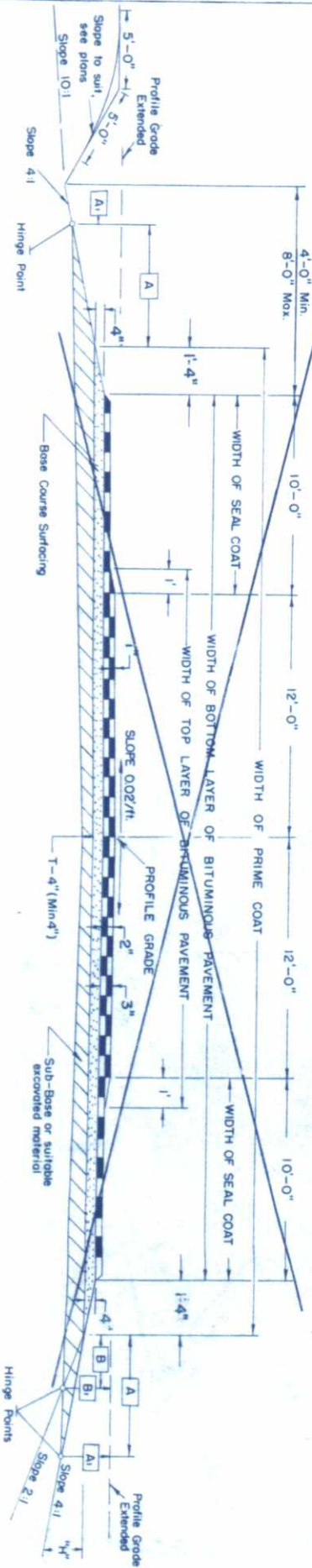
Approximate 6" compacted thickness of gravel or crushed rock surfacing shall be placed in separate courses of the following rates per 100 sq. ft. of roadway for Section C & D.

SECTION	*A	C-10	C-12	D
Bituminous Pavement	27	35	40	30
Base Course Surfacing	179	65	74	56

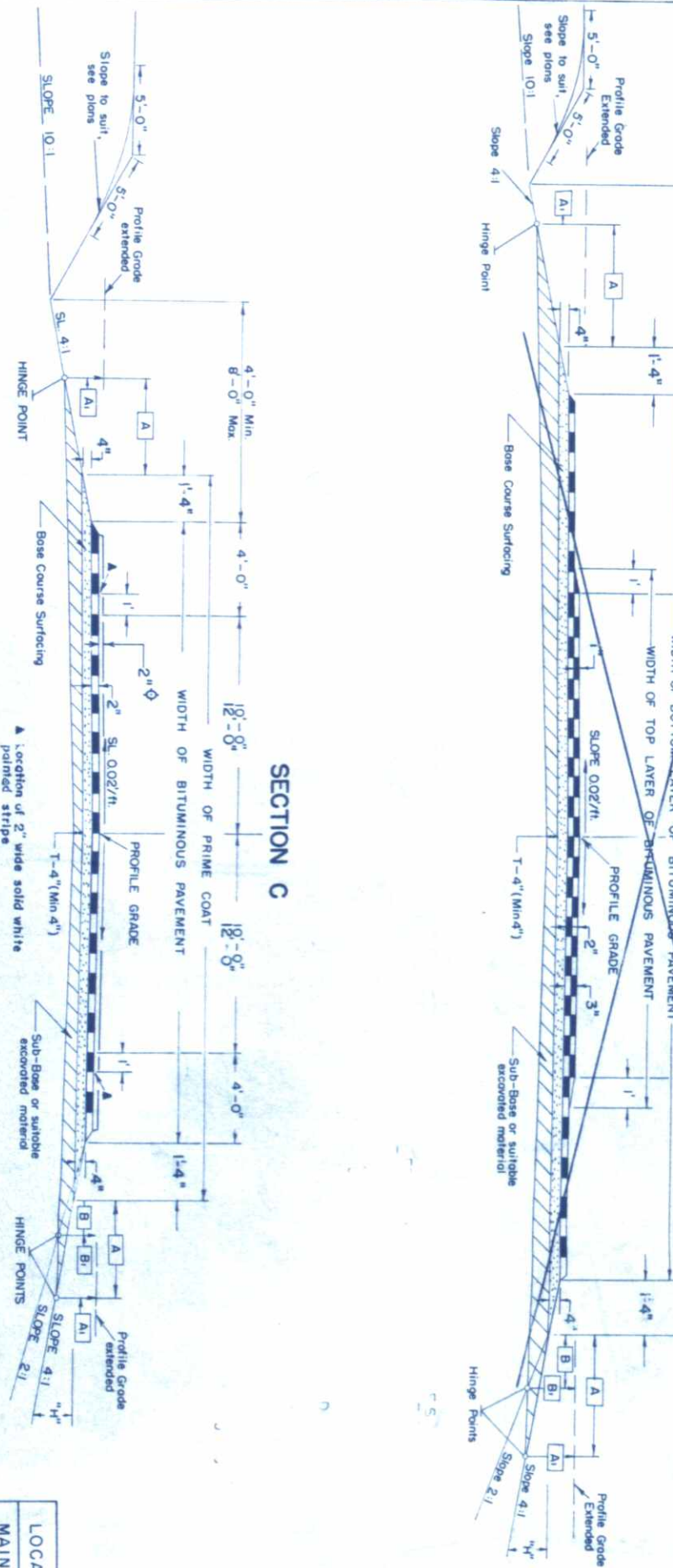
\* Rate for 100 Lin Ft. for Shoulder Areas and Under Concrete Pavement

NOTE: For Hinge Point Tabulations see projects 125-3(4)229 [1002-1(13)] & 125-3(10)235

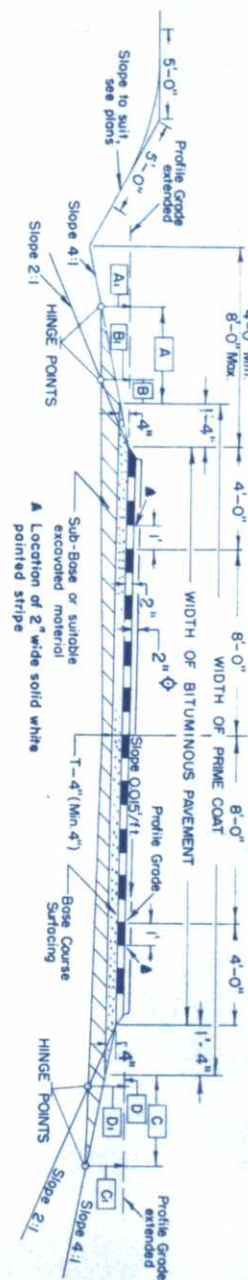
## SECTION B



## SECTION C



## SECTION D



### 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.
- For Alignment and Grades, see projects No. 1-25-3(4)229 [1002-1(13)] & 1-25-3(10)235 & 1002-1(11).
- For preliminary plan quantities of Asphaltic Road Materials the following rates of application were used:
  - PRIME COAT (MC) @ 0.40 Gals per Sq. Yd
  - PAVING ASPHALT (85-100 PENETRATION) @ 6.07 Lbs. per Sq. Yd. per inch

Rate of application and grade of Asphaltic Material shall be as determined by the Engineer at time of application.

On all bridges on the East Frontage Road, the present old mat shall be removed and replaced with 2" of Asphaltic Surfacing, Estimated 660 Sq. Yds.

The grading for removing detour and approaches to bridges on the East Frontage road shall be paid for as Unclassified Excavation.

### TABULATION OF TYPICAL SECTIONS

LOCATION	SECTION USED	LOCATION	SECTION USED	LOCATION	SECTION USED
MAIN LINE 72+00 to 10+66.9	A	STA. 758+	A	West Ramps	D
EAST FRONT ROAD Entire Project	C-12	STA. 812+	C-10	East Ramps	C-12 B, D*
WEST FRONT ROAD 911+00 to 1172+00	C-10	STA. 918+	C-12	All Ramps	D
1172+00 to 15+00	C-12	5 W Ramps, 24+00-31+27.1	D	STA. 1396+	C-12
		STA. 14+		North Ramps	C-12 B, D*

\* See Detail of Intersection

FEDERAL ROAD DIVISION NO. 9	DISTRICT COLORADO	PROJ. NO. 125-3(10)229	SHEET NO. 2	TOTAL SHEETS
-----------------------------	-------------------	------------------------	-------------	--------------

Rev. Added Tab of Typ. Sect. 4-20-60 M.W.M.  
Rev. Sect. to Show Future Overlay, E.O. 1-16-61

TABLULATION OF GUARD POSTS AND GUARD FENCE

STATION	GUARD POSTS			GUARD FENCE	
	SIDE	SPACING	NO.	LOCATION	LIN. FT.
756+50 765+00 805+05 811+43 TO 812+18	LT. & RT. RT. LT. & RT. ON S.B.	CULVERT CULVERT 100'	4 2 14		
812+50 TO 820+50 803+20 TO 812+20 812+46 TO 813+21	LT. & RT. ON N.B. "	100' 100'	18 16	LT. & RT. ON N.B.	150'
813+70 TO 820+70 819+00 829+40 830+21 846+20	LT. & RT. CULVERT LT. & RT. BRIDGE LT. & RT. C.B.C. LT. & RT. CULVERT	100' 2 2 4 2	16		
768+00 TO 774+00 848+25 TO 863+25	LT. & RT. ON S.B. "	100'	32	E. FR. RD. ↗	600'
863+73 TO 863+87 866+92 TO 890+92 848+84 TO 863+84	BR. APPR. " " " " LT. & RT. ON N.B.	100' 100' 100'	10 48 2		
866+89 TO 867+03 867+50 TO 890+50 866+05 865+25 795+00 TO 791+00	" " " " LT. & RT. " " " " LT. & RT.	BR. APPR. 100' CULVERT BRIDGE "	20	E. FR. RD. ↗	500'
856+50 875+37 882+75 885+00	LT. & RT. CULVERT LT. & RT. BRIDGE LT. & RT. CULVERT	2 2 4 2			
891+86 931+00 944+73 949+00 955+58	LT. & RT. CULVERT LT. & RT. CULVERT LT. & RT. CULVERT	2 2 2 2 2			
961+20 965+50 TO 972+50 973+00	LT. & RT. CULVERT LT. & RT. C.B.C.	2 8 6			
989+00 1002+00 1005+50 TO 1010+50 1006+40	LT. & RT. CULVERT LT. & RT. CULVERT LT. & RT. CULVERT	2 2 6 2			
1007+50 1019+00 1019+25 TO 1023+25 1023+75 TO 1024+36	LT. & RT. LT. & RT. ON S.B. "	CULVERT CULVERT 100' 100'	2 2 10	LT. & RT. ON S.B.	150'
1024+65 TO 1034+65 1019+50 TO 1023+35 1024+64 TO 1025+39	" " LT. & RT. ON N.B. "	100' 100'	22 12		
1026+40 TO 1034+40 1089+00 TO 1097+00 1024+25 1024+75 1024+90 1029+45	" " LT. & RT. CULVERT LT. & RT. CULVERT LT. & RT. CULVERT LT. & RT. CULVERT	100' 2 2 2 2	18	W. FR. RD. ↖	800'
1035+00 1045+71 1064+47 1074+47	LT. & RT. CULVERT LT. & RT. CULVERT LT. & RT. CULVERT	2 8 4 8			
1087+23 1087+50 1094+55 1103+00	LT. & RT. CULVERT LT. & RT. CULVERT LT. & RT. CULVERT	4 2 2 6			
1108+42 1117+00 1127+47 1131+17 1136+45 1146+50 1148+46	LT. & RT. CULVERT LT. & RT. CULVERT RT. CULVERT LT. & RT. CULVERT LT. & RT. CULVERT	8 6 4 1 4 1 8			

TABLULATION OF ASPHALTIC SHOULDER ROLL, DITCH PAVING AND EMBANKMENT PROTECTORS

STATION	SIDE	SHOULDER EMBANKMENT PROTECTOR		CONCRETE		UNCLASS. STR. BACKFILL	
		ROLL	TYPE	CLASS 'A'	MISC.	CLASS I	CLASS II
848+00 TO 858+00 853+00 857+95	LT. & RT. LT. & RT. LT. & RT.	2,000 2 2	EACH	36 LT. 32 RT. 30 LT. 22 RT.	C-8 0.8	4.0 3.0	9.0 7.0
912+95 TO 917+59 918+78 TO 923+00 918+78 TO 924+00 913+00	LT. & RT. LT. RT. LT. & RT.	928 422 522		34 LT. 18 RT.	0.8	3.0	6.0
922+95 923+95	LT. RT.	20 30		20 30	0.4 0.4	2.0 2.0	3.0 4.0
INTERSECTION, STA. 758+ WEST RAMP 15+00 TO 19+05 19+00	RT. RT. RT.	455		12	0.4	1.0	1.0
EAST RAMP 8+20 TO 12+00 12+50 TO 20+05 8+25 17+00 20+00	LT. LT. LT. LT. LT.	430 755		8 34 16	0.4 0.4 0.4	1.0 2.0 1.0	1.0 4.0 1.0
INTERSECTION, STA. 918+ EAST RAMP 14+45 TO 17+50 14+50	LT. LT.	305		8	0.4	1.0	1.0
WEST RAMP 7+00 TO 9+05 9+00	RT. RT.	205		20	0.4	1.0	1.0
INTERSECTION, STA. 1185+ CROSS ROAD 6+45 TO 10+40 7+45 TO 10+40 12+60 TO 16+55 6+50 7+50 16+40	RT. LT. RT. RT. RT. RT. RT.	160 100 150		10 22 5	0.4 0.4 0.4	1.0 1.0 1.0	1.0 2.0 1.0
WEST RAMP 7+00 TO 12+75 8+40	RT. RT.	625		8	0.4	1.0	1.0
INTERSECTION, STA. 14+ CROSS ROAD 5+60 TO 9+00 12+10 TO 16+50 5+65	LT. & RT. LT. & RT. LT. & RT. LT. & RT.	370 365		4 LT. 4 RT. 16 LT. 16 RT.	0.8 0.8	1.0 2.0	1.0 2.0
5+45 10+45	LT. & RT. LT. & RT.	700		10 LT. 8 RT.	C-8	1.0	2.0
12+00 TO 18+00 13+00 EAST RAMP 5+50 TO 16+00 10+00	LT. & RT. LT. & RT. LT. & RT. LT. & RT.	650		8 LT. 6 RT.	C-8	1.0	2.0
TOTALS		9,142	26	438	10.4	30.0	50.0

ENTIRE PROJECT - REMOVE 30 GUARD POSTS  
 FRONTAGE ROADS  
 FOR LOCATION, SEE DETAILS OF INTERCHANGES.  
 S.B. = SOUTHBOUND LANES  
 N.B. = NORTHBOUND LANES  
 ↗ TO BE PLACED BETWEEN MAINLINE & FR. RD.

