

Gobbler's Knob

9/10/97

TITLE SHEET

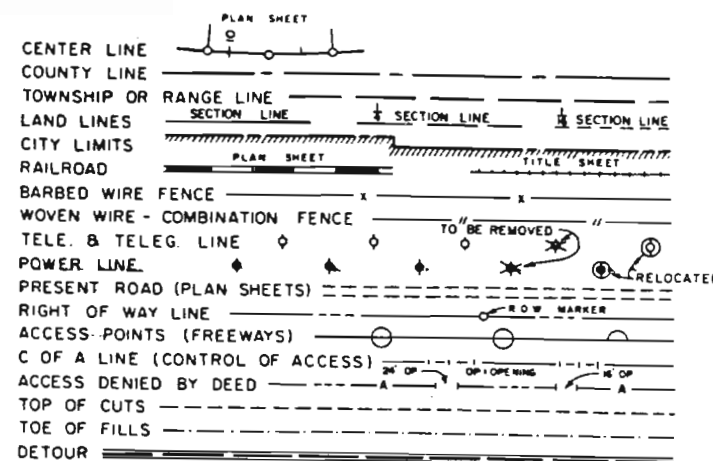
Crew Available

Sept 18 - 2 crews M

Sept 22 - 1 crew

Sept 29 - 2 crews

CONVENTIONAL SIGNS



STATE DEPARTMENT OF HIGHWAYS

DIVISION OF HIGHWAYS—STATE OF COLORADO

PLAN AND PROFILE OF PROPOSED COMPLETED FEDERAL AID PROJECT NO. RF 287-1(3) STATE HIGHWAY NO. 287 PROWERS COUNTY

AS CONSTRUCTED
REVISED DATE Aug 26, 1971

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 } 22,493.6 LIN. FT. = 4.260 MILES
 NET LENGTH OF PROJECT }

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	RF 287-1(3)	1

RIGHT OF WAY PURCHASED UNDER PROJECT NO. F 028-2(1)

INDEX OF SHEETS

SHEET NO.

- 1 TITLE PAGE AND SKETCH MAP
- 2 TYPICAL SECTION AND GENERAL NOTES
- 3 SUMMARY OF EARTHWORK QUANTITIES AND TABULATION OF LENGTH & DESIGN DATA
- 4 - 5 SUMMARY OF APPROXIMATE QUANTITIES
- 6 SUBBASE PLAN, BASE COURSE AND SURFACING PLAN
- 7 PIT SKETCHES
- 8 TABULATIONS OF GUARD RAIL, FENCING, DELINEATORS AND PAVEMENT MARKINGS
- 9 - 10 STRUCTURE QUANTITIES
- 11 DETAIL OF GUARD RAIL CONNECTION TO EXISTING STRUCTURE
- 12 - 19 ALIGNMENT PLAN AND PROFILE SHEETS
- 20 - 23 CROSS SECTIONS - STRUCTURES
- 24 - 27 CROSS SECTIONS - SUB GRADING
- 20 - 22 CROSS SECTIONS (THOMPSON PIT)

- M-203-A SUPERELEVATION & WIDENING OF CURVES - CROWNED HIGHWAYS 7-30-68
 M-203-B APPROACH ROADS, FLARING, CUT SLOPE TREATMENT, BRIDGE & CREST WIDENING 4-27-70
 M-203-C DITCH TYPES 7-23-68
 M-206-A EXCAVATION AND BACKFILL FOR STRUCTURES (2 SHEETS) 9-23-70
 M-603-CA CONCRETE AND METAL END SECTIONS 7-23-68
 M-603-M METAL CULVERT PIPE - H-20 LOADING 7-23-68
 M-606-AB GUARD RAIL, TYPE 3 (3 SHEETS) 2-18-70
 M-612-C DELINEATORS (2 SHEETS) 7-11-68
 M-614-A TIMBER BARRICADES 4-23-69
 M-614-IC STANDARD CONSTRUCTION IDENTIFICATION SIGNS (2 SHEETS) 3-25-70
 M-614-TB TRAFFIC SIGNING FOR HIGHWAY CONSTRUCTION (3 SHEETS) 12-24-68
 S-614-29A TYPICAL PAVEMENT MARKINGS 7-10-68

