

FED. ROAD DIST. NO.	STATE	P.W.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	158-E#2	1	

COLORADO

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED P.W.A. DOCKET COLORADO 804-D PROJECT NO.158-E, CONST. DIV.2 STATE HIGHWAY NO. 4 PARK COUNTY

INDEX OF SHEETS

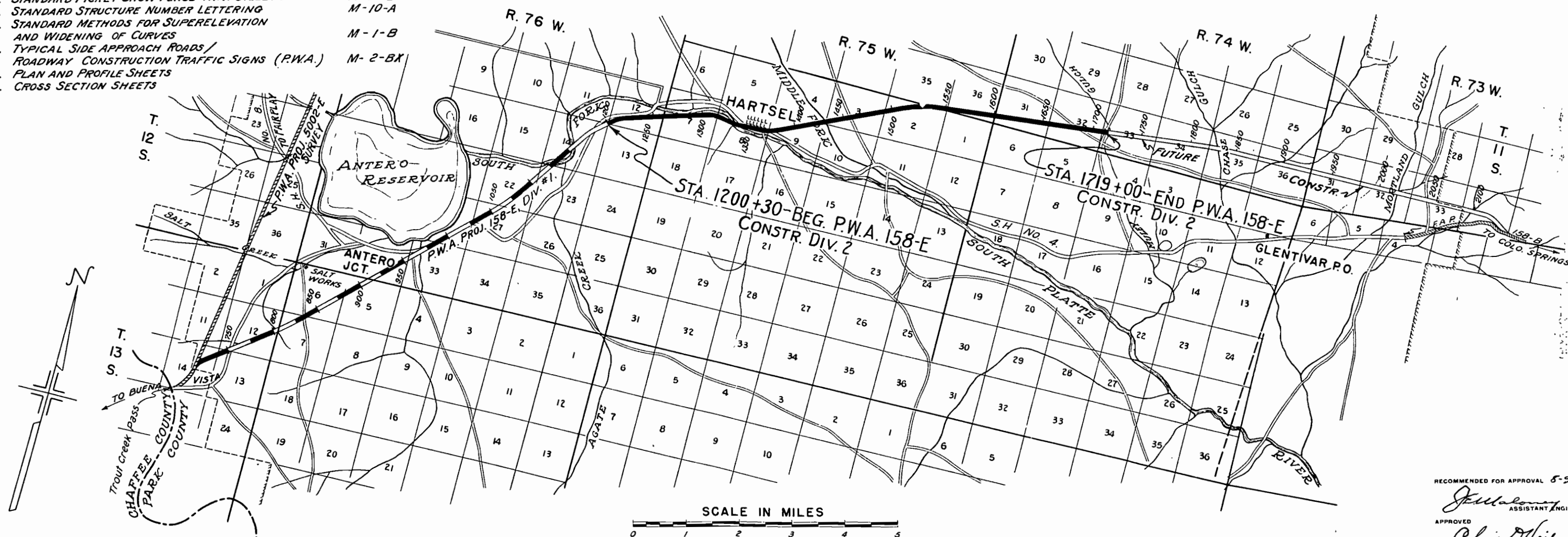
1. TITLE SHEET
2. TYPICAL SECTION AND SUMMARY OF APPROXIMATE QUANTITIES
3. LIST OF STRUCTURES
4. FENCING REQUIREMENTS, GUARD FENCE, GUARD POSTS, AND RIGHT OF WAY MARKERS.
5. DETAILS OF BRIDGE STA. 1287+
6. " " " STA. 1347+
7. " " " STA. 1435+
8. " " " STA. 1451+
9. CONCRETE BOX CULVERTS M-103-D
10. (SHEET OMITTED)
11. STANDARD HEADWALLS FOR C.M.P. CULVERTS M-102-E
12. STANDARD SIPHON CORR. GALV. IRON PIPE WITH CONCRETE INLET AND OUTLET BOXES. M-123-A
13. STANDARD CATTLE GUARD- 16 FT. ROADWAY M- 16-A
14. STANDARD TIMBER GUARD POSTS M- 19-A
15. STANDARD WIRE CABLE GUARD FENCE M-20-B
16. STANDARD WIRE FENCE WITH STEEL POSTS AND MARKERS M-27-A
17. STANDARD WIRE FENCE WITH STEEL POSTS AND MARKERS (REV.)M-27-AX
18. STANDARD PICKET SNOW FENCE WITH STEEL POSTS M-25-B
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20. STANDARD METHODS FOR SUPERELEVATION AND WIDENING OF CURVES M-1-B
21. TYPICAL SIDE APPROACH ROADS/ ROADWAY CONSTRUCTION TRAFFIC SIGNS (P.W.A.) M-2-BX
- 22 TO 39. PLAN AND PROFILE SHEETS
- 40 TO 206. CROSS SECTION SHEETS

CONVENTIONAL SIGNS

CENTERLINE OF PROJECT
RIGHT OF WAY LINES
TOWNSHIP AND RANGE LINES
SECTION LINES
ONE QUARTER SECTION LINES
TELEPHONE LINES
BARBED WIRE FENCE
SNOW FENCE
PRESENT ROAD

SCALES OF ORIGINAL TRACINGS

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 } 51,870.0 FT. = 9.823 MI.
NET LENGTH OF PROJECT }



RECOMMENDED FOR APPROVAL 8-9-37

James Montgomery
ASSISTANT ENGINEER

APPROVED
Chas. D. Vail
STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DIST. ENGR. BUREAU PUBLIC ROADS
RECOMMENDED FOR APPROVAL

CHIEF ENGR. BUREAU PUBLIC ROADS
APPROVED

DIRECTOR BUREAU PUBLIC ROADS

NOTE:- It is recommended that bidders on this project go over the plan details with one of the following field representatives of this Department;

Ernest Montgomery Div. Engr. Colo. Springs
V.H. Littlefield Res. Engr. Colo. Springs

FENCING REQUIREMENTS

STATION	SIDE	REMOVE FENCE LIN.FT.	BUILD FENCE				GATES	
			BARB WIRE		COMB. WIRE		B.W. DWY.	
			6'6" POSTS LIN.FT.	9'0" POSTS LIN.FT.	6'6" POSTS LIN.FT.	9'0" POSTS LIN.FT.	NO.	NO.
1202+40	X	102						
1206+55	X	102						
1232+40	X	390						
1252+35	X	165						
1285+80	X	105						
1285+80~1308+65	Rt.	2295						
1288+80	X	70						
1308+65~1351+30	Lt.	4360						
1347+70~1349+75	Rt.	210						
1351+30~1353+50	Rt.	220						
1375+70	X	205						
1442+75	X	190						
1463+60	X	300						
1504+80	X	140						
1545+00	X	810						
1545+75~1549+00	Lt.	325						
1549+00~1553+70	Rt.	510						
1553+70~1553+80	Lt.	70						
1507+70	X	130						
1660+75	X	100						
1661+40	X	100						
1696+80~1696+90	Rt.	50						
1696+90~1700+65	Lt.	435						
1700+65~1704+70	Rt.	400						
1715+90	X	140						
1716+50	X	140						
1200+30~1270+00	L&R		14,060					
1270+00~1285+80	L&R			3160				
1285+80~1298+00	L&R					2440		
1298+00~1348+80	Lt.				5080			
1298+00~1353+40	Rt.				5600			
1374+80~1425+00	Lt.		5020					
1376+55~1425+00	Rt.		4845					
1425+00~1459+00	L&R			6800				
1459+00~1505+00	L&R		9370					
1505+00~1575+00	L&R				14,100			
1575+00~1607+50	L&R		6520					
1607+75~1715+90	L&R				21,680			
1716+55~1719+00	L&R				590			
1248+40	L&R						2	
1288+81	L&R							2
1389+	L&R							2
1411+20	L&R						2	
1420+25	L&R							2
1469+70	L&R							2
1498+20	Lt.							1
1607+34	L&R						2	
TOTALS		12,064	39,815	9960	47,050	2440	6	9

GUARD FENCE

STATION	SIDE	LIN. FT.
1306+00~1310+08	Lt.	408
1315+00~1319+08	Lt.	408
1345+70~1346+97E	Lt.	127
1345+70~1346+97E	Rt.	127
1347+73~1348+52E	Lt.	79
1347+73~1348+52E	Rt.	79
TOTAL		1228

TIMBER GUARD POSTS

STATION	SIDE	SPACING LIN.FT.	NO. POST
1243+81	Lt. & Rt.	C.B.C.	8
1286+88~1287+49	Lt. & Rt.	Bridge	10
1287+79~1288+40E	Lt. & Rt.	Bridge	10
1304+50~1305+50	Lt.	50	3
1465+25	Lt. & Rt.	C.B.C.	8
1623+80	Lt. & Rt.	C.B.C.	8
1434+56~1435+27	Lt. & Rt.	Bridge	10
1436+49~1437+10E	Lt. & Rt.	Bridge	10
1450+36~1450+97	Lt. & Rt.	Bridge	10
1451+27~1451+88E	Lt. & Rt.	Bridge	10
TOTALS			87

R.O.W. MARKERS

STATION	SIDE	NO.
1200+30	Lt. & Rt.	2
1205+10	Lt. & Rt.	2
1207+18	Lt. & Rt.	2
1237+82	Lt. & Rt.	2
1247+00	Lt. & Rt.	4
1254+00	Lt. & Rt.	4
1266+07	Lt. & Rt.	2
1275+55	Lt. & Rt.	2
1294+95	Lt. & Rt.	2
1312+00	Rt.	2
1323+15	Lt. & Rt.	2
1336+00	Rt.	2
1349+00	Lt.	2
1351+75	Lt. & Rt.	2
1356+00	Lt.	2
1356+90	Rt.	2
1368+45	Lt.	2
1378+75	Lt. & Rt.	2
1408+05	Lt. & Rt.	2
1427+05	Lt. & Rt.	2
1437+20	Lt. & Rt.	2
1459+00	Lt. & Rt.	4
1465+40	Rt.	1
1465+65	Rt.	1
1466+40	Lt.	1
1466+90	Lt.	1
1471+50	Lt. & Rt.	2
1475+00	Rt.	2
1498+20	Lt. & Rt.	2
1516+00	Rt.	2
1527+15	Lt. & Rt.	2
1540+30	Lt.	1
1548+00	Lt.	2
1550+90	Rt.	1
1553+77	Lt. & Rt.	4
1562+00	Lt.	2
1579+00	Rt.	2
1580+60	Lt. & Rt.	2
1589+00	Rt.	2
1607+38	Lt. & Rt.	2
1619+00	Lt. & Rt.	4
1634+25	Lt. & Rt.	2
1649+00	Lt. & Rt.	4
1653+00	Lt. & Rt.	4
1661+12	Lt. & Rt.	2
1678+00	Lt.	2
1688+70	Lt. & Rt.	2
1697+00	Rt.	2
1716+05	Lt.	1
1716+40	Rt.	1
1719+00	Lt. & Rt.	2
TOTALS		108