IT IS ESTIMATED THAT SUB-BASE MATERIAL AND GRAVEL SURFACING FOR THE PROJECT ARE AVAILABLE IN THE VICINITY OF THE PITS INDICATED IN THE FOLLOWING TABULATION. ESTIMATED QUANTITIES INVOLVED IN THIS OPERATION ARE SHOWN BELOW.

ALTERATION OF THE SUB-BASE OR SURFACING PLAN, AS HERE OUTLINED, WILL BE ALLOWED ONLY ON WRITTEN PERMISSION FROM THE DEPARTMENT.

SUB-BASE PLAN

MATERIAL TO BE PLACED	SOURCE R-VALUE	THICKNESS IN INCHES	QUANTITY		OVERHAUL TON MILE
			CLASS 2 TONS	CLASS 1 TONS	
MAIN ROADWAY APPROACH TO PROJECT 732+00 TO 863+66.8 867+09.3 TO 881+90 881+90 TO 917+39.8 918+97.8 TO 1172+00	STATE PIT (NO. 1-4) R=67	10" 4" 4" 4"	2,611	25,281 2,894 6,816 48,607	7,358 37,140 2,399 150,661
1172+00 TO 1185+04 1185+04 TO 1395+73 1397+31 TO 1463+50.8 1464+50.4 TO 1493+73.3 BK.	RIVER BEND FARMS (NO. 5) R=75	4" 4" 4" 4"	2,504	40,493 12,710 5,612	11,828 266,795 117,532 57,073
5+38.4 AH. TO 16+66.9 EST. FOR BRIDGE APPROACHES	-	4"	2,167	74	22,941 361
INTERSECTION, STA. 758+	-	-	-	-	-
WEST RAMPS 5+20 TO 11+50 21+00 TO 23+75	STATE PIT (NO. 1-4) R=67	10" 10"	1,166	509	2,860 1,120
EAST RAMPS 2+20 TO 8+50 EST. FOR TRANSITIONS AND ACCEL. LANES	-	10"	1,166	-	2,903
INTERSECTION, STA. 918+	-	-	1,636	-	4,310
WEST RAMPS 13+40 TO 16+40.10 23+50 TO 28+45 EST. FOR TRANSITIONS AND ACCEL. LANES	STATE PIT (NO. 1-4) R=67	12" 12"	248	1,179	1,141
INTERSECTION, STA. 1185+	-	-	2,605	-	2,680
WEST RAMPS 5+20 TO 12+63.4 13+10.2 TO 22+10	RIVER BEND FARMS (NO. 5) R=75	12" 12"	528	639	2,417 2,970
EAST RAMPS 1+25.4 TO 6+24 6+24 TO 10+20	-	12" 12"	617	293	2,907 1,406
WEST FRONTAGE ROAD 1205+00 TO 1212+88 EST. FOR TRANSITIONS AND ACCEL. LANES	-	8"	812	-	4,060
INTERSECTION, STA. 1343+	-	-	816	-	3,881
EAST RAMPS 4+10 TO 14+58.6 14+93.4 TO 21+00	-	8" 8"	1,143	662	8,586 5,081
WEST RAMPS 5+40 TO 14+61 14+96 TO 23+90	-	8" 8"	1,004	975	7,554 7,510
WEST FRONTAGE ROAD 0+17.4 TO 13+76.4 BK. 1357+10.5 AH. TO 1371+88 EST. FOR TRANSITIONS AND ACCEL. LANES	-	8" 8" 10"	1,400 1,522	-	10,868 12,172
INTERSECTION, STA. 14+	-	-	1,564	-	12,394
EAST RAMPS 3+40 TO 7+60 7+60 TO 15+77.6	-	10" 10"	555	1,407	5,787 14,835
WEST RAMPS 5+30 TO 9+60 9+60 TO 17+91.4	-	10" 10"	568	1,430	5,923 15,079

SUB-BASE PLAN (CONT'D)

MATERIAL TO BE PLACED	SOURCE R-VALUE	THICKNESS IN INCHES	QUANTITY		OVERHAUL TON MILE
			CLASS 2 TONS	CLASS 1 TONS	
INTERSECTION, STA. 14+ (CONT'D.) WEST FRONTAGE ROAD 0+00 TO 16+83.3	RIVER BEND FARMS (NO. 5) R=75	8" 10"	1,734	-	18,120
ESTIMATED FOR TRANSITIONS AND ACCEL. LANES	-	-	1,146	-	12,693
WEST FRONTAGE ROADS 971+00 TO 1019+00 1019+00 TO 1035+00 1035+00 TO 1105+00 1105+00 TO 1145+00	STATE PIT (NO. 1-4) R=67	12" 12" 12" 12"	2,372	5,880	6,522 27,088
1145+00 TO 1151+50 1151+50 TO 1162+00 1162+00 TO 1172+03.6	-	12" 12" 12"	1,544	-	8,041
1396+67.9 TO 1424+00 1474+00 TO 1485+48 ESTIMATED FOR IRREGULARITIES	RIVER BEND FARMS (NO. 5) R=75	8" 10"	2,814	1,183	24,952 12,045
TOTALS	-	-	48,101	161,754	1,014,624

▲ BASED ON CURVE "D".  
 § APPROXIMATELY 5 INCHES OF THICKNESS SHOWN HAS BEEN PLACED UNDER PROU 125-3(10)229  
 † APPROXIMATELY 6 INCHES OF THICKNESS SHOWN HAS BEEN PLACED UNDER PROU 125-3(10)235  
 ■ PLACED UNDER PROU 125-3(10)235 (W/O "R" (9094))  
 ‡ APPROXIMATELY 5 INCHES OF THICKNESS SHOWN HAS BEEN PLACED UNDER PROU 125-3(10)229  
 § APPROXIMATELY 6 INCHES OF THICKNESS SHOWN HAS BEEN PLACED UNDER PROU 125-3(10)235  
 (W/O "R" (9094))

TABULATION OF CONCRETE PAVEMENT

STATIONS	CONCRETE PAVEMENT SQ. YDS.
732+00 TO 863+66.8 867+09.3 TO 881+90 881+90 TO 917+39.8 918+97.8 TO 1172+00	70,219 7,897 18,931 135,010
1172+00 TO 1185+04 1185+04 TO 1395+73 1397+31 TO 1463+50.8 1464+50.4 TO 1493+73.3 BK.	6,955 112,361 35,304 15,588
5+38.4 AH. TO 16+66.9	6,018
TOTAL	408,283

\* INCLUDES REINFORCED CONCRETE PAVEMENT OVER  
 CONCRETE BOX CULVERT RT STA 1324+  
 (SEE DETAIL ON SHEET NO. 7)  
 NOTE: 1" X 8" STEEL DOMELS WILL BE REQUIRED AT ENDS OF  
 APPROACH SLABS AT STRUCTURES STAS. 865+ & 1366+  
 (STR. NO. D-17-AT, D-17-AS, D-17-S, B, D-17-VISEE STD.  
 M-8-D)  
 COST OF FURNISHING AND PLACING DOMELS WILL BE  
 INCLUDED IN THE COST OF CONCRETE PAVEMENT.

SURFACING PLAN

MATERIAL TO BE PLACED	SOURCE BASE COURSE	PLANT MIX	QUANTITY		TON MILE OVERHAUL
			PLANT MIX TONS	BASE COURSE TONS	
APPROACH TO PROJECT 732+00 TO 863+66.8 867+09.3 TO 881+90 881+90 TO 917+39.8 918+97.8 TO 1172+00	PIT 1-4 All From Pit No 5 (Riverbend)	607 3,355 400 959 6,836	1,123 23,569 2,651 6,355 45,316	3,155 34,647 372 2,161 140,598	
1172+00 TO 1185+04 1185+04 TO 1395+73 1397+31 TO 1463+50.8 1464+50.4 TO 1493+73.3 BK.	PIT 5 R=61	352 5,689 1,789 789	2,335 37,714 11,850 5,232	11,022 248,913 109,613 53,210	
5+38.4 AH. TO 16+66.9 ESTIMATED FOR BRIDGE APPRS.	-	305	2,021	21,302	
INTERSECTIONS	-	49	325	1,827	
745+ TO 770+ 900+ TO 935+	PIT 1-4 R=79	1,406 1,482	2,765 2,948	18,103 13,972	
1170+ TO 1200+ 1330+ TO 1355+ 1485+ BK. TO 14+ AH.	PIT 5 R=81	1,513 1,890 1,791	2,980 3,685 3,447	14,047 29,076 37,968	
WEST FRONTAGE ROAD 971+00 TO 1172+03.6 BK.	PIT 1-4 R=61	7,042	13,077	25,298	
1197+48.3 AH. TO 1212+88 1357+10.5 TO 1371+88 1396+66.3 TO 1424+00 1474+00 TO 1485+48 BK. ESTIMATED FOR APPROACHES	PIT 5 R=79	616 591 1,094 460	1,140 1,094 2,023 850	5,618 4,990 18,242 9,627	
EAST FRONTAGE ROAD 773+41.7 TO 865+00 819+00 TO 881+90 881+90 TO 891+60 972+89 TO 1018+00	PIT 1-4 R=79	1,264 2,516 388 1,805	2,338 4,655 3,977 3,339	15,295 27,525 3,977 7,180	
1034+00 TO 1083+00 1097+00 TO 1107+00 1109+00 TO 1172+00	-	1,960 400 2,520	3,626 740 4,662	12,137 3,087 22,845	
1172+00 TO 1183+38 1200+04.9 TO 1284+00 1296+00 TO 1327+35.5 1354+54.9 TO 1391+00	PIT 5 R=81	456 3,356 1,255 1,458	842 6,213 2,321 2,698	4,131 35,869 16,461 22,276	
1401+00 TO 1486+66 ESTIMATED FOR APPROACHES	-	3,427	6,339	32,907	
GROSS ROADS 812+ 1024+ 1396+	PIT 1-4 R=79 PIT 5 R=61	50 62 100	91 113	581 459 874	
TOTALS	-	60,233	211,931	465,931	

FED. ROAD REG. NO.	DIV.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9		1-25-3(13)229	5	

### BARRIER FENCING REQUIREMENTS

STATION	SIDE	BUILD FENCE BARRIER LIN. FT.
828 + 00 to 837 + 00	Lt	900
862 + 00 to 864 + 00	Lt	200
866 + 00 to 868 + 00	Lt	200
890 + 00 to 910 + 00	Lt	2,000
964 + 00 to 1019 + 00	Lt	5,500
1041 + 00 to 1046 + 00	Lt	500
1056 + 00 to 1062 + 00	Lt	600
1074 + 00 to 1093 + 00	Lt	1,900
1101 + 00 to 1109 + 00	Lt	800
1146 + 00 to 1150 + 00	Lt	400
1012 + 00 to 1017 + 00	Rt	500
1040 + 00 to 1047 + 00	Rt	700
1024 + 00 to 1080 + 00	Rt	600
1099 + 00 to 1103 + 00	Rt	500
1115 + 00 to 1125 + 00	Rt	1,000
1146 + 00 to 1172 + 00	Rt	2,600
1177 + 00 to 1185 + 00	Lt	800
1195 + 00 to 1225 + 00	Lt	3,000
1239 + 00 to 1284 + 00	Lt	4,500
1295 + 00 to 1303 + 00	Lt	800
1445 + 00 to 1462 + 00	Lt	1,700
<b>TOTAL</b>		<b>29,700</b>