"As Constructed No Revision"
Sheets 2, 7, 11-15 and 17-17

SEE SPECIAL PROVISIONS FOR
NOTICE TO BIDDERS

PROJECT STARTED - NOVEMBER 30, 1970
PROJECT COMPLETED - AUGUST 26, 1970
CONTRACTOR - HERREN-STRONG, INC.
RESIDENT ENGINEER - L.D. MULLER

DIVISION OF HIGHWAYS

APPROVED:

DISTRICT CONSTRUCTION ENGINEER DATE

DIVISION OF HIGHWAYS

APPROVED

Chief Engineer
DATE

Deputy Chief Engineer
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

APPROVED

DATE

DIVISION ENGINEER

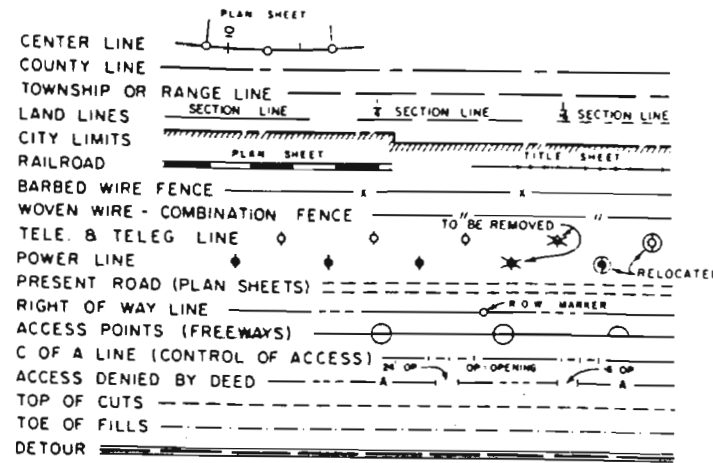
G. S.

STATE DEPARTMENT OF HIGHWAYS DIVISION OF HIGHWAYS—STATE OF COLORADO

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	RF 287-1(5)	1

R-1 REV. 10-21-71 DELETED PIT-G.9.