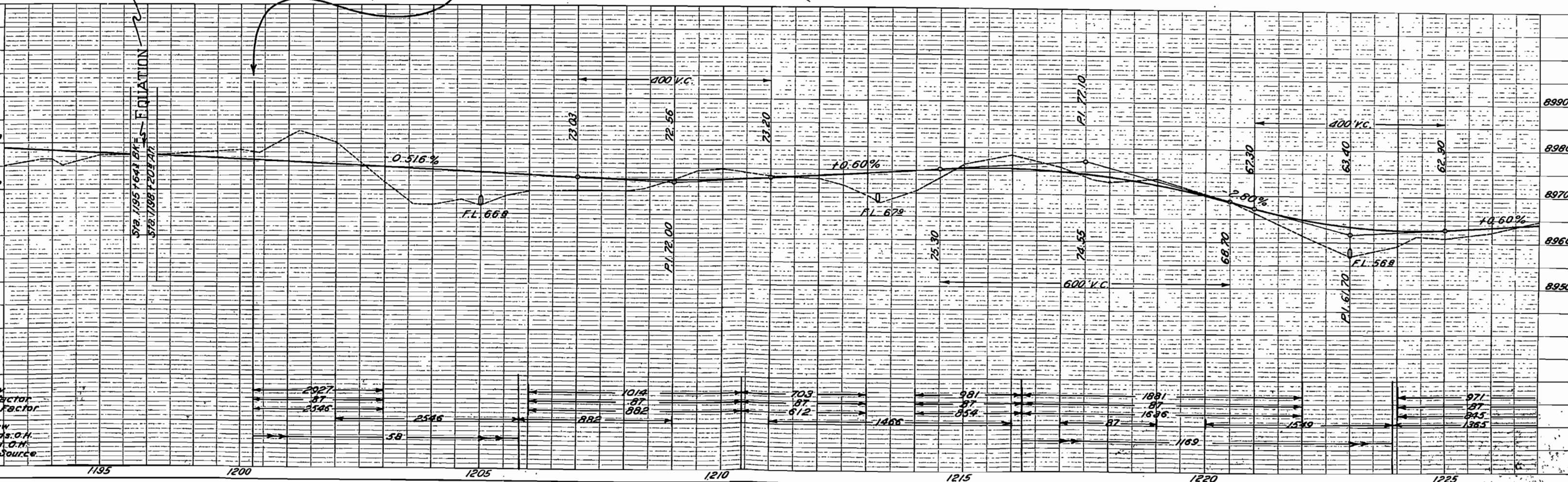
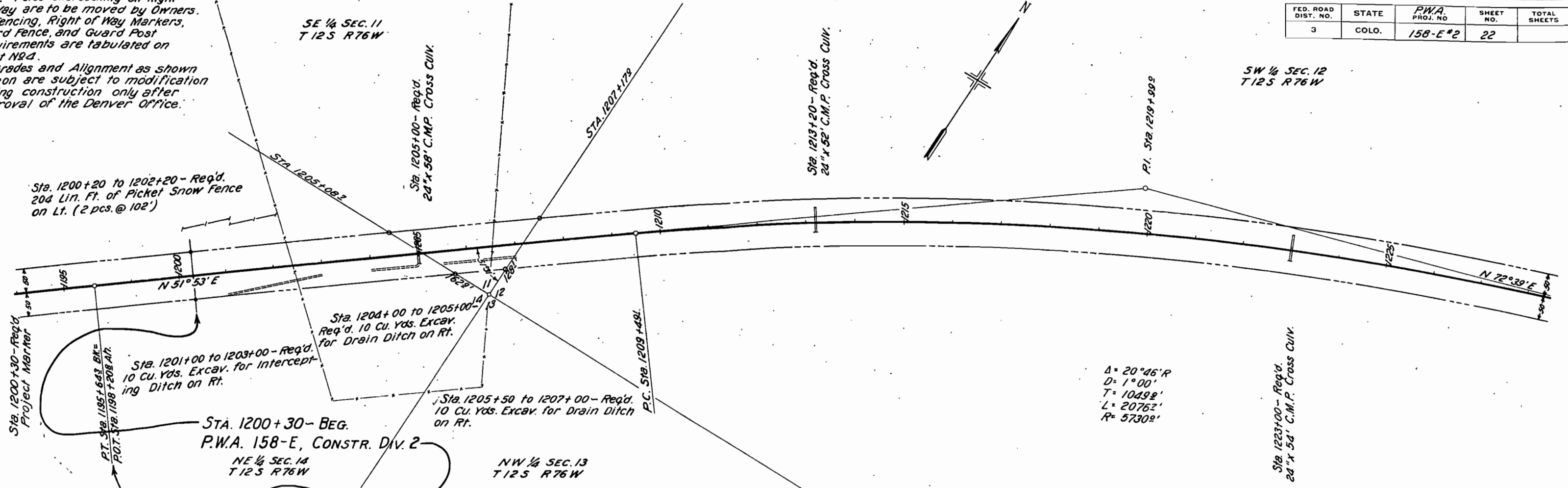
the force enclosing on right
Way are to be moved by Owners.
Fencing, Right of Way Markers,
Guard Fence, and Guard Post
Requirements are tabulated on
Sheet N24.

Grades and Alignment as shown
hereon are subject to modification
during construction only after
approval of the Denver Office.

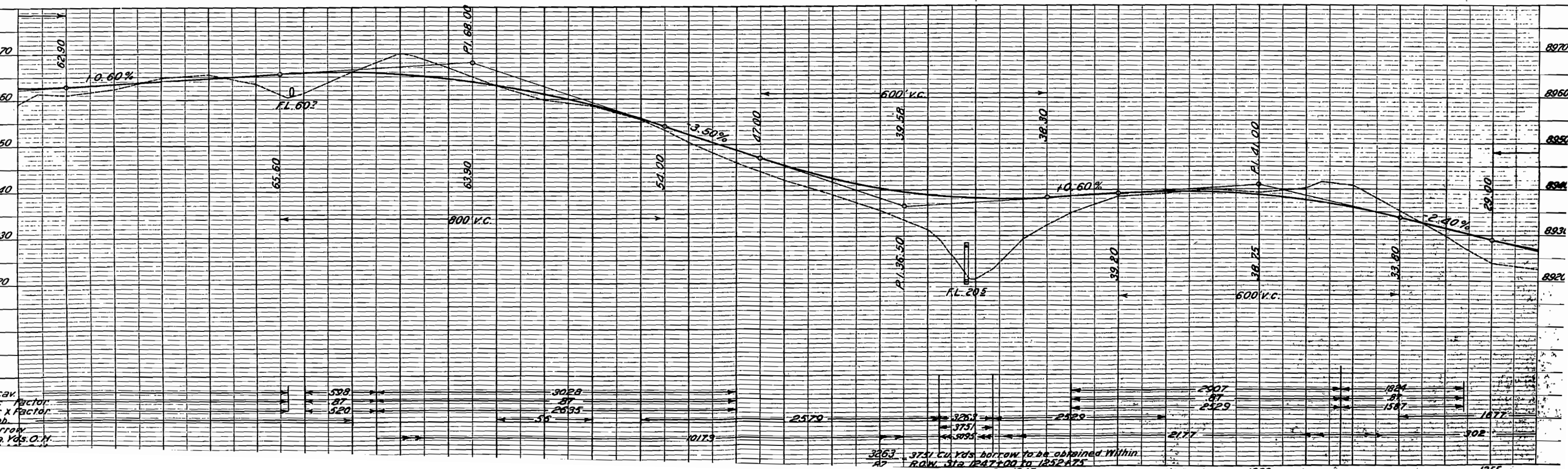
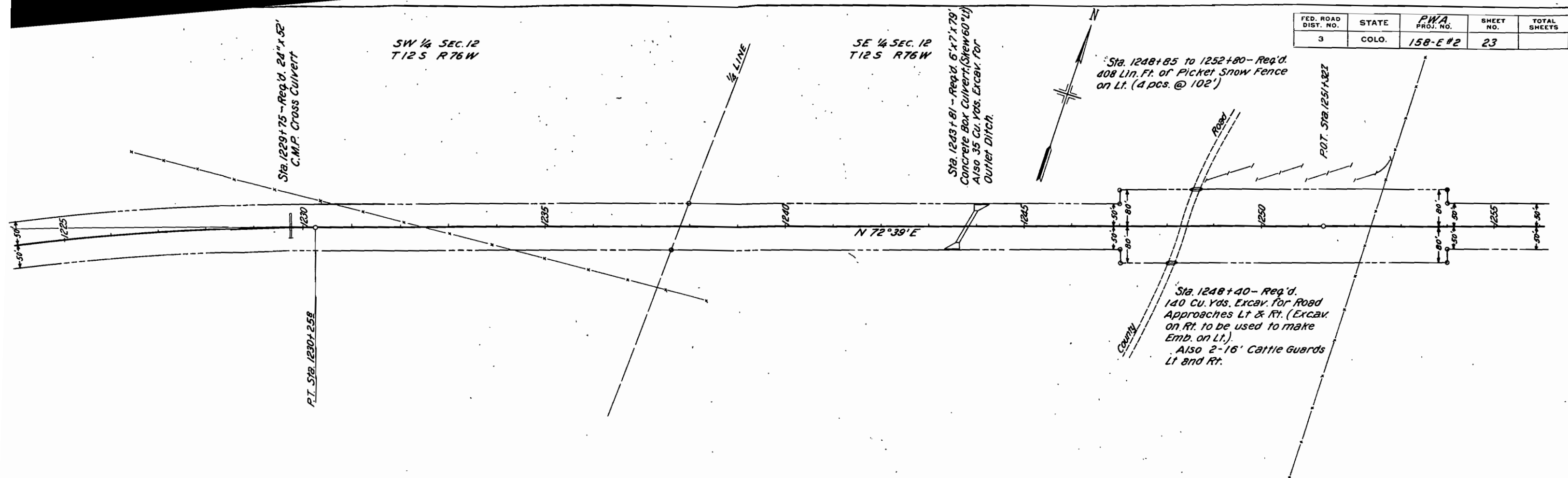
SE 1/4 SEC. 11
T 12 S R 76 W