\* Barrier Fence to be built between Arterial Lanes and Frontage Roads

### TABULATION OF SUBGRADE COMPACTION

STATION	DEPTH FEET	CU. YDS.
970 + 00 to 981 + 00	1	1,817
981 + 00 to 987 + 00	2	1,983
987 + 00 to 1011 + 00	1	3,965
1011 + 00 to 1017 + 00	2	1,983
1017 + 00 to 1045 + 00	1	4,626
1045 + 00 to 1061 + 00	2	5,286
1061 + 00 to 1094 + 00	1	5,592
1094 + 00 to 1106 + 00	2	3,965
1106 + 00 to 1118 + 00	1	1,983
1118 + 00 to 1132 + 00	2	4,626
1132 + 00 to 1149 + 00	1	2,809
1149 + 00 to 1163 + 00	2	4,626
1163 + 00 to 1171 + 00	1	1,322
1171 + 00 to 1175 + 00	2	1,322
1175 + 00 to 1179 + 00	1	661
1179 + 00 to 1191 + 00	2	3,965
1191 + 00 to 1225 + 00	1	5,617
1225 + 00 to 1232 + 00	2	2,313
1232 + 00 to 1242 + 00	1	1,652
1242 + 00 to 1251 + 00	2	2,974
1251 + 00 to 1260 + 00	1	1,487
1260 + 00 to 1272 + 00	2	3,965
1272 + 00 to 1302 + 00	1	4,956
1302 + 00 to 1359 + 00	2	18,831
1359 + 00 to 1407 + 00	1	7,929
1407 + 00 to 1416 + 00	2	2,974
1416 + 00 to 1424 + 00	1	1,322
1424 + 00 to 1442 + 00	2	5,947
1442 + 00 to 1449 + 00	1	1,157
1449 + 00 to 1457 + 00	2	2,043
1457 + 00 to 1484 + 00	1	4,460
1484 + 00 to 1493 + 33.8K	2	3,216
5 + 38.4 An to 17 + 00	1	1,919
<b>INTERCHANGES</b>		
918 + (Base of Cuts & Fills)	1	4,988
1185 +	1	8,551
1343 +	1	5,912
14 +	1	4,482
Total Unclassified Excavation		35,383
<b>TOTAL</b>		<b>183,069</b>

### SUMMARY OF EARTHWORK QUANTITIES

<b>EXCAVATION</b> From Cross Sections Estimated for Removing Drains Estimated for Approach to Bridges Estimated for Approach to Project Estimated for Island Widening Sta 14 +	28,368 Cu. Yds. 44,000 Cu. Yds. 41,000 Cu. Yds. 2,000 Cu. Yds. 15 Cu. Yds.
<b>TOTAL</b>	<b>35,383 Cu. Yds.</b>
<b>EMBANKMENT</b> From Cross Sections	6,263 Cu. Yds.
<b>EMBANKMENT x FACTOR</b>	7,516 Cu. Yds.
<b>STATION YARD OVERHAUL</b> From Cross Sections Estimated for Approach to Project Estimated for Structure Backfill	248,062 Sta. Yds. 22,000 Sta. Yds. 550 Sta. Yds.
<b>TOTAL</b>	<b>270,612 Sta. Yds.</b>
<b>YARD MILE OVERHAUL</b> From Cross Sections Estimated for Approach to Project Estimated for Structure Backfill	8,204 Yd. Mi. 947 Yd. Mi. 150 Yd. Mi.
<b>TOTAL</b>	<b>9,301 Yd. Mi.</b>

Δ To be wasted on fill slopes within free haul

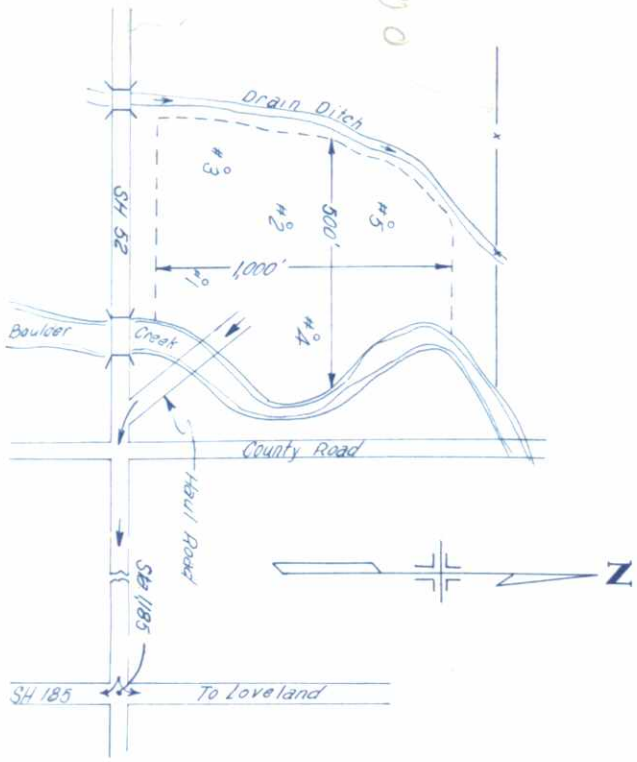
φ Based on Shoulder to Shoulder width

### PIT LOCATIONS

#### PIT NO. 5

Called Pit No. 3 on Proj. 1-25-3(4)229  
SUB-BASE MATERIAL, GRAVEL SURFACING,  
STRUCTURE BACKFILL & AGGREGATE  
FOR PLANT MIX

LOCATION: S 1/2, SE 1/4, Sec. 36, T. 2 N., R. 69 W.  
OWNER: River Bend Farms, Inc.  
QUANTITY AVAILABLE: Ample  
HAUL: 4.6 mi. to Sta. 1185+04  
SAMPLE NO.: 2249  
STRIPPING: 1,000 Cu. Yds.



LOG OF THE PIT

TEST NO.	DEPTH	DESCRIPTION
1	0.0 to 1.0	Overburden
1-A	1.0	Sand & Gravel (Water at 6')
1-B	13.0	Clay & Boulders
2	0.0	Overburden
2-A	3.0	Sand & Gravel (Water at 6.1)
3	0.0	Clay & Boulders
3-A	3.5	Overburden
3-B	4.0	Silt & Muck
3-C	11.0	Sand & Gravel (Water at 6')
4	0.0	Clay & Boulders
4-A	1.0	Overburden
4-B	3.0	Sand
4-C	11.0	Sand & Gravel (Water at 5')
5	0.0	Clay & Boulders
5-A	1.0	Overburden
5-B	3.0	Sand
5-C	4.0	Silt
5-D	9.0	Sand & Gravel (Water at 5')

#### PIT NO. 1-4

SUB-BASE MATERIAL, GRAVEL SURFACING,  
STRUCTURE BACKFILL

LOCATION: SE 1/4, Sec. 3, T. 2 N., R. 68 W.  
OWNER: Colorado Department of Highways  
QUANTITY AVAILABLE: Ample  
HAUL: From Sta. 881+90 Approx. 150'  
SAMPLE NO.: 1474  
STRIPPING: 500 Cu. Yds.



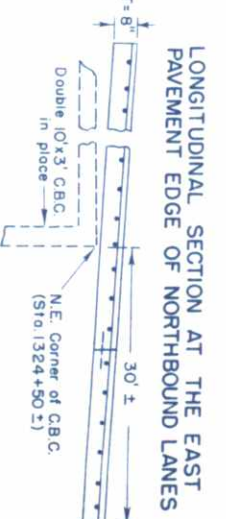
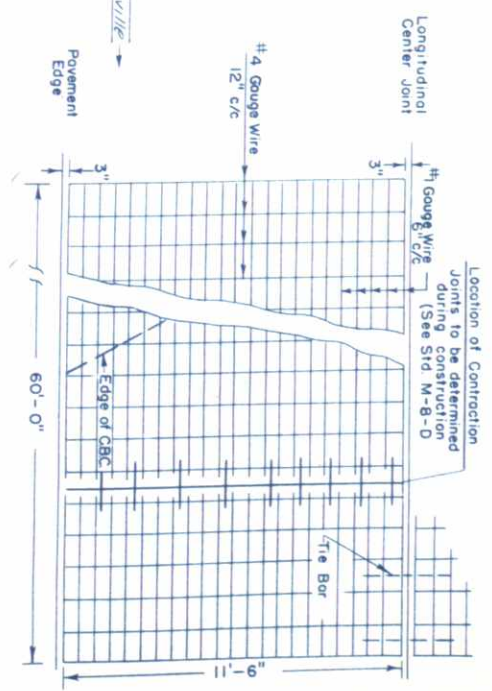
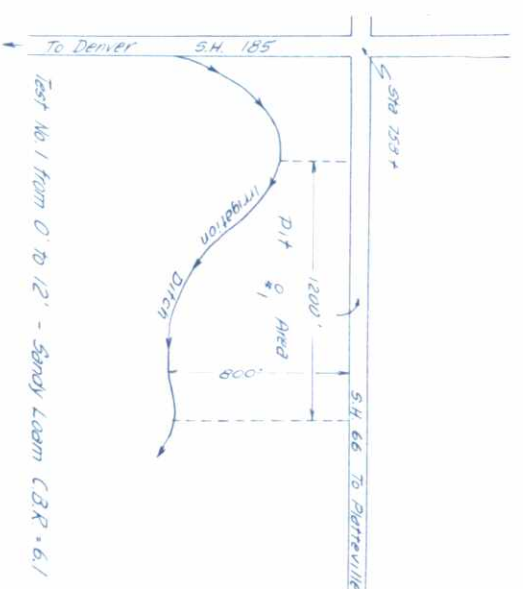
LOG OF THE PIT

TEST NO.	DEPTH	DESCRIPTION
1	0.0 to 1.0	Overburden
1-A	1.0	Sand & Gravel (Water at 4')
1-B	14.0	Shale
2	0.0	Overburden
2-A	2.5	Sand & Gravel (Water at 5')
2-B	11.0	Hard Shale
3	0.0	Overburden (Water at 4')
3-A	5.0	Sand & Gravel
3-B	12.0	Overburden
3-C	2.0	Sand & Gravel (Water at 4')
4	0.0	Overburden
4-A	2.0	Sand & Gravel (Water at 4')
5	0.0	Overburden
5-A	1.0	Silty Sand (Water at 5')
5-B	5.0	Sand & Gravel
5-C	6.5	Black Silty Sand
5-D	9.0	Sand
6	0.0	Overburden (Water at 5')
6-A	5.0	Fine Sand
6-B	6.0	Sand & Gravel
6-C	13.0	Sand & Gravel
7	0.0	Overburden
7-A	2.5	Clean Sand (Water at 6')
7-B	6.0	Sand & Gravel
8	0.0	Overburden
8-A	3.0	Clean Sand
8-B	5.0	Sand & Gravel (Water at 7')
8-C	11.0	Silt
8-D	12.0	Sand & Gravel
9	0.0	Overburden
9-A	4.0	Sand & Gravel (Water at 8')
10	0.0	Overburden
10-A	3.0	Clean Sand (Water at 5')
10-B	10.0	Sand & Gravel

#### PIT NO. 12

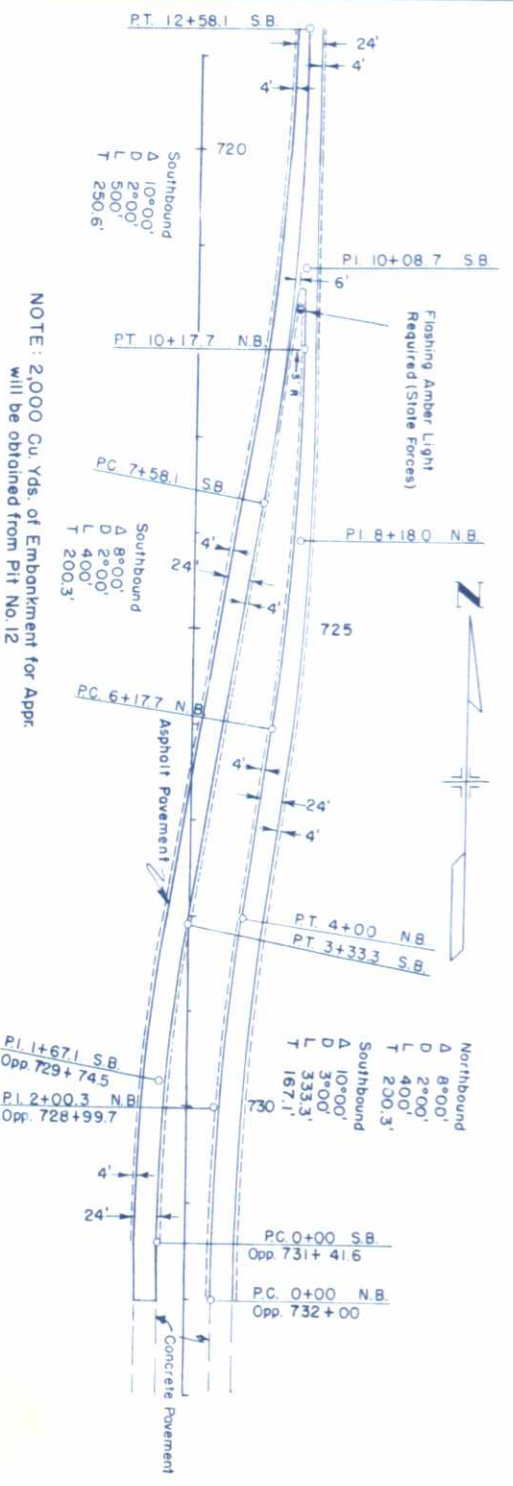
BORROW

LOCATION: NW 1/4, Sec. 26, T. 3 N., R. 68 W.  
OWNER: Theo. J. & Elizabeth H. Rodemacher  
QUANTITY AVAILABLE: 300,000 Cu. Yds.  
HAUL: 1500' to Sta. 758+  
STRIPPING: 200 Cu. Yds.  
SAMPLE NO. 1432