CONVENTIONAL SIGNS



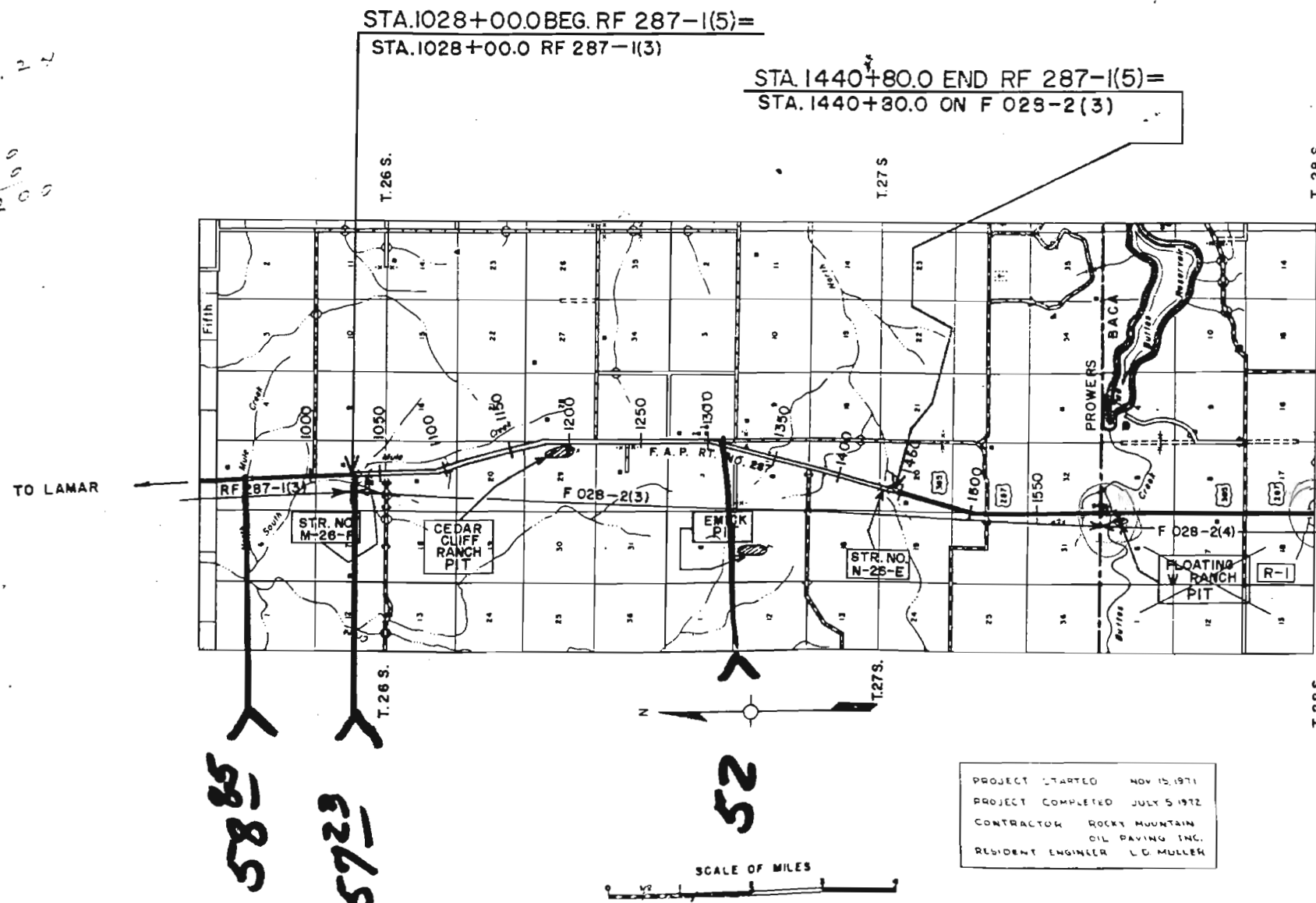
PLAN AND PROFILE OF PROPOSED-COMPLETED FEDERAL AID PROJECT NO. RF 287-1(5) STATE HIGHWAY NO. 287 PROWERS COUNTY

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
NET & GROSS LENGTH = 41,260.0 LIN. FT. = 7.818 MILES

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	DATE
1	SKETCH MAP & TITLE PAGE	
2	TYPICAL CROSS SECTIONS OF IMPROVEMENT & GENERAL NOTES	
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7	TABULATION OF GUARD RAIL, DELINEATORS & SUBBASE PLAN	
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S-614-29B	TYPICAL PAVEMENT MARKINGS (2 SHEETS)	8-18-71 4-11-72

5.24
127750
24400
13550
10480
25200



"AS CONSTRUCTED NO REVISIONS"
SHEETS 2, 12, 14, 16, 18-24 AND 26-28
TO SPRINGFIELD
"As Constructed No Revisions"
Sheets 2, 12-14, 16, 18-24
and 26-28