SW 1/4 SEC. 12
T 12 S R 76 W

FED. ROAD DIST. NO.	STATE	P.W.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	158-E*2	22	



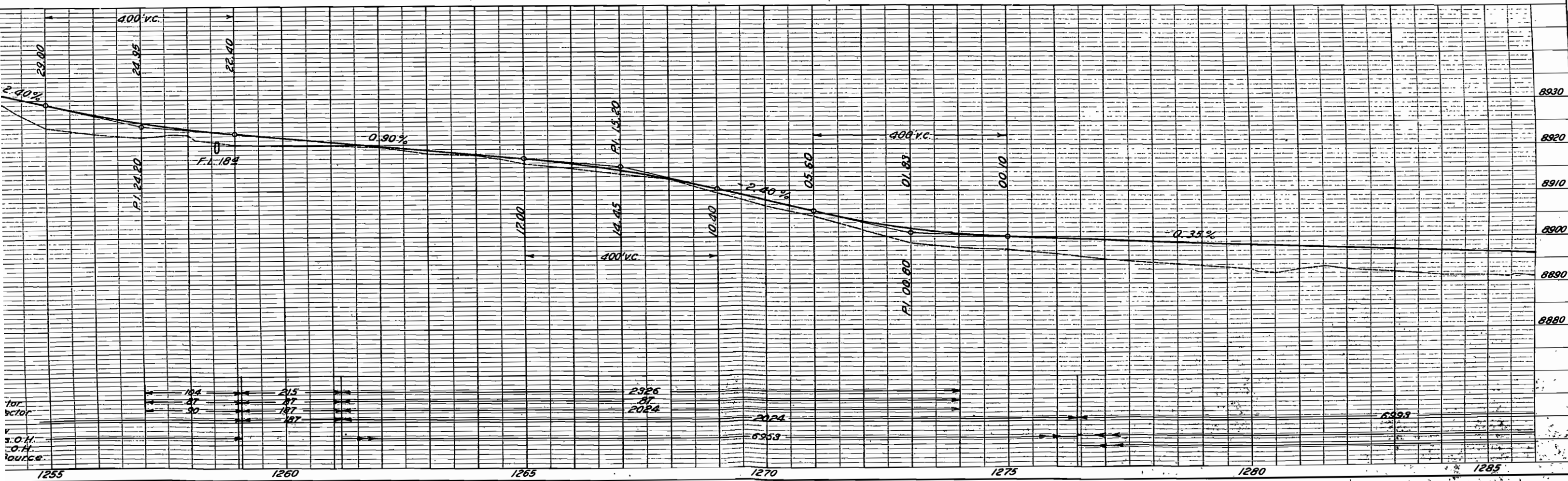
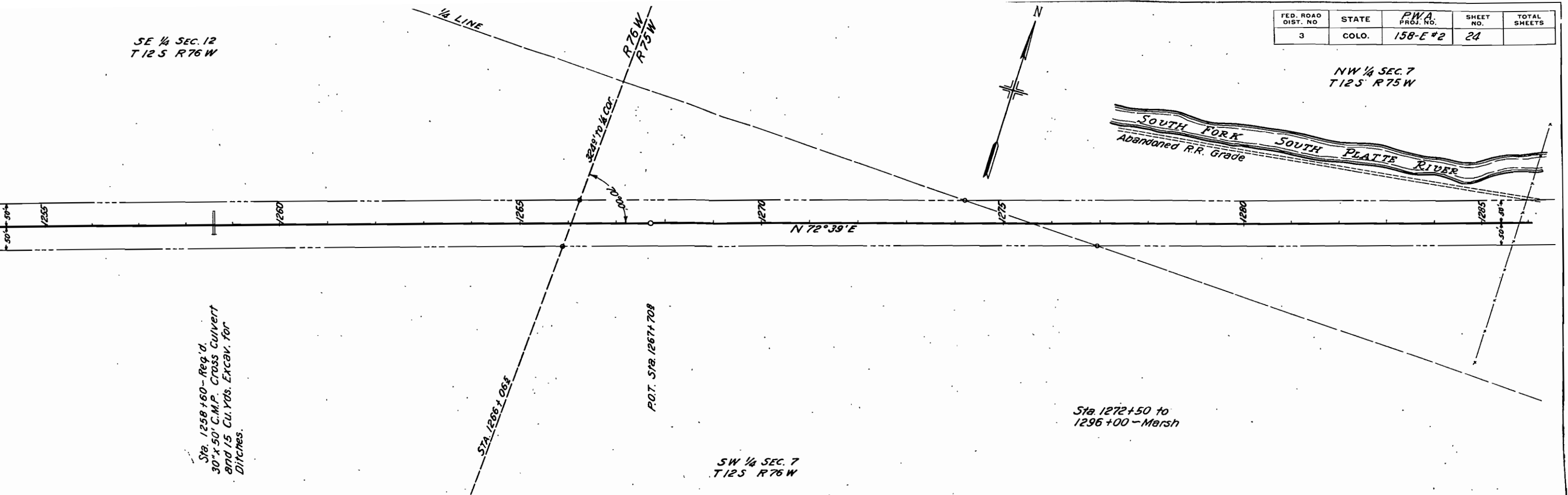
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3	COLO.	158-E #2	23	

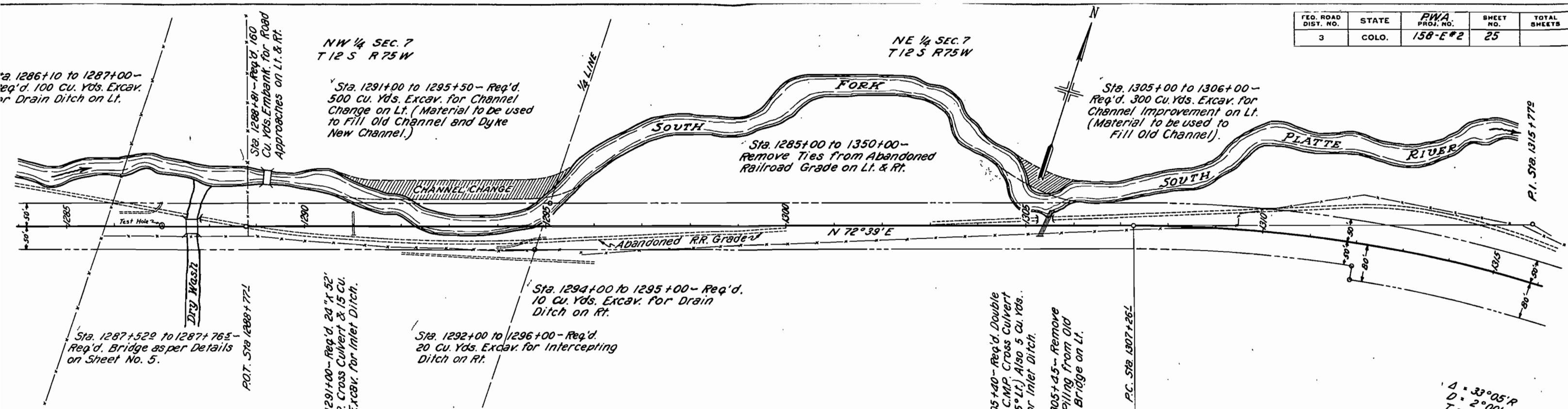


SE 1/4 SEC. 12
T 12 S R 76 W

FED. ROAD DIST. NO.	STATE	PWA PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	158-E#2	24	