NOTE: Cost of furnishing and placing Reinforcing to be included in Cost of Concrete Pavement Reinforcing to be placed on North Bound Lane Only

### DETAIL OF APPROACH TO PROJECT

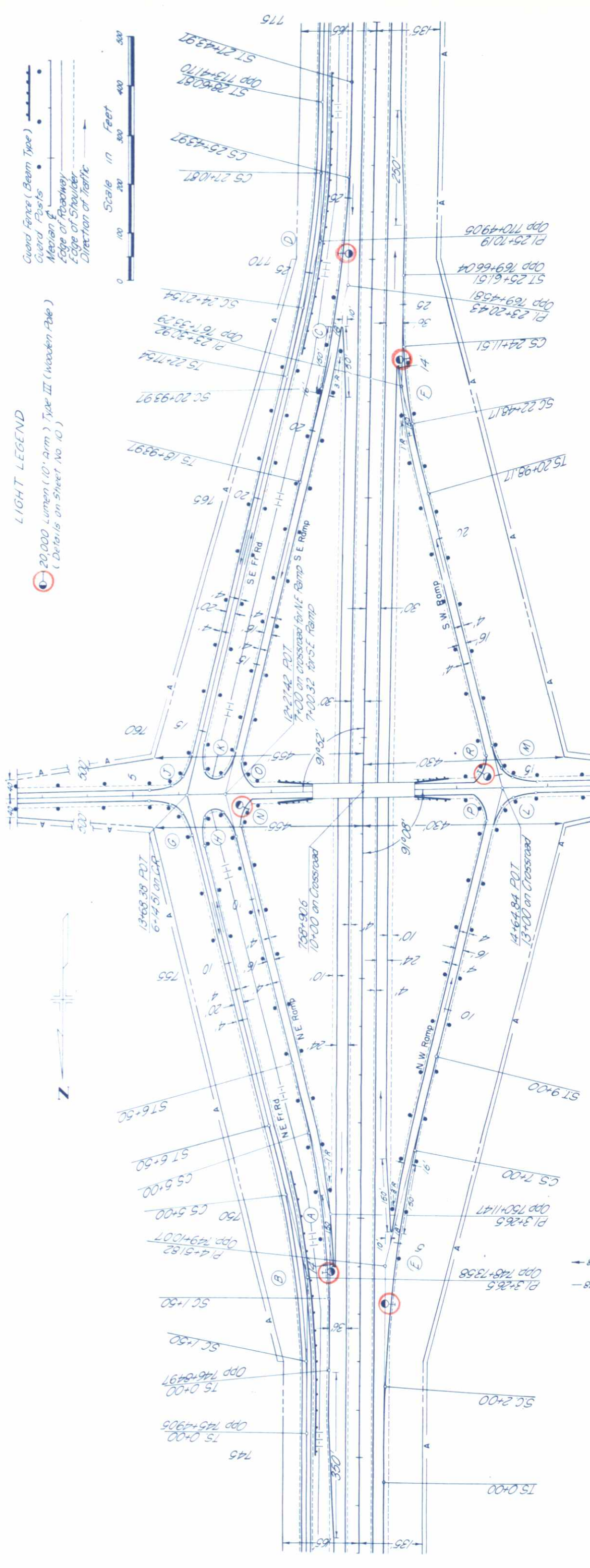


NOTE: 2,000 Cu. Yds. of Embankment for Approach will be obtained from Pit No. 12

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	125-3(13)229	7	

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	1-25-3(1)229	8	8

**DETAILS OF INTERSECTION**  
**STA. 758+90.6**

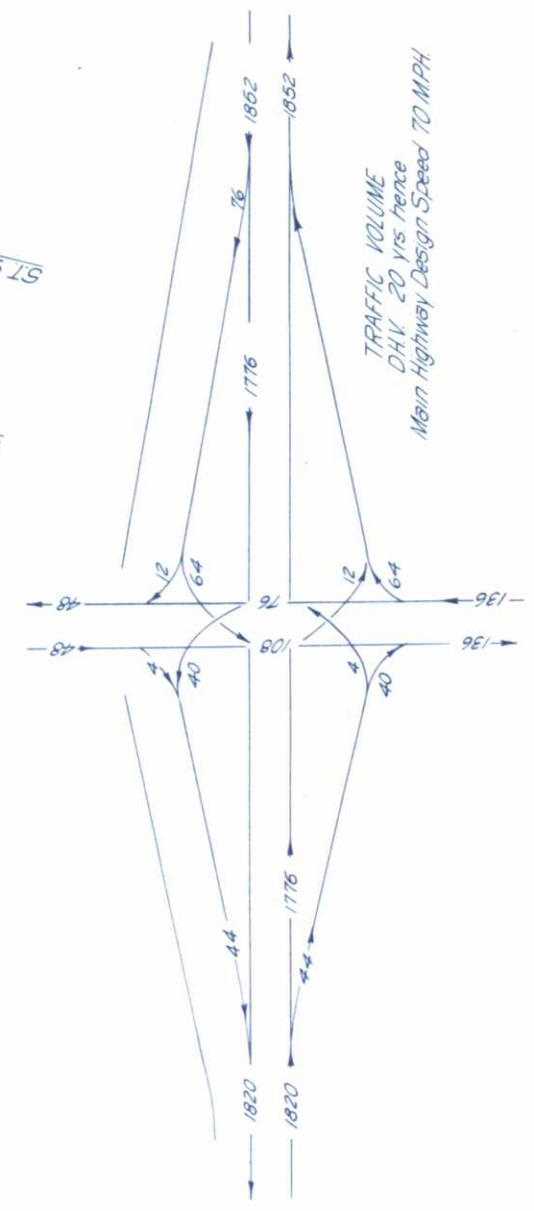


**LIGHT LEGEND**

- 20,000 Lumen (10' Arm) Type III (Wooden Pole)  
(Details on Sheet No. 10)
- Guard Fence (Beam Type)
- Guard Posts
- Median Line
- Edge of Roadway
- Edge of Shoulder
- Direction of Traffic



Δ	Ts	Δc	Dc	Tc	Lc	Rc	θ	Ls	Lt	St	
A	15°00'	326.5	0°30'	3°00'	75.5'	350'	191°0'	2°15'	150'	1000'	500'
B	15°00'	326.5	10°30'	3°00'	75.5'	350'	191°0'	2°15'	150'	1000'	500'
C	15°00'	426.46	9°00'	2°00'	25.48'	450'	286.5'	2°00'	200'	133.34	66.67
D	15°00'	292.65	8°30'	3°00'	41.93'	233.33'	191°0'	2°15'	150'	1000'	500'
E	14°00'	451.82	10°00'	2°00'	230.65'	500'	286.5'	2°00'	200'	133.34	66.67
F	15°00'	132.75	8°10'	5°00'	81.8'	63.34'	114.6'	3°45'	150'	1000'	500'
G	16°09'	190.06	37°57'	160'	50'	5.5'					
H	18°00'	274.50'	14°30'	120'	25'	11.0'					
J	75°08'	190.06	36°56'	150'	50'	5.5'					
K	18°00'	274.50'	14°30'	120'	25'	11.0'					
L	14°00'	191.04'	35°57'	150'	50'	5.5'					
M	76°12'	190.06	38°00'	150'	50'	5.5'					
N	103°51'	70'									
O	104°52'	70'									
P	105°09'	70'									
R	103°48'	70'									

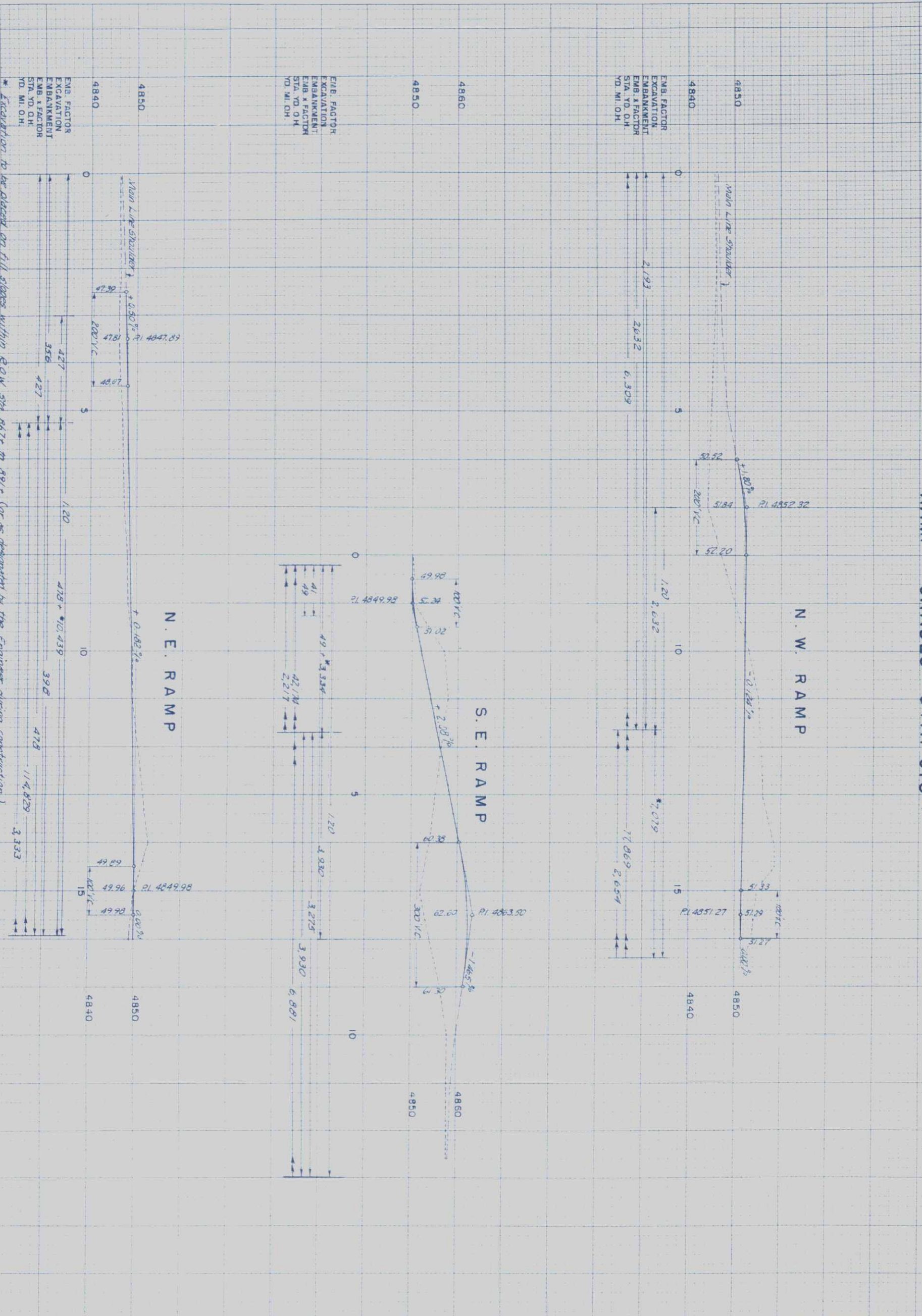




ORIGINAL SURVEY	DATE
NO.	

FINAL SURVEY	DATE
NO.	