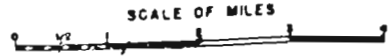
SEE SPECIAL PROVISIONS FOR
NOTICE TO BIDDERS

DIVISION OF HIGHWAYS
APPROVED
L. B. Bower 10-6-71
CHIEF ENGINEER DATE

DIVISION OF HIGHWAYS
AS CONSTRUCTED
APPROVED
L. B. Bower 8-21-72
DIST. CONST. ENGR. DATE

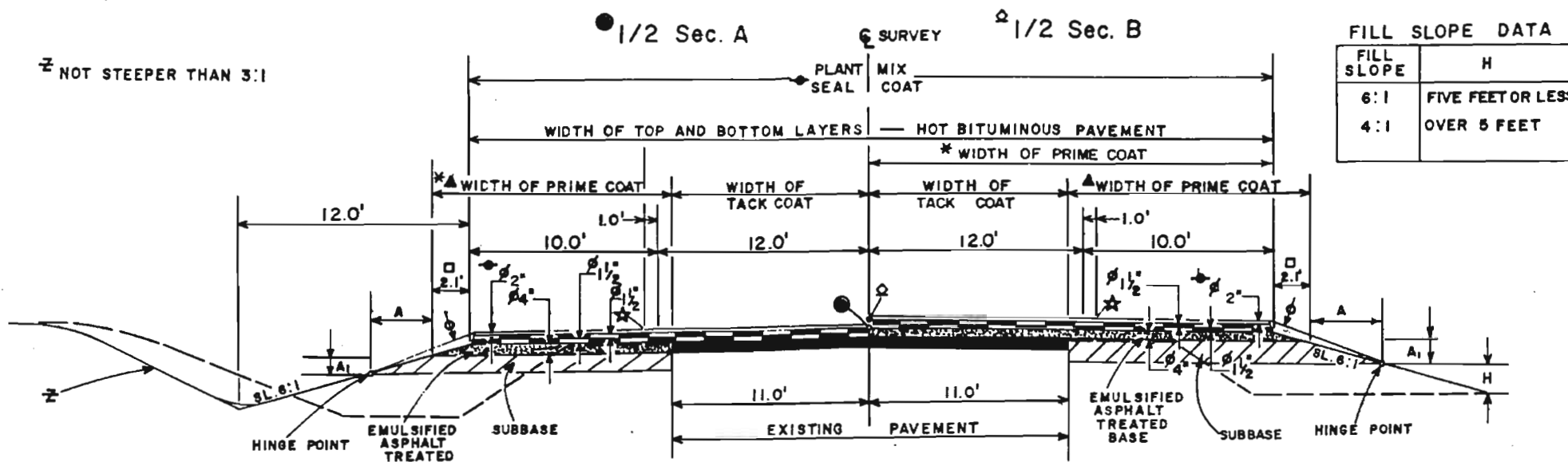
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DATE
DIVISION ENGINEER

PROJECT STARTED NOV. 15, 1971
PROJECT COMPLETED JULY 5, 1972
CONTRACTOR ROCKY MOUNTAIN
OIL PAVING INC.
RESIDENT ENGINEER L. O. MULLER



NOTE:
SEE STANDARDS FOR DETAILS OF
CUT SLOPE TREATMENT AND
FLARING.

TYPICAL CROSS SECTION OF IMPROVEMENT



FILL SLOPE DATA

FILL SLOPE	H
6:1	FIVE FEET OR LESS
4:1	OVER 5 FEET

GENERAL NOTES

FOR PRELIMINARY PLAN QUANTITIES OF BITUMINOUS MATERIALS THE FOLLOWING RATES OF APPLICATION WERE USED:

PRIME COAT [0.10 GALS. PER SQ. YD. (BETWEEN EMUL. ASPH. TR. BASE & HOT BIT. PAVE)
(Diluted CSS-1) 0.40 GALS. PER SQ. YD. (BETWEEN EMUL. ASPH. TR. BASE AND SUBGRADE
AND/OR SUBBASE)
TACK COAT CSS-1 @ 0.10 GALS. PER SQ. YD.

RATES OF APPLICATION SHALL BE AS DETERMINED BY THE ENGINEER AT THE TIME OF APPLICATION.

★ DILUTION OF CSS-1 AND WATER, THE PORTIONS OF WHICH SHALL BE 1 PART WATER AND 1 PART CSS-1, BASED ON VOLUME MEASUREMENTS.

ANY LAYER OF BITUMINOUS PAVEMENT THAT IS TO HAVE A SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE SUCCEEDING LAYER IS PLACED.

ROAD APPROACHES WHICH REQUIRE BITUMINOUS PAVEMENT SHALL BE PRIMED AND A 2 INCH THICKNESS OF PAVEMENT PLACED AS FOLLOWS.

PUBLIC APPROACHES AND ENTRANCES TO BUILDINGS OR RESIDENCES SHALL BE PAVED 50 FEET OUT FROM EDGE OF SHOULDER OR TO THE RIGHT OF WAY LINE WHICHEVER IS LESS.

FIELD ENTRANCES SHALL BE PAVED 4 FEET OUT FROM EDGE OF SHOULDER.