NW 1/4 SEC. 7
T 12 S R 75 W

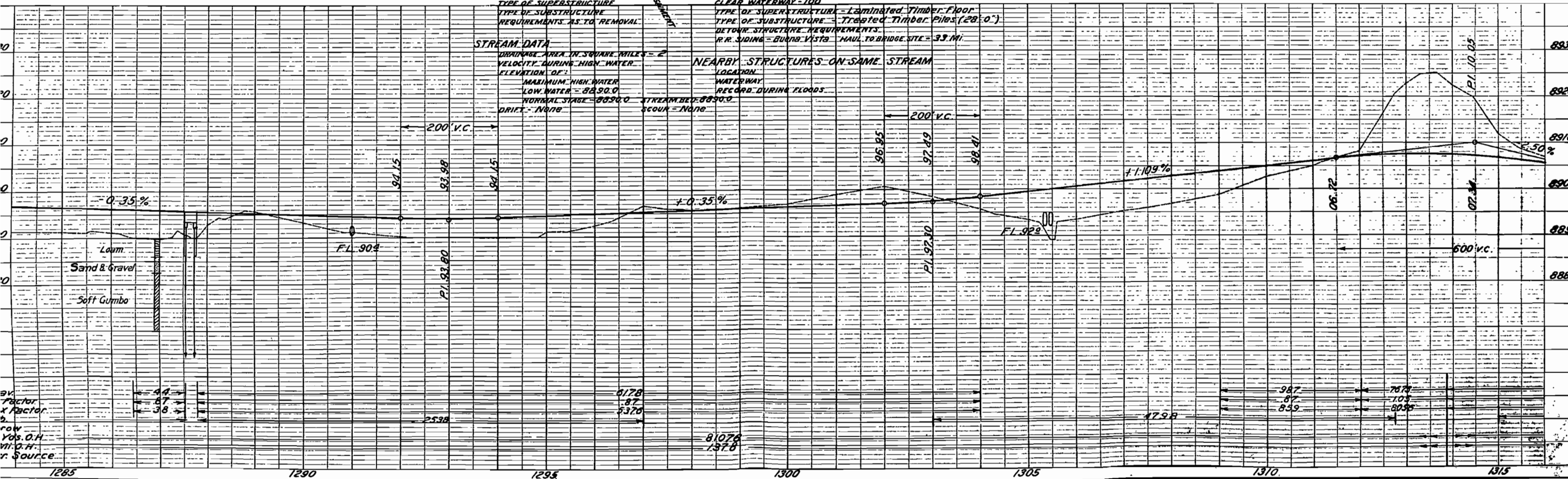




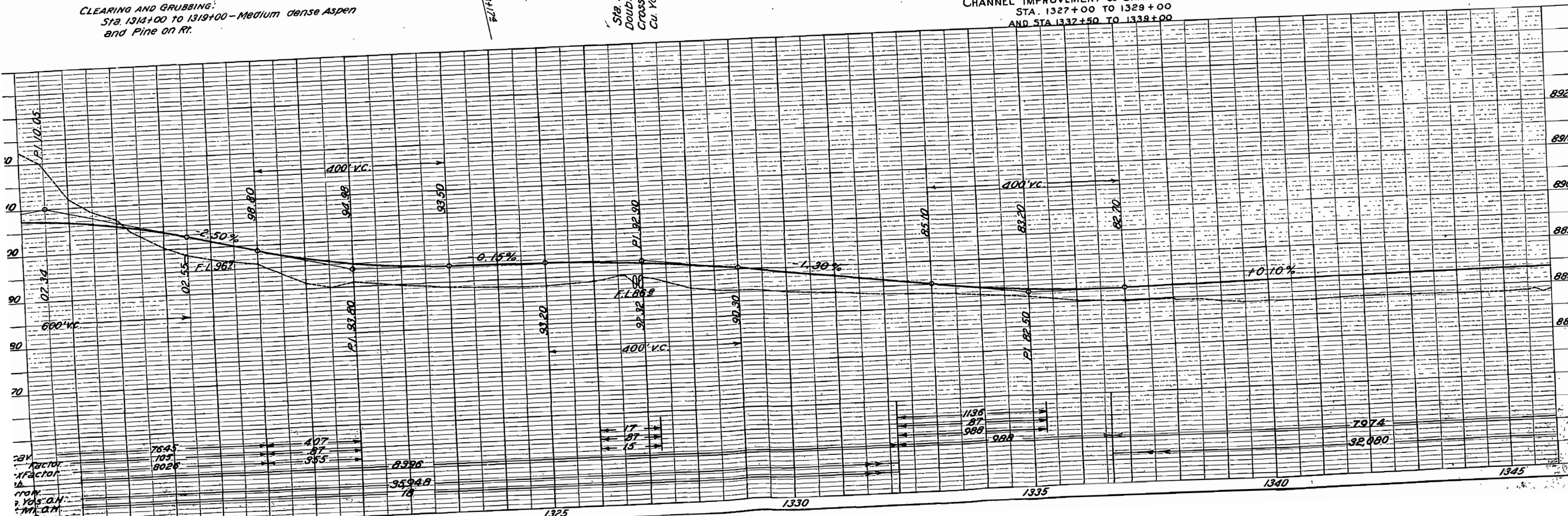
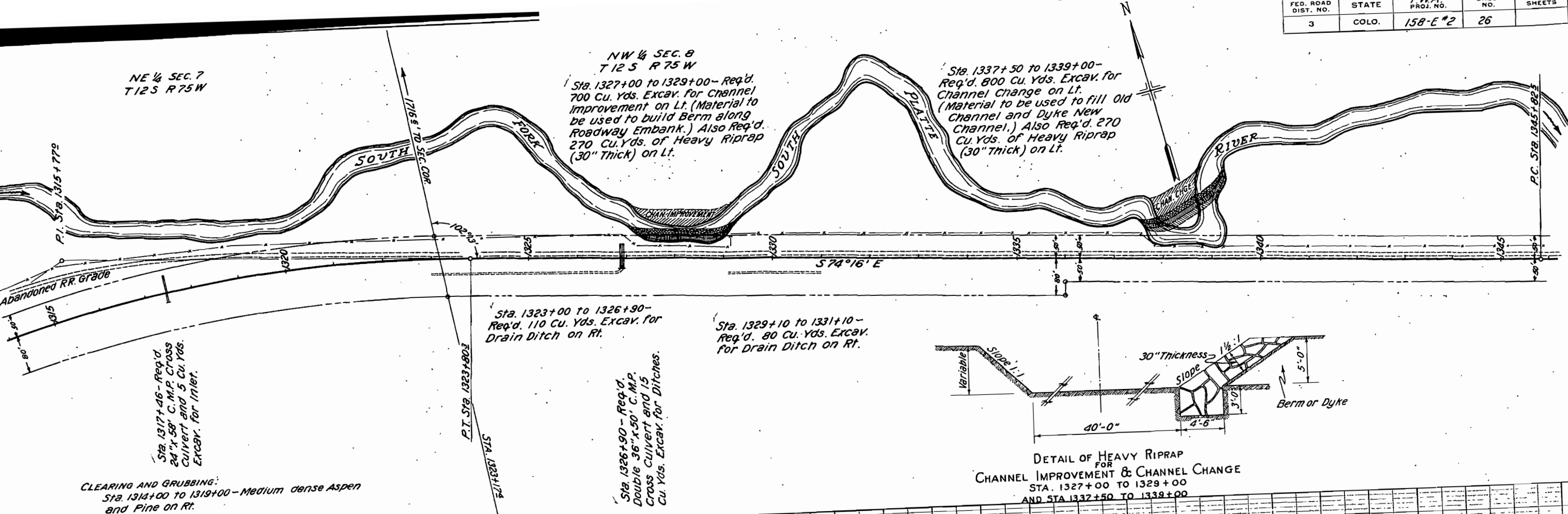
STRUCTURE NOTES FOR BRIDGE - STA. 1287+52 TO STA. 1287+765 - STRUCTURE NO. H-13-N

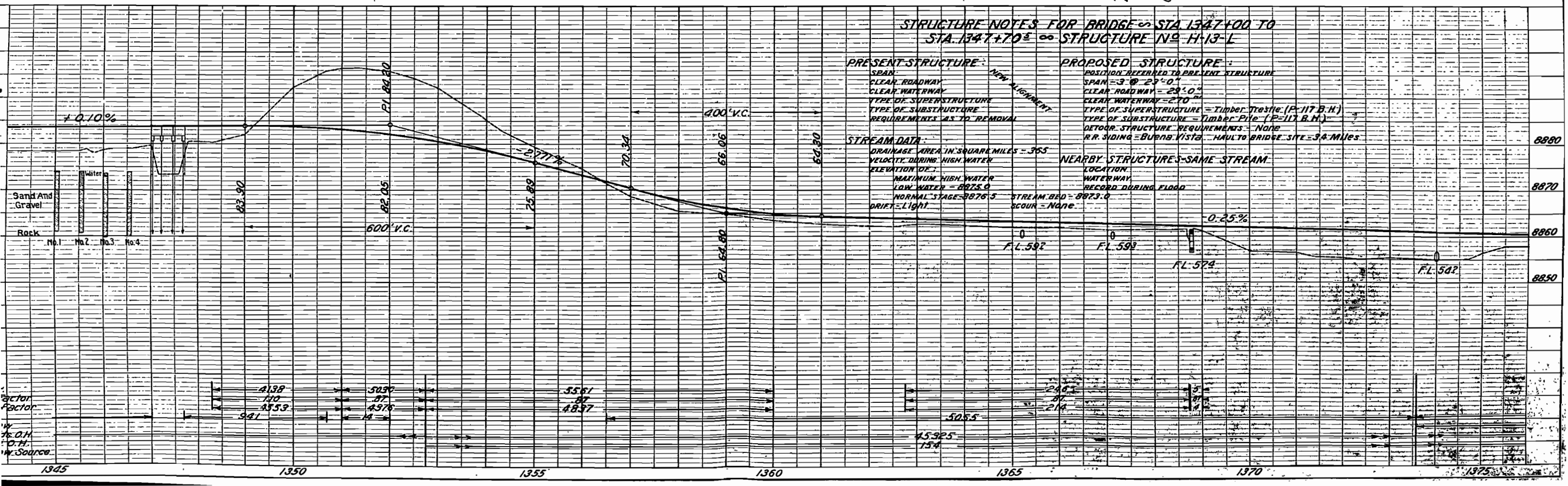
PRESENT STRUCTURE	PROPOSED STRUCTURE
SPAN	POSITION REFERRED TO PRESENT STRUCTURE
CLEAR ROADWAY	SPAN - 1 @ 23'-0"
CLEAR WATERWAY	CLEAR ROADWAY - 29'-0"
TYPE OF SUPERSTRUCTURE	CLEAR WATERWAY - 100'
TYPE OF SUBSTRUCTURE	TYPE OF SUPERSTRUCTURE - Laminated Timber Floor
REQUIREMENTS AS TO REMOVAL	TYPE OF SUBSTRUCTURE - Treated Timber Piles (28'-0")
	DETOUR STRUCTURE REQUIREMENTS
	R.R. SIDING - BURNING VISTS HAUL TO BRIDGE SITE - 33 MI.

STREAM DATA	NEARBY STRUCTURES ON SAME STREAM
DRAINAGE AREA IN SQUARE MILES - 2	LOCATION
VELOCITY DURING HIGH WATER	WATERWAY
ELEVATION OF:	RECORD DURING FLOODS
MAXIMUM HIGH WATER	
LOW WATER - 8890.0	
NORMAL STAGE - 8890.0	
DRIFT - NONE	