# RAMP GRADES STA. 918 +



\* Excavation to be placed on fill slopes within R.O.W. Sta. 867+ to 891+ (or as designated by the Engineer during construction)

FEDERAL ROAD DISTRICT NO.	9
DIVISION	COLORADO
PROJ. NO.	1-29-3(13)229
SHEET NO.	9 - A
TOTAL SHEETS	

# TYPICAL LIGHTING STANDARD

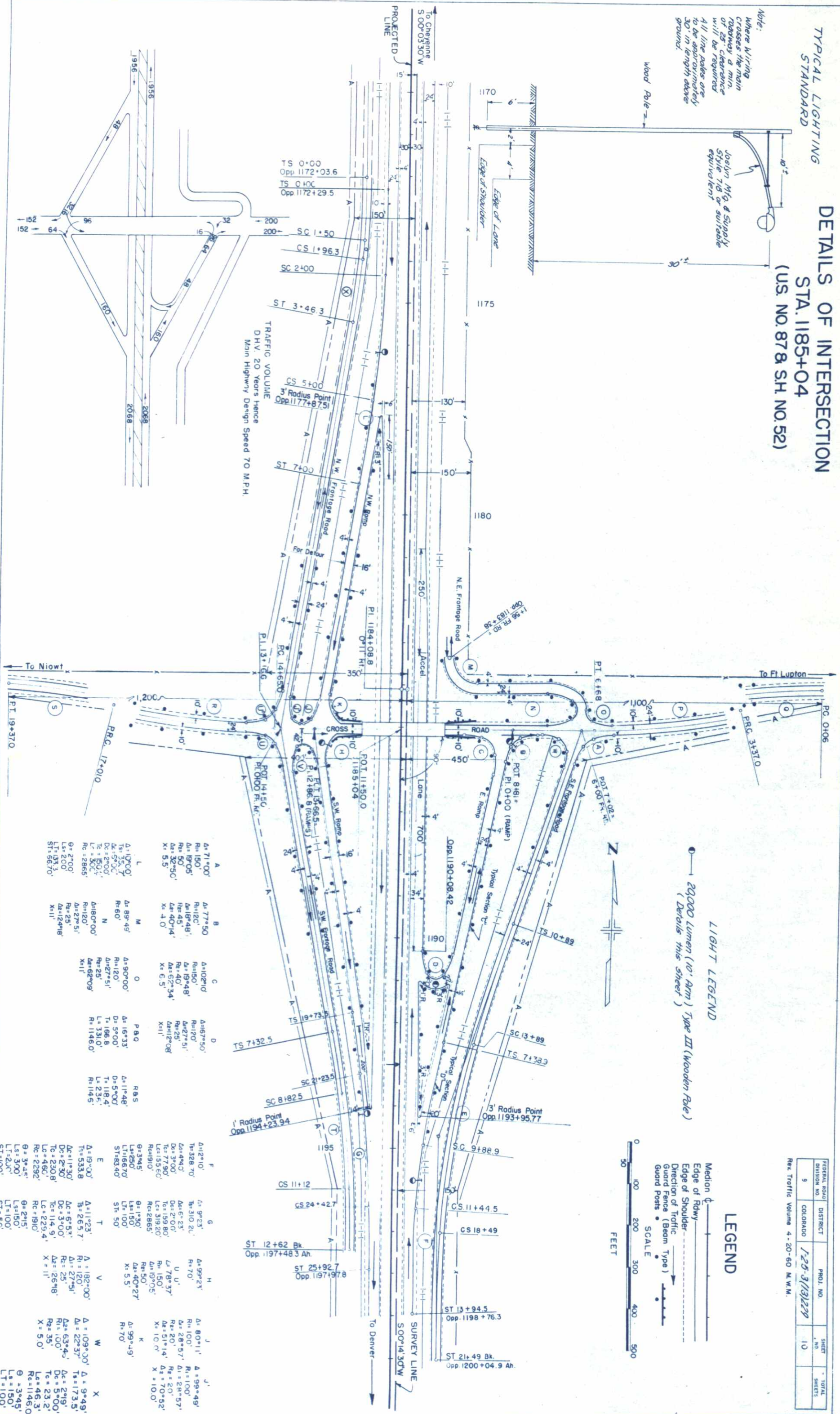
## DETAILS OF INTERSECTION

### STA. 1185+04 (U.S. NO. 87& S.H. NO. 52)

Note:  
Where wiring crosses the main roadway a min. of 23' clearance will be required. All line poles are to be approximately 30' in length above ground.

Joelun Mfg. & Supply style 718 or suitable equivalent

Wood Pole



20,000 Lumen (10' Arm) Type III (Wooden Pole)  
(Details this sheet)

### LEGEND

- Medion of Roadway
- Edge of Roadway
- Edge of Shoulder
- Direction of Traffic
- Guard Fence (Beam Type)
- Guard Posts



FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	1-25-3/13/229	10	

Max. Traffic Volume 4-20-60 M.W.M.

Point	Station	Delta	Radius	Chord	Angle	X	Y
A	71+00'	77°50'	150'	187.05'	118.51'	150'	118.51'
B	77+50'	77°50'	150'	187.05'	118.51'	150'	118.51'
C	102+00'	102°00'	150'	187.05'	118.51'	150'	118.51'
D	167+50'	167°50'	150'	187.05'	118.51'	150'	118.51'
E	192+00'	192°00'	150'	187.05'	118.51'	150'	118.51'
F	328+70'	328°70'	150'	187.05'	118.51'	150'	118.51'
G	49°23'	49°23'	150'	187.05'	118.51'	150'	118.51'
H	70°00'	70°00'	150'	187.05'	118.51'	150'	118.51'
I	100°00'	100°00'	150'	187.05'	118.51'	150'	118.51'
J	173°51'	173°51'	150'	187.05'	118.51'	150'	118.51'
K	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
L	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
M	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
N	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
O	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
P	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
Q	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
R	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
S	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
T	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
U	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
V	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
W	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'
X	28°57'	28°57'	150'	187.05'	118.51'	150'	118.51'

# DETAILS OF INTERSECTION STA. 1343+53



LIGHT LEGEND

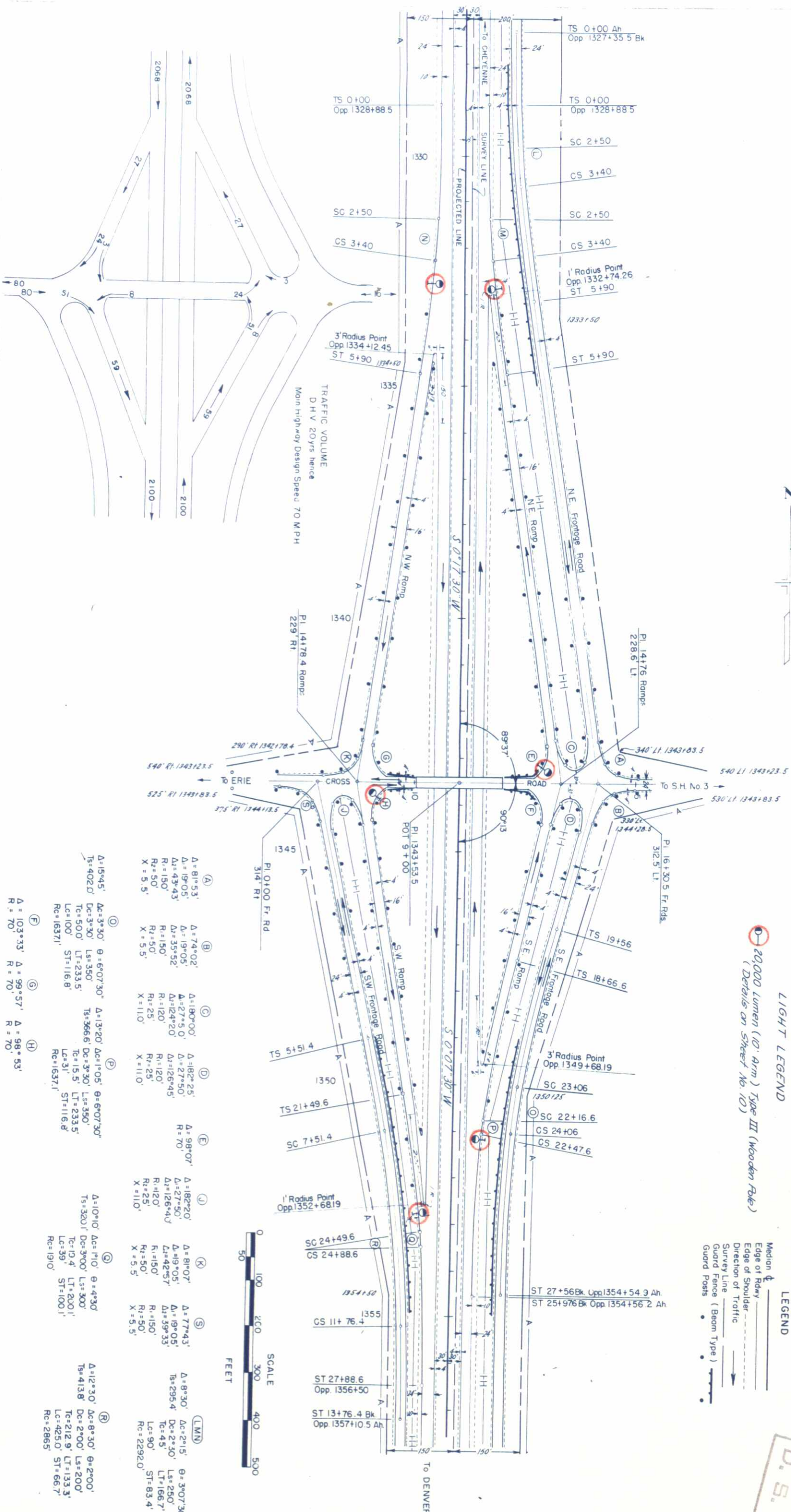
20,000 Lumen (10' Arm) Type III (Wooden Pole)  
(Details on Sheet No. 10)

- LEGEND
- Median
  - Edge of Rwy
  - Edge of Shoulder
  - Direction of Traffic
  - Survey Line
  - Guard Fence (Beam Type)
  - Guard Posts

D.S.M.

DISTRICT	PHOJ. NO.	SHEET NO.	TOTAL SHEETS
COLORADO	1-25-31/2/229	11	

Rev. Traffic Volume 4-20-60 M.W.M.



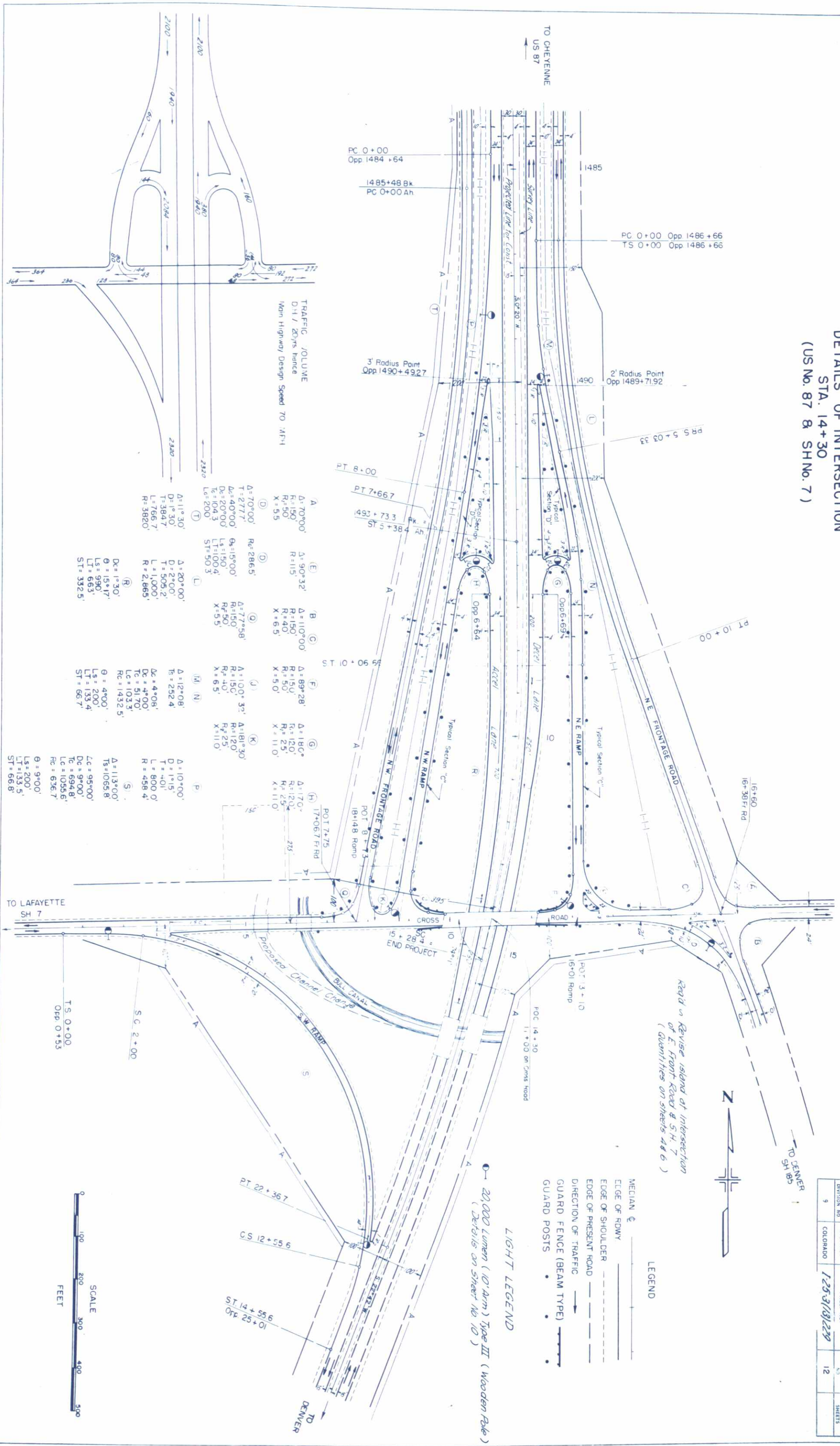
TRAFFIC VOLUME  
D.H.V. 20 Yrs hence  
Main Highway Design Speed 70 M.P.H.