DEPTH OF MOISTURE-DENSITY CONTROL FOR THIS PROJECT SHALL BE AS FOLLOWS:

FULL DEPTH OF ALL EMBANKMENTS
BASES OF CUTS 6"
BASES OF FILLS 6"

EXCAVATION REQUIRED FOR COMPACTION OF BASES OF CUTS AND FILLS WILL BE CONSIDERED AS SUBSIDIARY TO THAT OPERATION AND WILL NOT BE PAID FOR SEPARATELY.

GUARD POSTS, SIGNS AND DELINEATORS WILL BE REMOVED BY STATE FORCES.

IT IS ESTIMATED THAT 1,500 HOURS OF FLAGGING FOR CONTROLLING TRAFFIC WILL BE REQUIRED FOR THIS PROJECT.

EARTH SLOPES SHALL BE DISCED OR ROUGHENED BY OTHER APPROVED METHODS FOR MULCHING OR EROSION PROTECTION.

VEGETATION NOT TO BE DISTURBED OUTSIDE OF SLOPE STAKES.

THE TYPE OF COMPACTION FOR STRUCTURE BACKFILL (CLASS 3) SHALL BE "STANDARD"

SKI TYPE DEVICE AT LEAST 30 FEET IN LENGTH AND SHORT SKI OR SHOE SHALL BE FURNISHED WITH EACH BITUMINOUS PAYER EQUIPPED WITH AN AUTOMATIC CONTROL SYSTEM.

● APPROXIMATE THICKNESS ● FUTURE CONSTRUCTION
★ LOCATION OF 3" WIDE SOLID WHITE PAINTED STRIPE

MATERIAL SHALL BE PLACED IN SEPARATE COURSES AT THE FOLLOWING RATES PER 100 LIN. FT. OF ROADWAY:

BITUMINOUS PAVEMENT (LEVELING COURSE) 5 TONS
BITUMINOUS PAVEMENT (TOP LAYER) 37 TONS
BITUMINOUS PAVEMENT (BOTTOM LAYER) 37 TONS
EMULSIFIED ASPHALT TREATED BASE 99 TONS
● EMULSIFIED ASPHALT TREATED BASE (SHOULDER) 62 TONS
● BASED ON WIDTHS OF EXISTING PAVEMENT AS FOLLOWS 22 FT.

● STA. 844+00 TO 936+00, STA. 1008+00 TO 1028+00
FINISHED PROFILE GRADE SHALL BE THICKNESS OF 3" NEW BITUMINOUS PAVEMENT ABOVE GRADE OF PRESENT PAVEMENT.

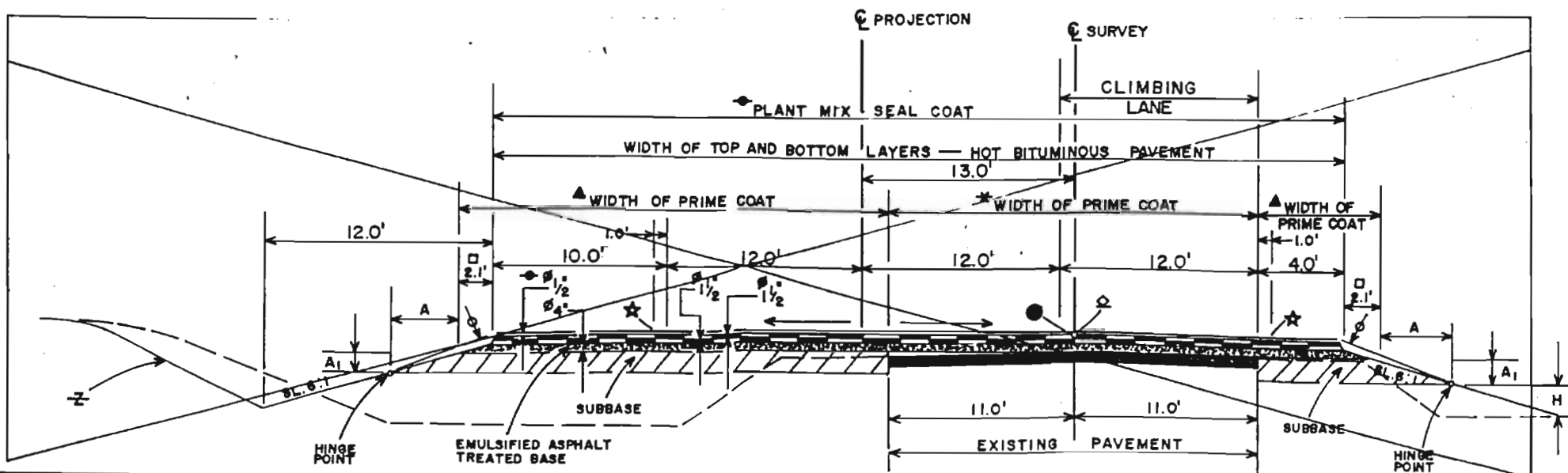
● STA. 803+00 TO 844+00, STA. 936+00 TO 949+00, STA. 960+00 TO 1008+00
FINISHED PROFILE GRADE SHALL BE THICKNESS OF 3" NEW BITUMINOUS PAVEMENT, 4" EMULSIFIED ASPHALT TREATED BASE ABOVE GRADE OF PRESENT PAVEMENT.