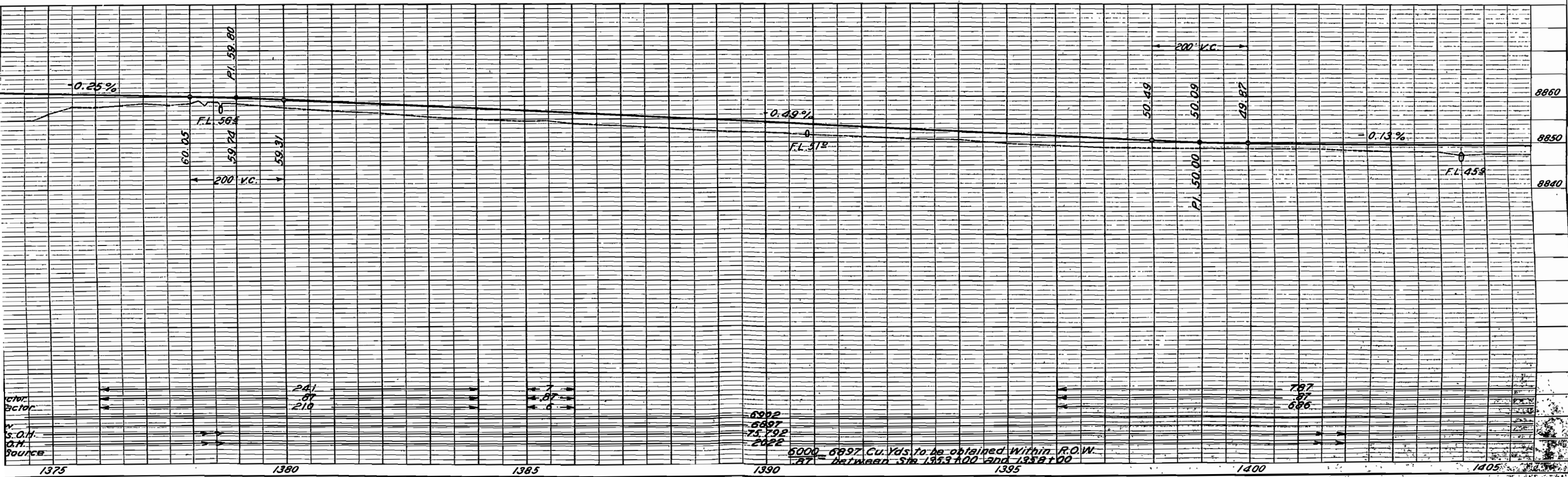
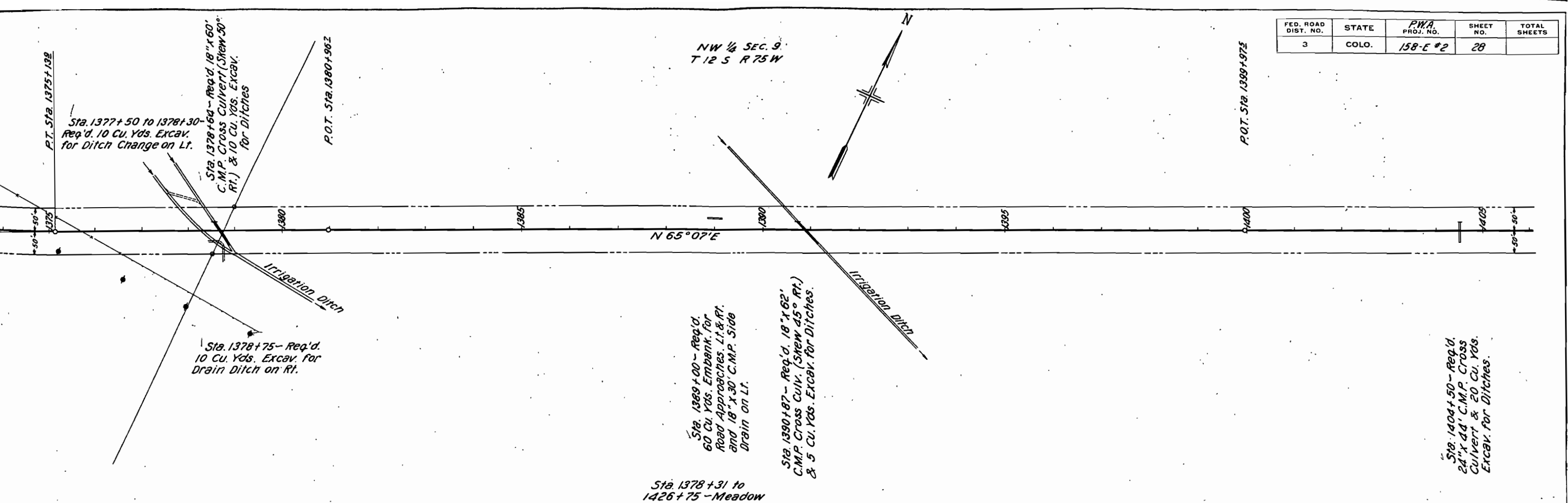


FED. ROAD DIST. NO.	STATE	PROJ. NO.	NO.	SHEETS
3	COLO.	158-E#2	26	

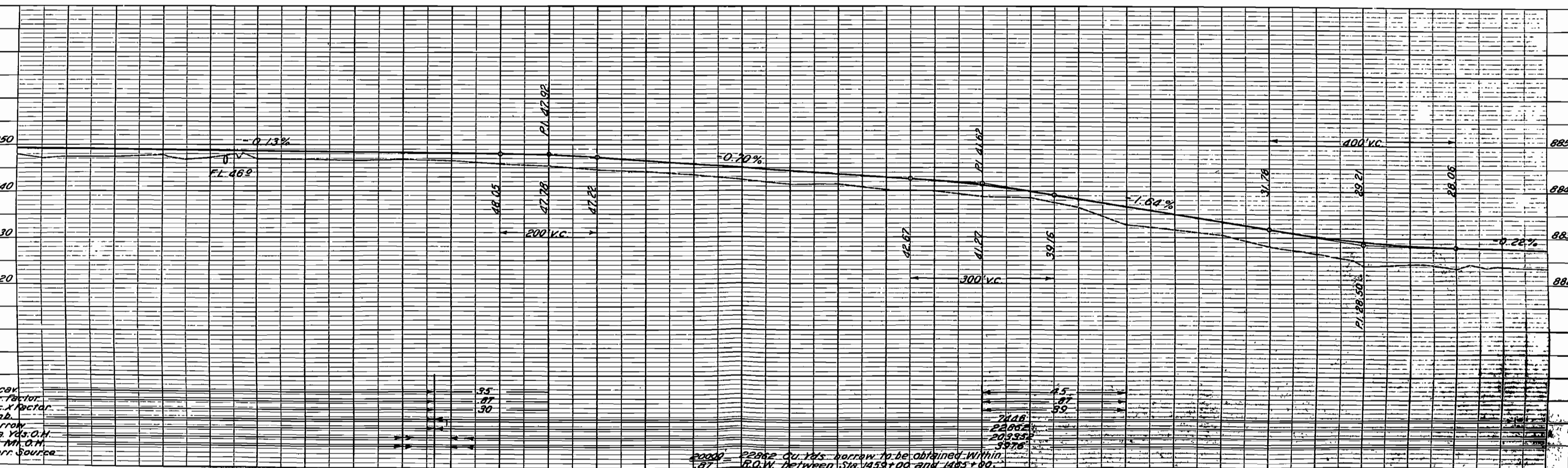
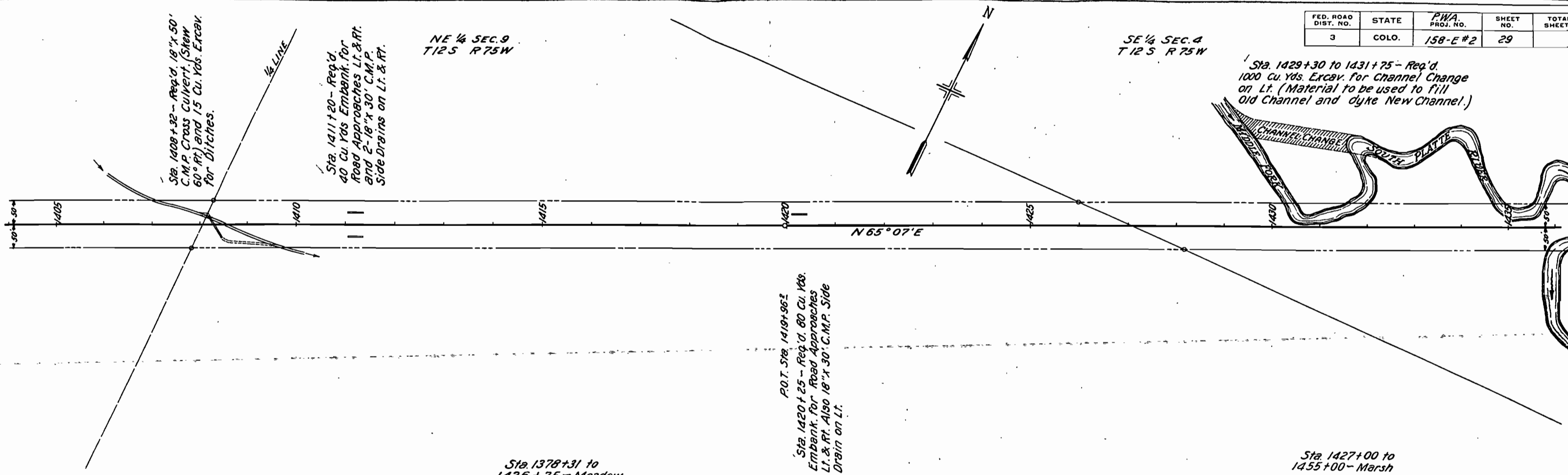