SCALE  
0 100 200 300 400 500  
FEET

(A) $\Delta = 81^{\circ}53'$ $\Delta = 19^{\circ}05'$ $\Delta = 43^{\circ}43'$ $R_1 = 150'$ $R_2 = 50'$ $X = 5.5'$	(B) $\Delta = 74^{\circ}02'$ $\Delta = 19^{\circ}05'$ $\Delta = 35^{\circ}52'$ $R_1 = 150'$ $R_2 = 50'$ $X = 5.5'$	(C) $\Delta = 180^{\circ}00'$ $\Delta = 27^{\circ}50'$ $\Delta = 124^{\circ}20'$ $R_1 = 120'$ $R_2 = 25'$ $X = 11.0'$	(D) $\Delta = 182^{\circ}25'$ $\Delta = 27^{\circ}50'$ $\Delta = 126^{\circ}45'$ $R_1 = 120'$ $R_2 = 25'$ $X = 11.0'$	(E) $\Delta = 98^{\circ}07'$ $\Delta = 182^{\circ}20'$ $\Delta = 27^{\circ}50'$ $\Delta = 126^{\circ}45'$ $R_1 = 120'$ $R_2 = 25'$ $X = 11.0'$	(F) $\Delta = 103^{\circ}33'$ $\Delta = 99^{\circ}57'$ $\Delta = 98^{\circ}53'$ $R = 70'$ $R = 70'$ $R = 70'$	(G) $\Delta = 15^{\circ}45'$ $\Delta = 402^{\circ}0'$ $Tc = 500'$ $Lc = 100'$ $Rc = 16371'$	(H) $\Delta = 15^{\circ}45'$ $\Delta = 402^{\circ}0'$ $Tc = 500'$ $Lc = 100'$ $Rc = 16371'$	(I) $\Delta = 3^{\circ}30'$ $\Delta = 6^{\circ}07'30''$ $\Delta = 13^{\circ}20'$ $\Delta = 1^{\circ}05'$ $\theta = 6^{\circ}07'30''$ $Ts = 3666'$ $Dc = 3^{\circ}30'$ $Ls = 350'$ $Tc = 15.5'$ $LT = 233.5'$ $Lc = 31'$ $ST = 116.8'$ $Rc = 16371'$	(J) $\Delta = 10^{\circ}10'$ $\Delta = 1^{\circ}10'$ $\theta = 4^{\circ}30'$ $Ts = 3201'$ $Dc = 3^{\circ}00'$ $Ls = 300'$ $Tc = 12.4'$ $LT = 220.1'$ $Lc = 39'$ $ST = 100.1'$ $Rc = 1910'$	(K) $\Delta = 81^{\circ}07'$ $\Delta = 19^{\circ}05'$ $\Delta = 42^{\circ}57'$ $R_1 = 150'$ $R_2 = 50'$ $X = 5.5'$	(L) $\Delta = 77^{\circ}43'$ $\Delta = 19^{\circ}05'$ $\Delta = 39^{\circ}33'$ $R_1 = 150'$ $R_2 = 50'$ $X = 5.5'$	(M) $\Delta = 8^{\circ}30'$ $\Delta = 2^{\circ}15'$ $\theta = 3^{\circ}07'30''$ $Ts = 2954'$ $Dc = 2^{\circ}30'$ $Ls = 250'$ $Tc = 4.5'$ $LT = 166.7'$ $Lc = 90'$ $ST = 83.4'$ $Rc = 22920'$	(N) $\Delta = 12^{\circ}30'$ $\Delta = 8^{\circ}30'$ $\theta = 2^{\circ}00'$ $Ts = 4138'$ $Dc = 2^{\circ}00'$ $Ls = 200'$ $Tc = 212.9'$ $LT = 133.3'$ $Lc = 425.0'$ $ST = 66.7'$ $Rc = 2865'$
---	---	--	--	--	--	---	---	---	--	---	---	--	---

**DETAILS OF INTERSECTION**  
**STA. 14+30**  
**(US No. 87 & SH No. 7)**

FEDERAL ROAD DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9 COLORADO	1-25-3(13)229	12	



**TRAFFIC VOLUME**  
 D.H. / 20yrs hence  
 Main Highway Design Speed 70 MPH

- (A)  $\Delta = 70^\circ 00'$   
 $T = 277.7'$   
 $A_s = 40.00'$   
 $D_c = 20.00'$   
 $T_c = 104.3'$   
 $L_c = 200'$   
 $R = 3820'$
- (B)  $\Delta = 20^\circ 00'$   
 $D = 19.30'$   
 $T = 384.7'$   
 $L = 766.7'$   
 $R = 3820'$
- (C)  $\Delta = 90^\circ 32'$   
 $R = 115'$
- (D)  $\Delta = 77^\circ 58'$   
 $R = 150'$   
 $R_s = 40'$   
 $X = 5.5'$
- (E)  $\Delta = 110^\circ 00'$   
 $R = 150'$   
 $R_s = 40'$   
 $X = 5.5'$
- (F)  $\Delta = 89^\circ 28'$   
 $R = 150'$   
 $R_s = 40'$   
 $X = 5.5'$
- (G)  $\Delta = 180^\circ 30'$   
 $R = 120'$   
 $R_s = 25'$   
 $X = 11.0'$
- (H)  $\Delta = 170^\circ$   
 $R = 120'$   
 $R_s = 25'$   
 $X = 11.0'$
- (I)  $\Delta = 100^\circ 30'$   
 $R = 150'$   
 $R_s = 40'$   
 $X = 6.5'$
- (J)  $\Delta = 181^\circ 30'$   
 $R = 120'$   
 $R_s = 25'$   
 $X = 11.0'$
- (K)  $\Delta = 10^\circ 00'$   
 $D = 19.30'$   
 $T = 384.7'$   
 $L = 766.7'$   
 $R = 3820'$
- (L)  $\Delta = 20^\circ 00'$   
 $D = 19.30'$   
 $T = 384.7'$   
 $L = 766.7'$   
 $R = 3820'$
- (M)  $\Delta = 12^\circ 08'$   
 $T = 252.4'$
- (N)  $\Delta = 4^\circ 00'$   
 $L = 133.4'$   
 $ST = 66.7'$
- (O)  $\Delta = 10^\circ 00'$   
 $D = 19.30'$   
 $T = 384.7'$   
 $L = 766.7'$   
 $R = 3820'$
- (P)  $\Delta = 10^\circ 00'$   
 $D = 19.30'$   
 $T = 384.7'$   
 $L = 766.7'$   
 $R = 3820'$
- (Q)  $\Delta = 113^\circ 00'$   
 $T_s = 1065.8'$
- (R)  $\Delta = 95^\circ 00'$   
 $D_c = 9.00'$   
 $T_c = 694.8'$   
 $L_c = 1055.6'$   
 $R_c = 636.7'$
- (S)  $\Delta = 9^\circ 00'$   
 $L_s = 200'$   
 $LT = 133.5'$   
 $ST = 66.8'$

*Req'd to Revise Island of Intersection of E Front Road & SH 7 (Quantities on sheets 4 & 6)*

**LIGHT LEGEND**  
 20,000 Lumen (10' Arm) Type III (Wooden Pole)

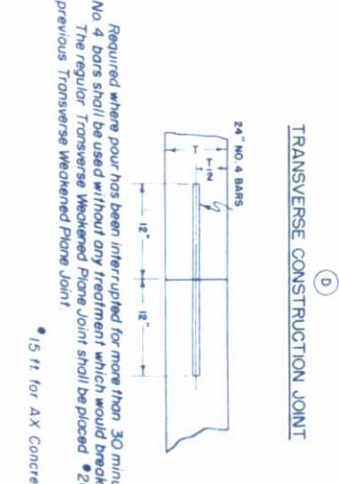
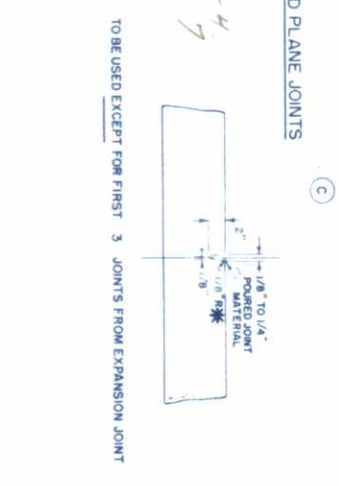
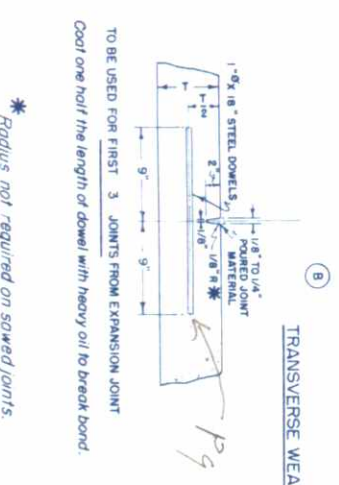
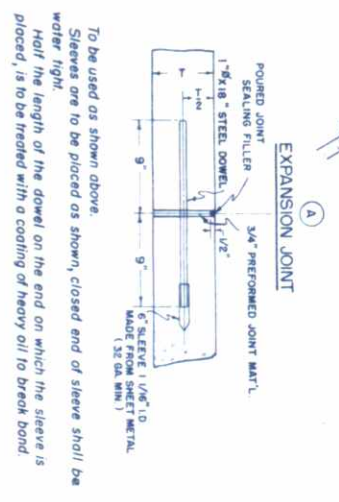
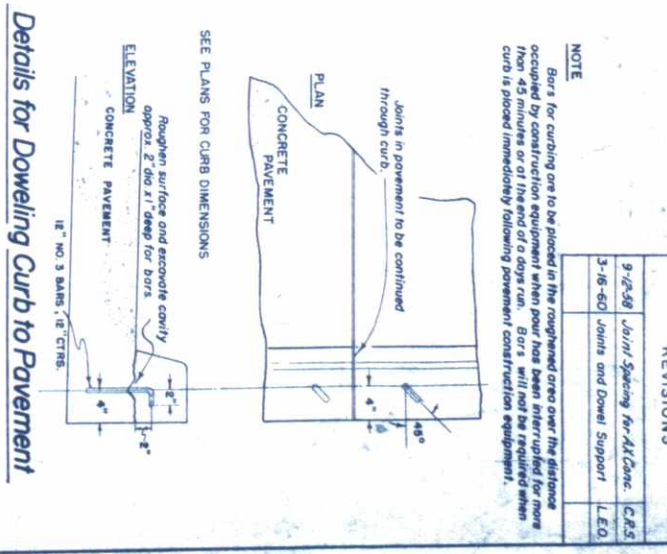
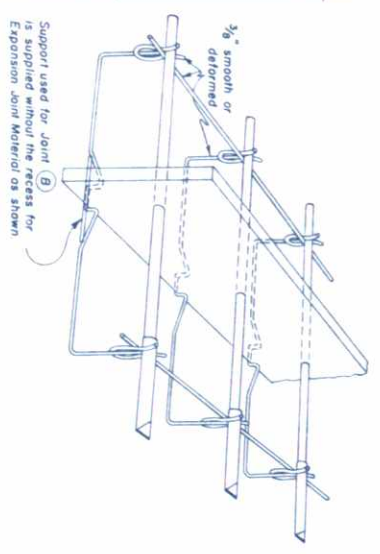
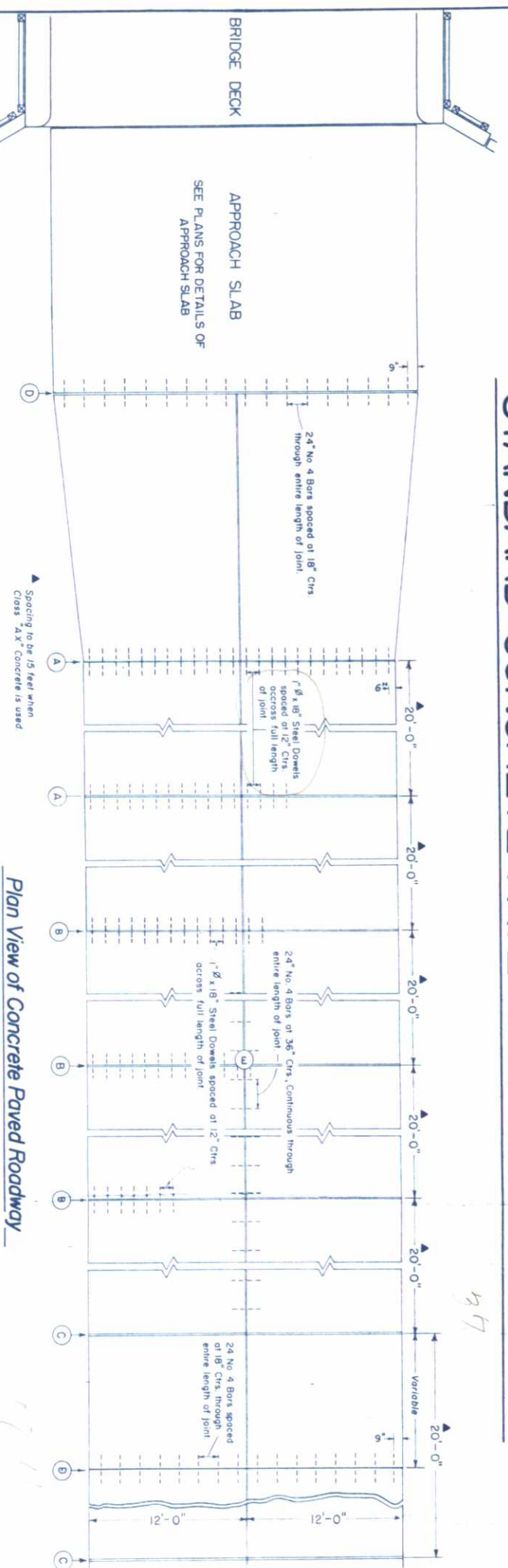
- LEGEND**
- MEDIAN
  - EDGE OF ROWY
  - EDGE OF SHOULDER
  - EDGE OF PRESENT ROAD
  - DIRECTION OF TRAFFIC
  - GUARD FENCE (BEAM TYPE)
  - GUARD POSTS