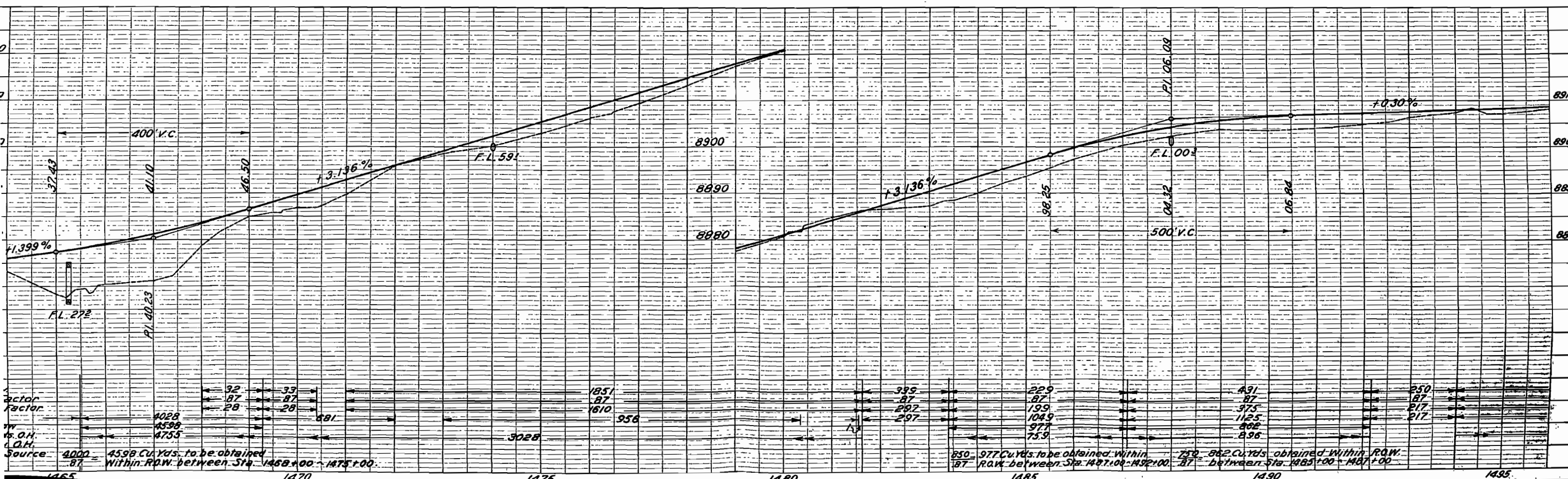
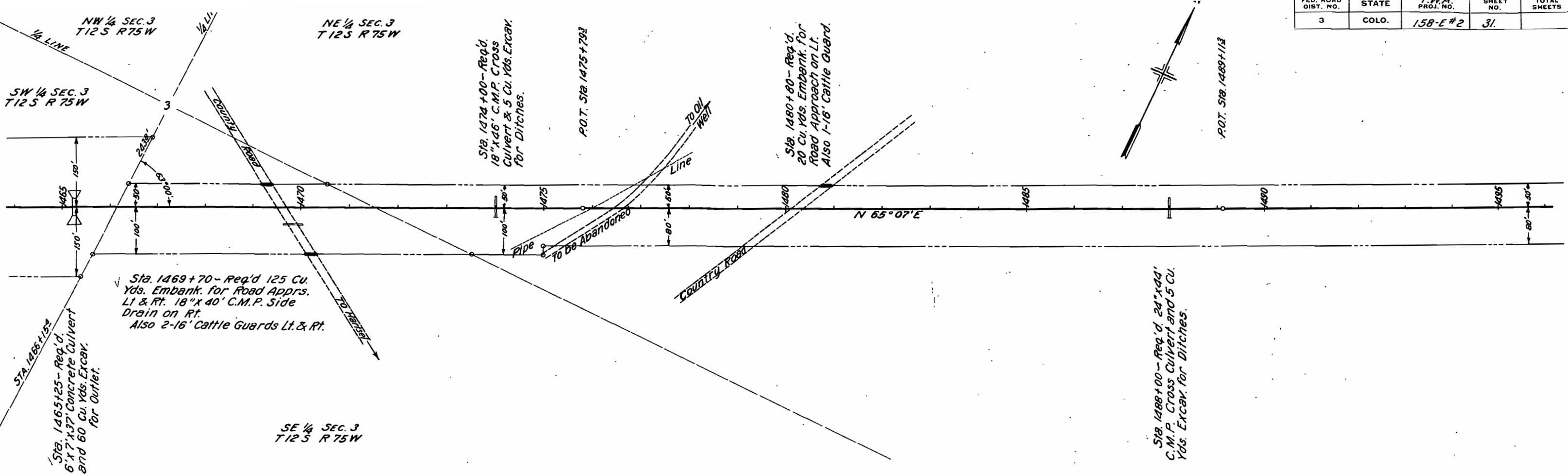
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3	COLO.	158-E #2	28	



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3	COLO.	158-E#2	29	



FEEDBACK DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	158-E #2	31	



NE 1/4 SEC. 3
T 12 S R 75 W

NW 1/4 SEC. 2
T 12 S R 75 W

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3	COLO.	158-E#2	32	

Sta. 1498+20 - Req'd. 65 Cu. Yds.
Embank. for Road Approach on
Lt. Also 1-16' Cattle Guard
on Lt.

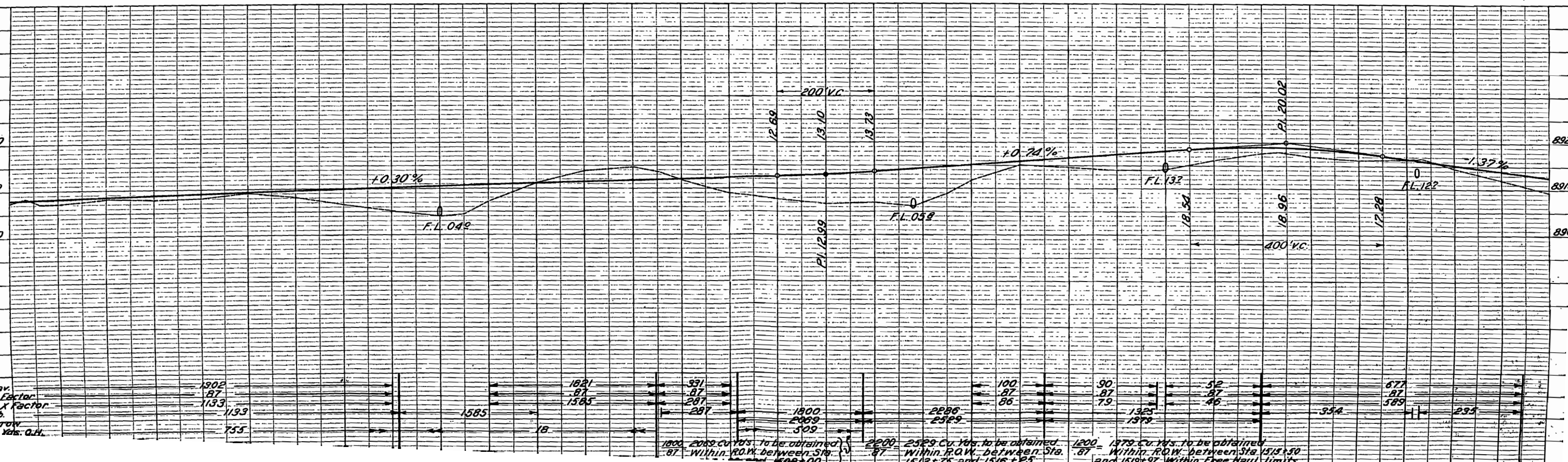
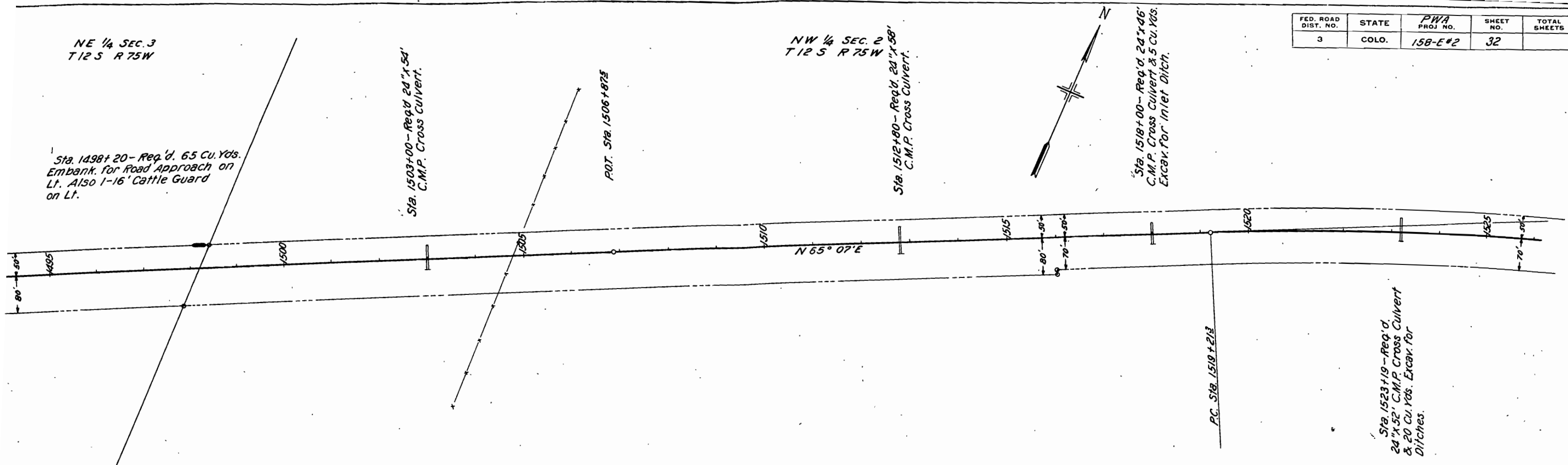
Sta. 1503+00 - Req'd. 24'x54"
C.M.P. Cross Culvert.

P.O.T. Sta. 1506+87.3

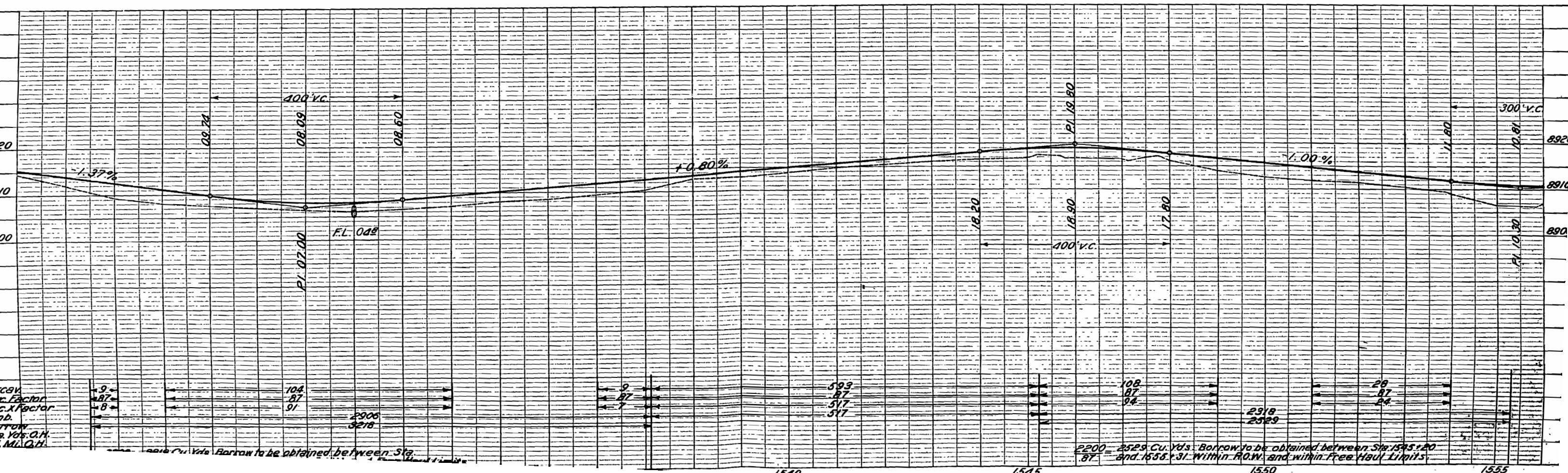
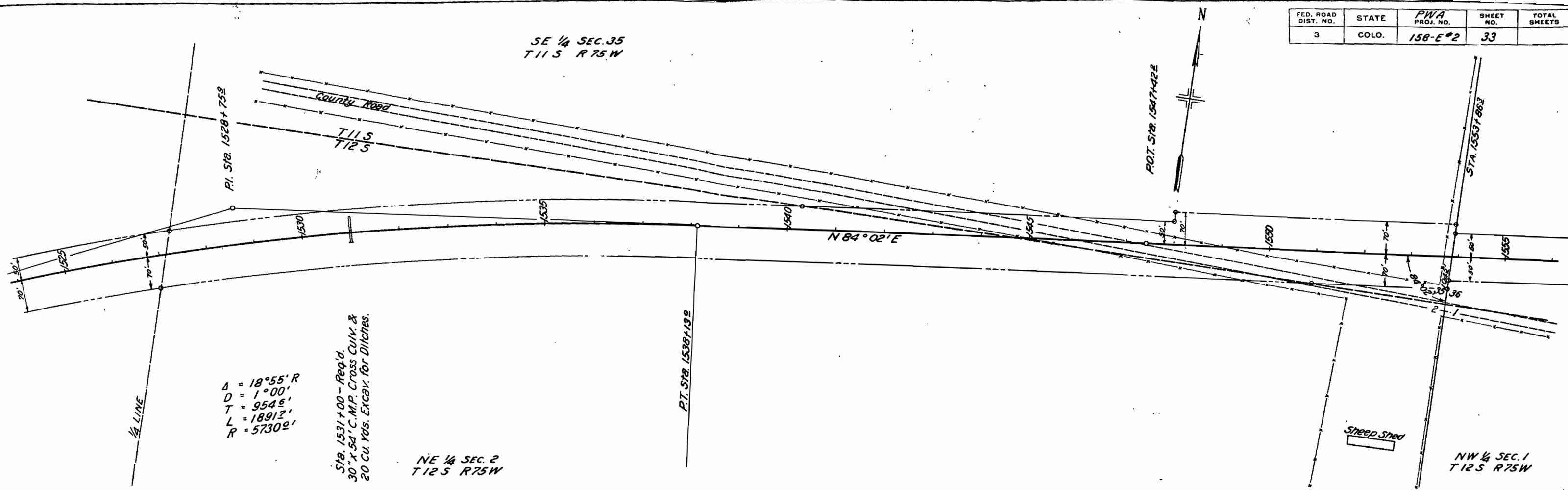
Sta. 1512+80 - Req'd. 24'x58"
C.M.P. Cross Culvert.