# STANDARD CONCRETE PAVEMENT JOINT DETAILS

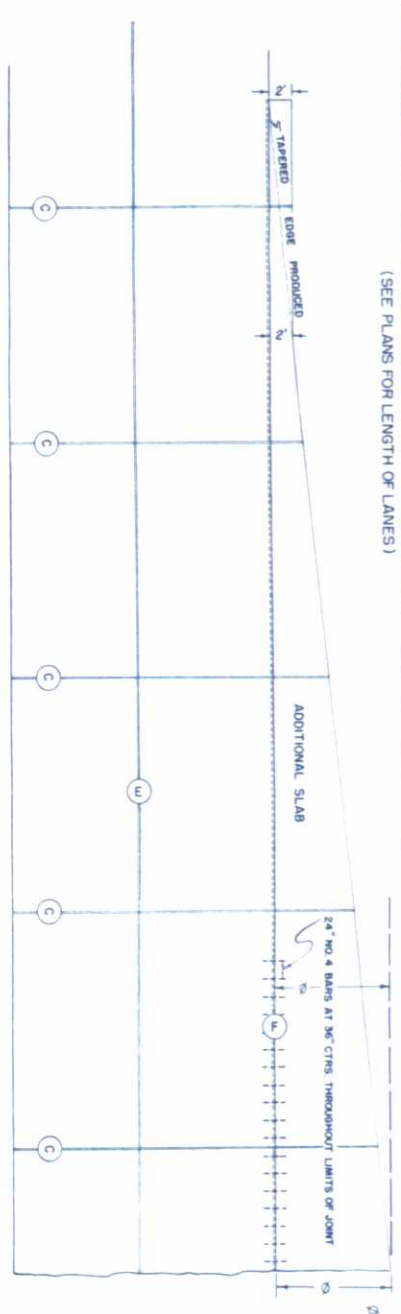
## STANDARD M-8-D (ORIGINAL 6-1-58)

FED. ROAD REG. NO.	DIVISION	1-21-C-3	SHEET NO.	16	TOTAL SHEETS
9	COLO.	3-21-1	REVISIONS		
			9-12-58 Joint Spacing for All Lane		
			3-16-60 Joints and Dowel Support		
			LEO		

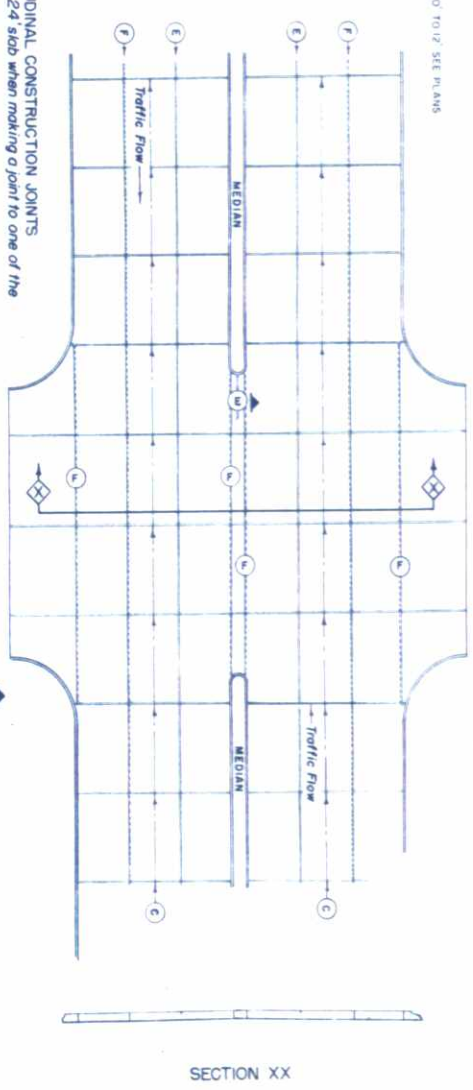


### Details for Construction of Concrete Acceleration & Deceleration Lanes

(SEE PLANS FOR LENGTH OF LANES)



### Typical Street Intersection



### General Notes

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

Bars designated by number i.e. "No. 4 bars" are deformed reinforcing bars, intermediate Grade.

The cost of all bars, dowels, sleeves and joint material shown on this sheet is to be included in the bid price for Concrete Pavement or Curb as the case may be.

See plans for dimensions "T<sub>1</sub>", "T<sub>2</sub>" and "T<sub>3</sub>".

All dowels in pavement joints must be accurately and firmly supported in proper position by means of Dowel Supports.

All joints in concrete pavement will be continued through any curb that is to be monolithic with concrete pavement.

DESIGNED BY  
Checked by T.R.K. Date Jan 7 1952

APPROVED BY  
Approved by K.R. Date Jan 7 1952

MADE BY  
Engineer, Surveys & Plans

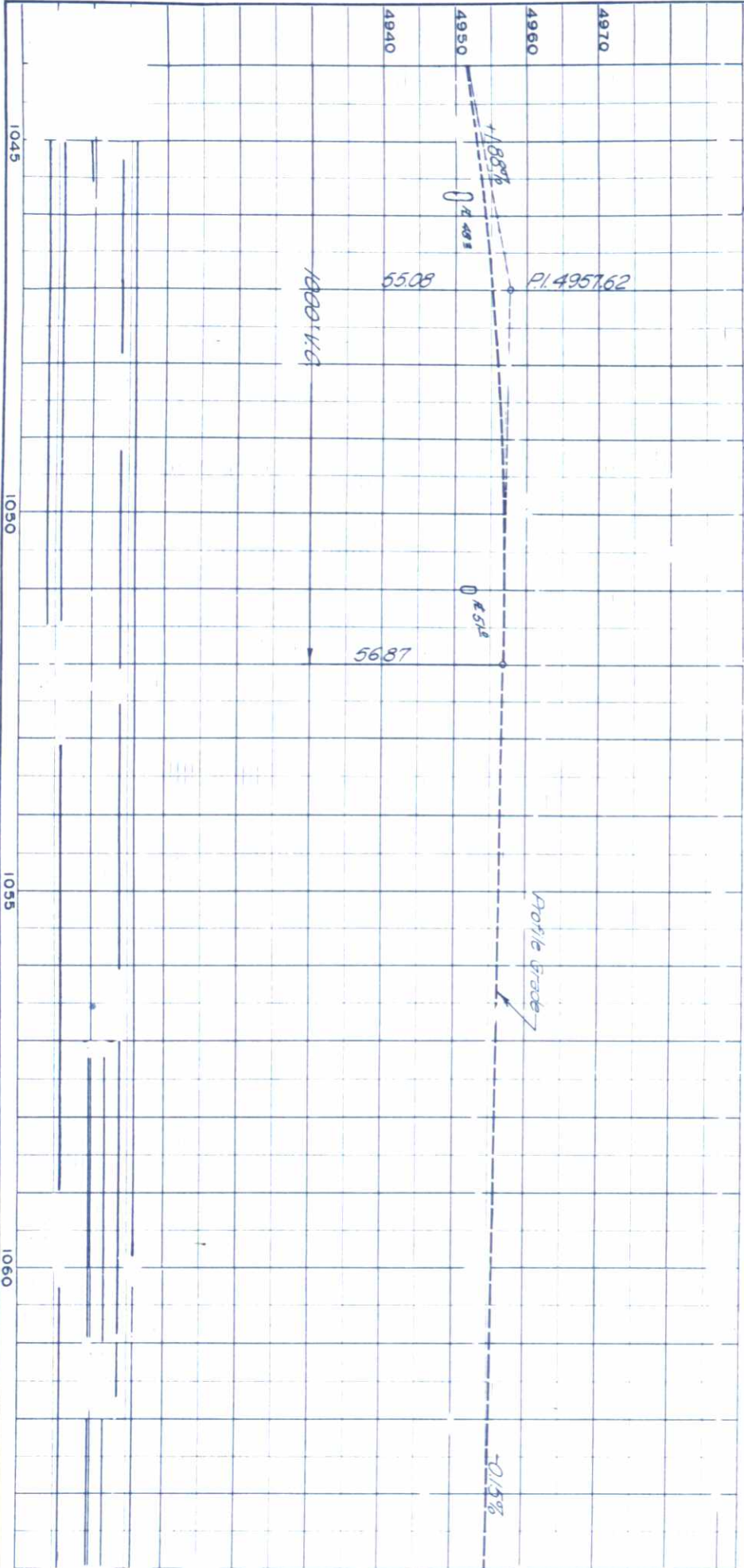
STANDARD CONCRETE PAVEMENT JOINT DETAILS

DEPARTMENT OF HIGHWAYS

COLORADO

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
NO. 1529		
STRUCTURE NOTATIONS CHKD		

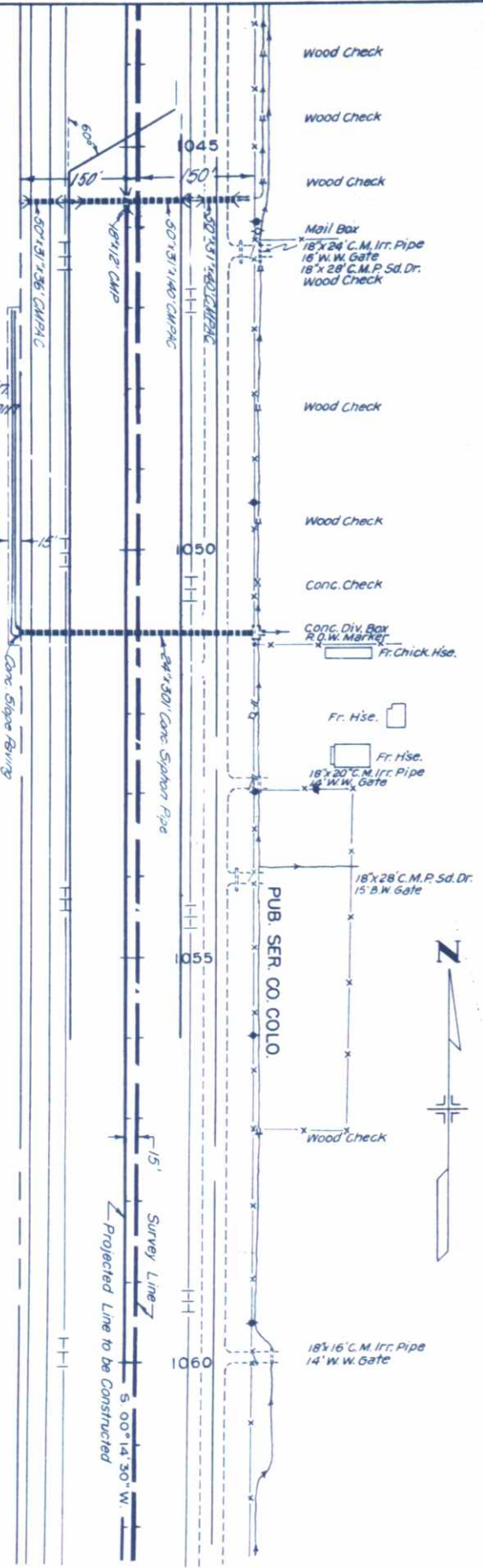
PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
NO. 1529		
RT. OF WAY CHECKED		



NE 1/4 SEC. 22  
T. 2 N. R. 68 W.

1044+50 to 1056+00 Reqd 2330 Lin Ft. of 8" Perf. C.M.P. Underdrain Rt. & Lt. (Details on this sheet)

1047+00 to 1051+00 Reqd 70 Cu Yds Concrete Slope and Ditch Paving in Irrigation Ditch Rt. (Details on Sheet No. 3)



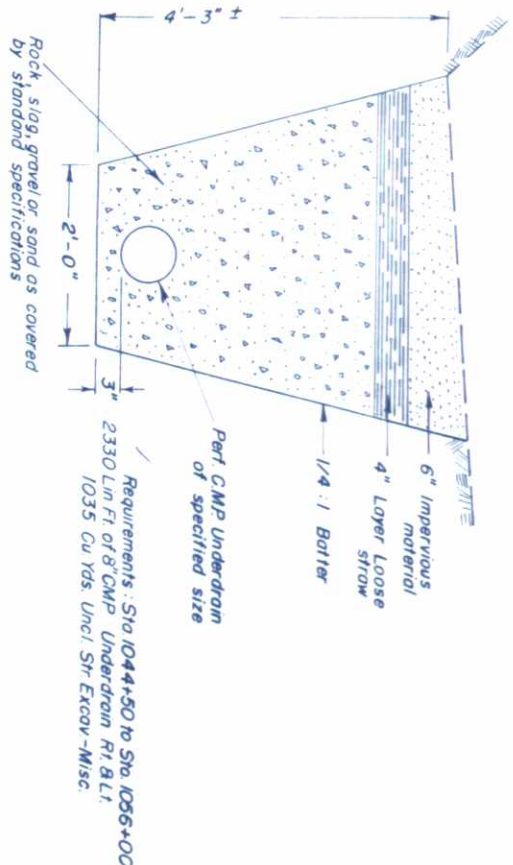
N.W. 1/4 SEC. 23  
T. 2 N. R. 68 W.