Sta. 1518+00 - Req'd. 24'x46"
C.M.P. Cross Culvert & 5 Cu. Yds.
Excav. for Inlet Ditch.

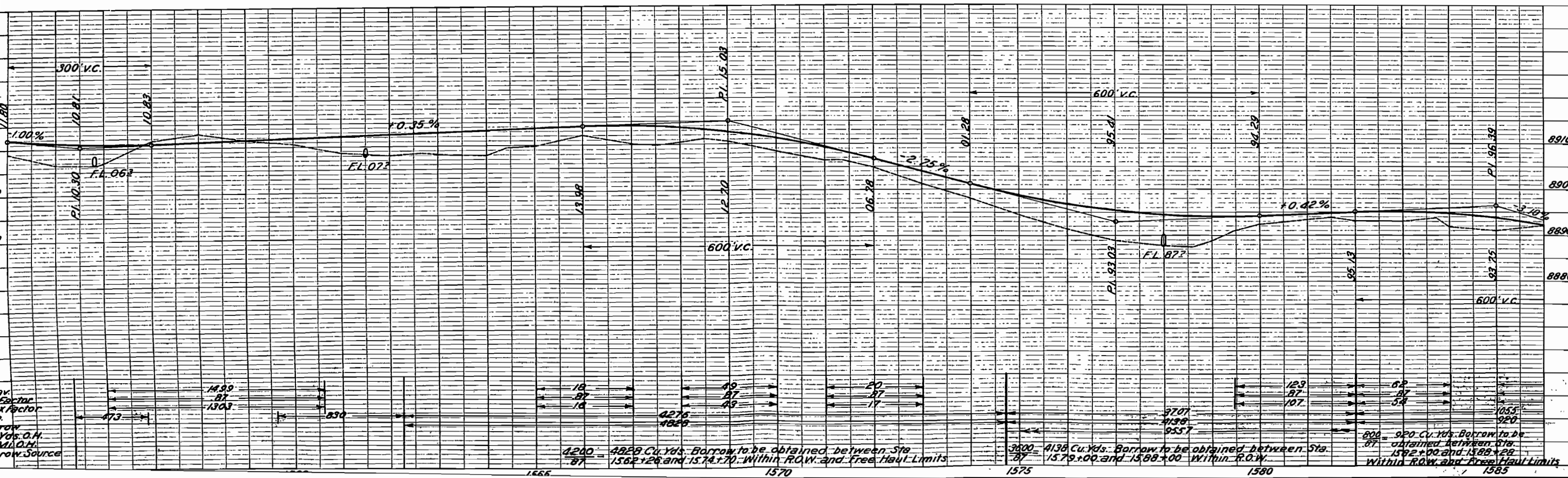
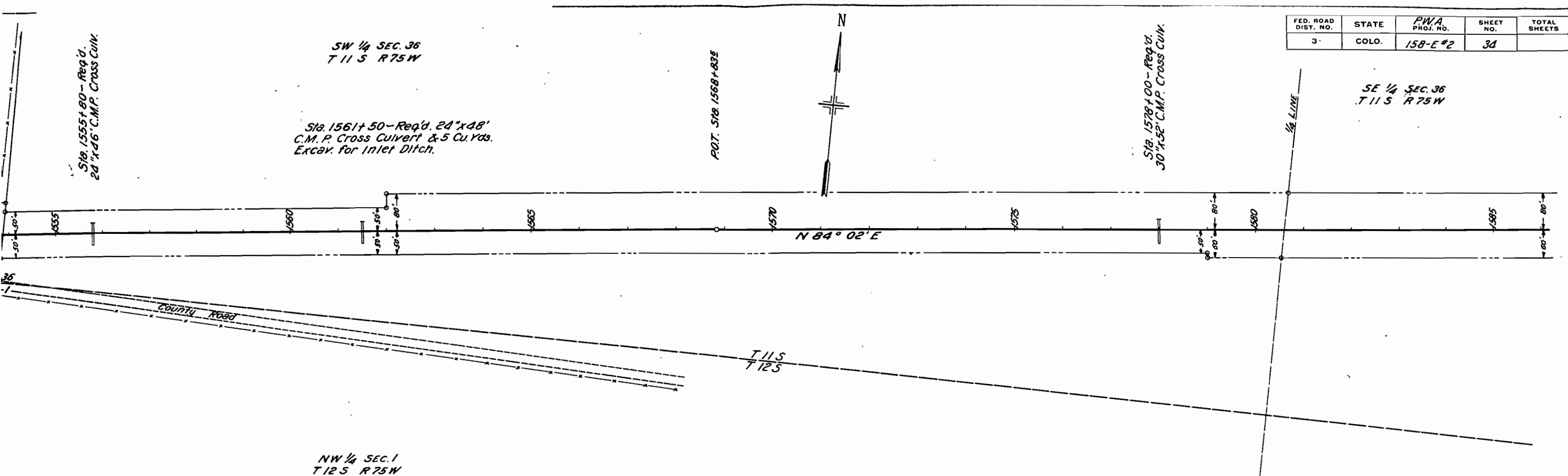
Sta. 1523+19 - Req'd.
24'x52' C.M.P. Cross Culvert
& 20 Cu. Yds. Excav. for
Ditches.



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3	COLO.	158-E#2	34	



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3	COLO.	15B-E#2	35	

P.O.T. Sta. 1586+05.9

SE 1/4 SEC. 36
T 11 S R 75 W

Sta. 1592+50 -
Req'd. 36"x46"
C.M.P. Cross Culv.

Sta. 1597+65 - Req'd.
24"x52' C.M.P. Cross.
Culvert & 5 Cu Yds.
Excav. for Inlet.



N 84° 02' E

P.O.T. Sta. 1606+95.2

Sta. 1607+35.1

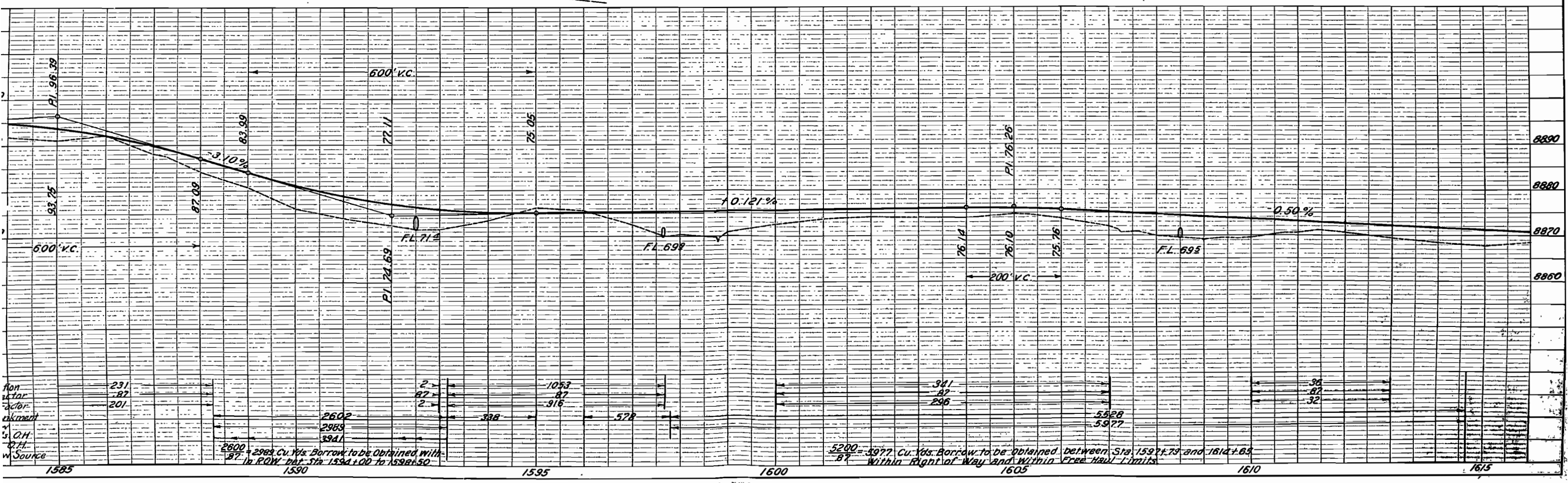
Sta. 1608+50 - Req'd.
24"x48' C.M.P. Cross Culv.

SW 1/4 SEC. 31
T 11 S R 74 W

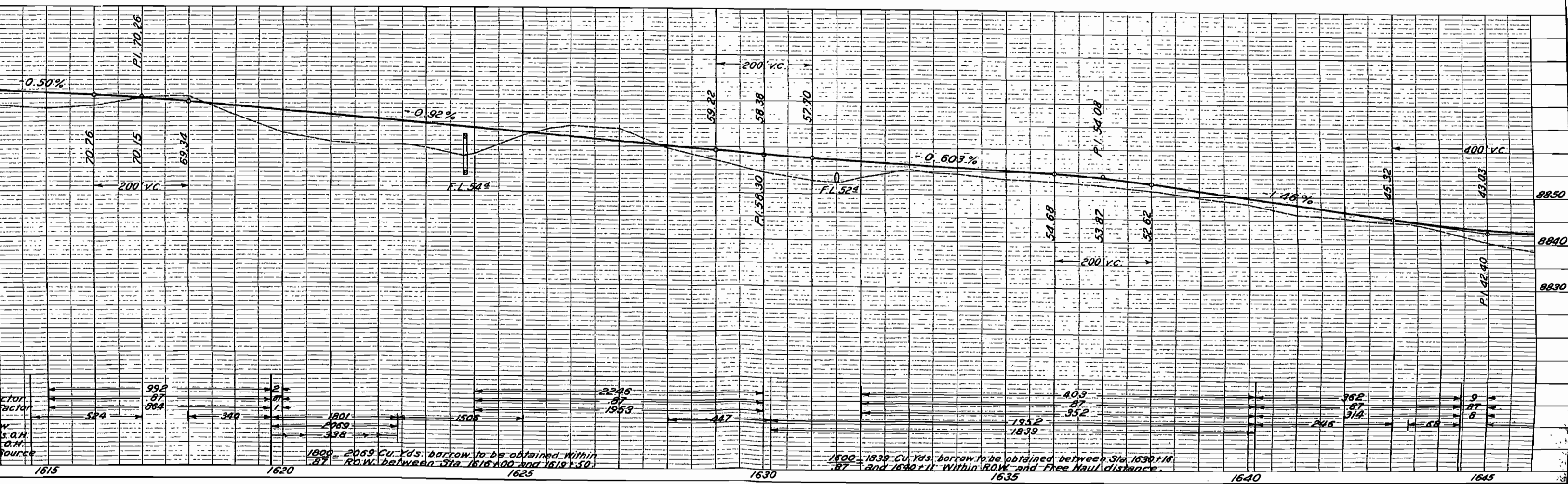
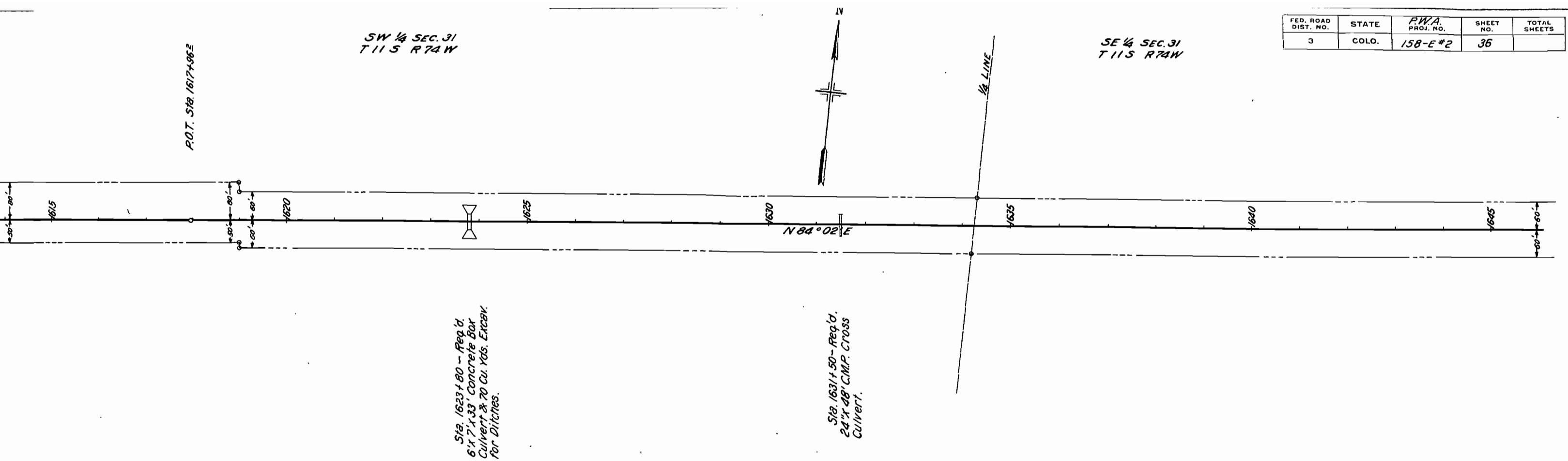
Sta. 1607+34 - Req'd.
250 Cu. Yds. Embank for
Road Approaches Lt. & Rt.
Also 18"x40' C.M.P. Side
Drain on Lt. & 2-16' Cattle
Guards Lt. & Rt.

R 75 S
R 74 S
7082' TO SEC. COR.

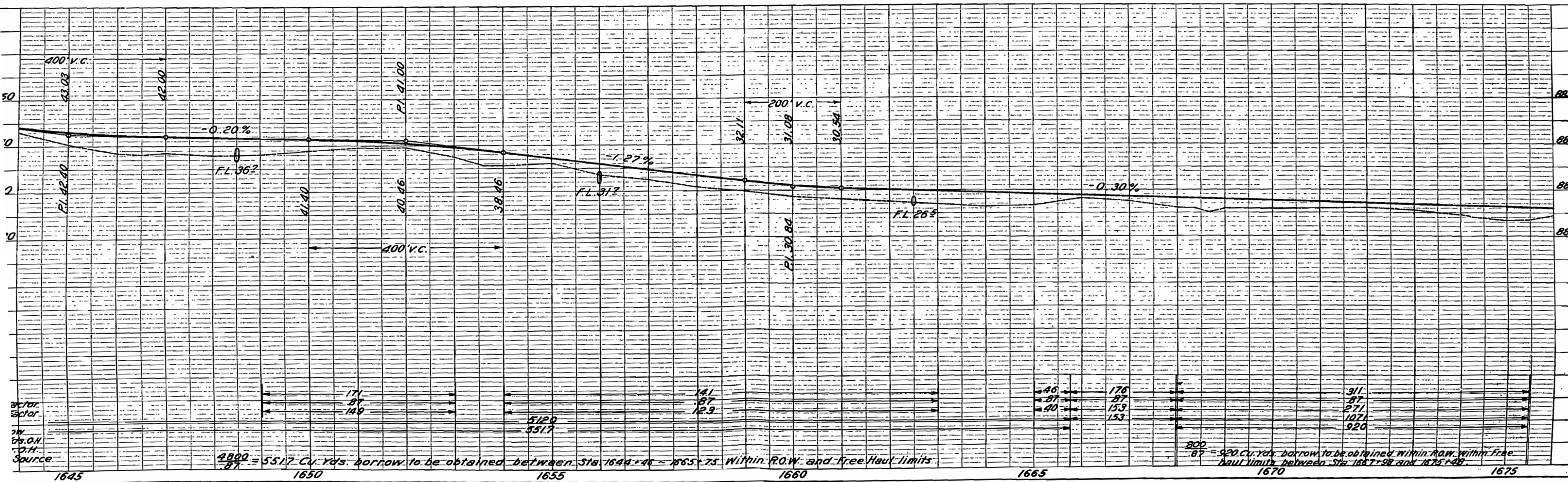
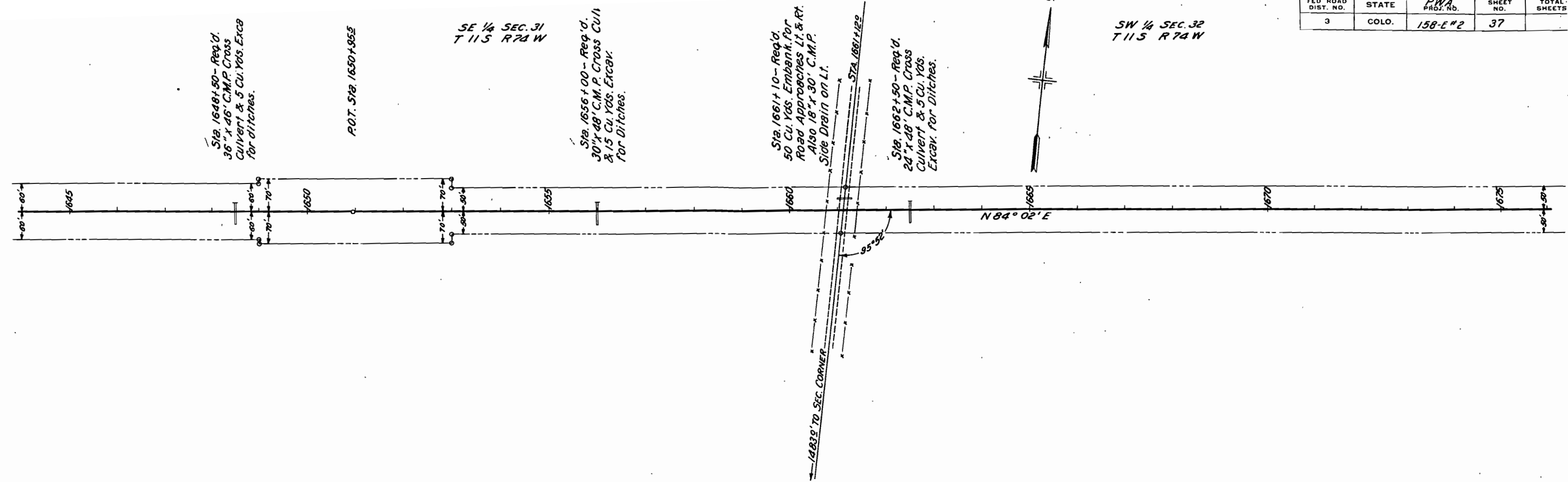
T 11 S
T 12 S



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