FED. ROAD DIV. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	1-25-3(1)229	25	

**TABULATION OF CULVERT REMOVAL**

STA	SIZE	LOCATION
1185 +	18" x 16.4'	5 end of Detour in Median
1185 +	18" x 196'	N end of Detour in Median
14 +	(2) 3' x 220'	Subdrains
14 +	(2) 6" x 60'	Subdrains between NE Fr. Rd & NE Ramp
14 +	15" x 182'	Median &
14 +	18" x 194'	Between Ramp & Fr. Rd

**TYPICAL SECTION OF TRENCH FOR C.M.P. UNDERDRAIN**



## TABULATION OF SOIL PROFILE

WEST LANE

EAST LANE

TEST NO.	STATION	DEPTH	REPRESENTS STATION TO STATION	LIQUID LIMIT	PLASTIC INDEX	PASSING NO. 200	CLASSIFICATION	CBR OR "R" VALUE
S.H. 66 TO S.H. 52 [1-25-3(11) 235]								
1	733+00	0.0'-3.0'	732+00 - 745+00	40.9	25.1	87	A-7-6(14)	4.5
2	748+00	0.0'-3.0'	745+00 - 759+00	N.V.	N.P.	8	A-1-a(0)	R = 80
3	758+00	0.0'-3.0'					A-1-a(0)	R = 80
4	760+00	0.0'-1.0'	759+00 - 768+00				A-1-a(0)	R = 80
4A		1.0'-3.0'	759+00 - 768+00	39.9	18.3	77	A-6(11)	4.4
5	765+00	0.0'-1.0'					A-1-a(0)	R = 80
5A		1.0'-3.0'	768+00 - 771+00				A-6(11)	4.4
6	770+00	0.0'-3.0'					A-1-a(0)	R = 80
7	775+00	0.0'-1.0'	771+00 - 804+00				A-1-a(0)	R = 80
7A		1.0'-3.0'	771+00 - 804+00	37.0	18.1	80	A-6(11)	3.8
8	785+00	0.0'-1.0'					A-1-a(0)	R = 80
8A		1.0'-3.0'					A-6(11)	3.8
9	795+00	0.0'-1.0'					A-1-a(0)	R = 80
9A		1.0'-3.0'	804+00 - 817+00				A-6(11)	3.8
10	805+00	0.0'-3.0'					A-1-a(0)	R = 80
11	815+00	0.0'-3.0'					A-1-a(0)	R = 80
12	820+00	0.0'-1.0'	817+00 - 837+00				A-1-a(0)	R = 80
12A		1.0'-3.0'	817+00 - 837+00	27.8	5.9	73	A-4(8)	8.7
13	830+00	0.0'-1.0'					A-1-a(0)	R = 80
13A		1.0'-3.0'					A-4(8)	8.7
14	835+00	0.0'-1.0'					A-1-a(0)	R = 80
14A		1.0'-3.0'					A-4(8)	8.7
15	840+00	0.0'-3.0'	837+00 - 973+00				A-1-a(0)	R = 80
28	970+00	0.0'-3.0'					A-1-a(0)	R = 80
29	975+00	0.0'-3.0'	973+00 - 993+00	N.V.	N.P.	32	A-2-4(0)	R = 77
30	985+00	0.0'-3.0'					A-2-4(0)	R = 77
31	995+00	0.0'-3.0'	993+00 - 1020+00	27.3	7.4	54	A-4(4)	6.7
32	1005+00	0.0'-3.0'					A-4(4)	6.7
33	1015+00	0.0'-3.0'					A-4(4)	6.7
34	1025+00	0.0'-3.0'	1020+00 - 1070+00	20.8	14.7	64	A-6(8)	4.5
38	1065+00	0.0'-3.0'					A-6(8)	4.5
39	1075+00	0.0'-0.5'	1070+00 - 1085+00				A-6(8)	4.5
39A		0.5'-3.0'	1070+00 - 1085+00				A-2-4(0)	R = 77
40	1080+00	0.0'-2.0'					A-6(8)	4.5
40A		2.0'-3.0'					A-2-4(0)	R = 77
41	1090+00	0.0'-0.5'	1085+00 - 1095+00				A-6(8)	4.5
41A		0.5'-3.0'	1085+00 - 1095+00	28.5	12.1	63	A-6(8)	4.5
42	1100+00	0.0'-3.0'	1095+00 - 1110+00				A-6(8)	4.5
43	1105+00	0.0'-3.0'					A-6(8)	4.5
44	1110+00	0.0'-3.0'	1110+00 - 1140+00				A-6(8)	4.5
45	1125+00	0.0'-3.0'					A-6(8)	4.5
46	1135+00	0.0'-3.0'					A-6(8)	4.5
47	1145+00	0.0'-3.0'	1140+00 - 1161+00				A-6(6)	4.5
48	1155+00	0.0'-3.0'					A-6(6)	4.5
49	1165+00	0.0'-3.0'	1161+00 - 1172+00				A-6(6)	4.5
S.H. 52 TO S.H. 7 [1-25-3(4) 229]								
1	1180+00	0.0'-3.0'	1172+00 - 1194+00	26.0	7.9	58	A-4(5)	6.4
2	1190+00	0.0'-3.0'					A-4(5)	6.4
3	1200+00	0.0'-3.0'	1194+00 - 1305+00	30.7	22.9	76	A-6(13)	3.5
4	1210+00	0.0'-3.0'					A-6(13)	3.5
10	1300+00	0.0'-3.0'					A-6(13)	3.5
13	1310+00	0.0'-3.0'	1305+00 - 1375+00	34.9	9.3	60	A-6(9)	3.4
14	1310+00	0.0'-3.0'					A-6(9)	3.4
15	1320+00	0.0'-3.0'					A-6(9)	3.4
20	1370+00	0.0'-3.0'					A-6(9)	3.4
21	1380+00	0.0'-3.0'	1375+00 - 1397+00	39.8	22.2	87	A-6(13)	2.9
22	1390+00	0.0'-3.0'					A-6(13)	2.9
23	1400+00	0.0'-3.0'	1397+00 - 1407+00	52.4	31.4	94	A-7-6(18)	2.0
24	1410+00	0.0'-3.0'	1407+00 - 1416+00	64.8	38.6	99	A-7-6(20)	2.0
25	1420+00	0.0'-3.0'	1416+00 - 1425+00	20.5	5.9	45	A-4(2)	6.7
26	1430+00	0.0'-3.0'	1425+00 - 1439+00	33.9	17.1	63	A-6(11)	4.2
27	1440+00	0.0'-3.0'	1439+00 - 1445+00	47.1	29.0	83	A-7-6(17)	2.3
28	1450+00	0.0'-3.0'	1445+00 - 15+28.4	36.9	21.1	68	A-6(11)	3.3
29	1460+00	0.0'-3.0'					A-6(11)	3.3
32	1490+00	0.0'-3.0'					A-6(11)	3.3
33	10+00	0.0'-3.0'					A-6(11)	3.3

TEST NO.	STATION	DEPTH	REPRESENTS STATION TO STATION	SIMILAR TO WEST LANE TEST NO.	CLASSIFICATION	CBR OR "R" VALUE
S.H. 66 TO S.H. 52 [1-25-3(10) 235]						
1	733+00	0.0'-3.0'	732+00 - 745+00	1	A-7-6(14)	4.5
2	748+00	0.0'-3.0'	745+00 - 759+00	2	A-1-a(0)	R = 80
3	758+00	0.0'-3.0'		2	A-1-a(0)	R = 80
4	760+00	0.0'-1.0'	759+00 - 768+00	2	A-1-a(0)	R = 80
4A		1.0'-3.0'	759+00 - 768+00	4A	A-6(11)	4.4
5	765+00	0.0'-1.0'		2	A-1-a(0)	R = 80
5A		1.0'-3.0'		4A	A-6(11)	4.4
6	770+00	0.0'-3.0'	768+00 - 771+00	2	A-1-a(0)	R = 80
7	775+00	0.0'-1.0'	771+00 - 804+00	2	A-1-a(0)	R = 80
7A		1.0'-3.0'	771+00 - 804+00	7A	A-6(11)	3.8
8	785+00	0.0'-1.0'		2	A-1-a(0)	R = 80
8A		1.0'-3.0'		7A	A-6(11)	3.8
9	795+00	0.0'-1.0'		2	A-1-a(0)	R = 80
9A		1.0'-3.0'		7A	A-6(11)	3.8
10	805+00	0.0'-3.0'	804+00 - 817+00	2	A-1-a(0)	R = 80
11	815+00	0.0'-3.0'		2	A-1-a(0)	R = 80
12	820+00	0.0'-1.0'	817+00 - 837+00	2	A-1-a(0)	R = 80
12A		1.0'-3.0'	817+00 - 837+00	12A	A-4(8)	8.7
13	830+00	0.0'-1.0'		2	A-1-a(0)	R = 80
13A		1.0'-3.0'		12A	A-4(8)	8.7
14	835+00	0.0'-1.0'		2	A-1-a(0)	R = 80
14A		1.0'-3.0'		12A	A-4(8)	8.7
15	840+00	0.0'-3.0'	837+00 - 973+00	2	A-1-a(0)	R = 80
28	970+00	0.0'-3.0'		2	A-1-a(0)	R = 80
29	975+00	0.0'-3.0'	973+00 - 993+00	29	A-2-4(0)	R = 77
30	985+00	0.0'-3.0'		29	A-2-4(0)	R = 77
31	995+00	0.0'-3.0'	993+00 - 1020+00	29	A-2-4(0)	R = 77
32	1005+00	0.0'-3.0'		31	A-4(4)	6.7
33	1015+00	0.0'-3.0'		31	A-4(4)	6.7
34	1025+00	0.0'-3.0'	1020+00 - 1070+00	34	A-6(8)	4.5
38	1065+00	0.0'-3.0'		34	A-6(8)	4.5
39	1075+00	0.0'-0.5'	1070+00 - 1085+00	34	A-6(8)	4.5
39A		0.5'-3.0'	1070+00 - 1085+00	34	A-2-4(0)	R = 77
40	1080+00	0.0'-2.0'		34	A-6(8)	4.5
40A		2.0'-3.0'		40A	A-2-4(0)	R = 77
41	1090+00	0.0'-0.5'	1085+00 - 1095+00	34	A-6(8)	4.5
41A		0.5'-3.0'	1085+00 - 1095+00	34	A-6(8)	4.5
42	1100+00	0.0'-3.0'	1095+00 - 1110+00	34	A-6(8)	4.5
43	1105+00	0.0'-3.0'		34	A-6(8)	4.5
44	1110+00	0.0'-3.0'	1110+00 - 1140+00	34	A-6(8)	4.5
45	1125+00	0.0'-3.0'		34	A-6(8)	4.5
46	1135+00	0.0'-3.0'		34	A-6(8)	4.5
47	1145+00	0.0'-3.0'	1140+00 - 1161+00	34	A-6(6)	4.5
48	1155+00	0.0'-3.0'		34	A-6(6)	4.5
49	1165+00	0.0'-3.0'	1161+00 - 1172+00	34	A-6(6)	4.5
S.H. 52 TO S.H. 7 [1-25-3(4) 229]						
1	1180+00	0.0'-3.0'	1172+00 - 1194+00	1	A-4(5)	6.4
2	1190+00	0.0'-3.0'		1	A-4(5)	6.4
3	1200+00	0.0'-3.0'	1194+00 - 1305+00	3	A-6(13)	3.5
4	1210+00	0.0'-3.0'		3	A-6(13)	3.5
10	1300+00	0.0'-3.0'		3	A-6(13)	3.5
13	1310+00	0.0'-3.0'	1305+00 - 1375+00	14	A-6(9)	3.4
14	1310+00	0.0'-3.0'		14	A-6(9)	3.4
15	1320+00	0.0'-3.0'		14	A-6(9)	3.4
20	1370+00	0.0'-3.0'		14	A-6(9)	3.4
21	1380+00	0.0'-3.0'	1375+00 - 1397+00	21	A-6(13)	2.9
22	1390+00	0.0'-3.0'		21	A-6(13)	2.9
23	1400+00	0.0'-3.0'	1397+00 - 1407+00	23	A-7-6(18)	2.0
24	1410+00	0.0'-3.0'	1407+00 - 1416+00	24	A-7-6(20)	2.0
25	1420+00	0.0'-3.0'	1416+00 - 1425+00	25	A-4(2)	6.7
26	1430+00	0.0'-3.0'	1425+00 - 1439+00	26	A-6(11)	4.2
27	1440+00	0.0'-3.0'	1439+00 - 1445+00	27	A-7-6(17)	2.3
28	1450+00	0.0'-3.0'	1445+00 - 15+28.4	28	A-6(11)	3.3
29	1460+00	0.0'-3.0'		28	A-6(11)	3.3
32	1490+00	0.0'-3.0'		28	A-6(11)	3.3
33	10+00	0.0'-3.0'		28	A-6(11)	3.3