● STA. 949+00 TO 960+00 FINISHED PROFILE GRADE AS SHOWN ON PLAN AND PROFILE SHEET.

HINGE POINT DATA

THICKNESS OF SUBBASE	A	A ₁
6"	3.2'	0.5'
9"	4.7'	0.9'
12"	6.4'	1.1'
14"	7.4'	1.2'
16"	8.5'	1.4'

● BASED ON EXISTING ROADWAY SLOPE (0.01'/ft.)



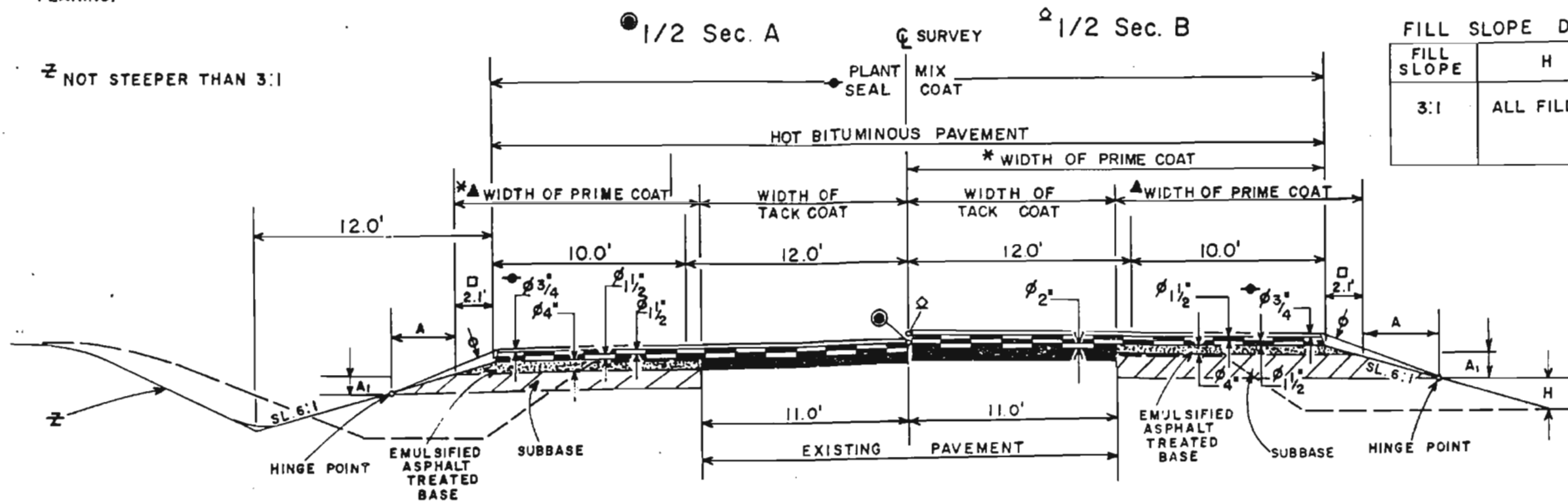
NOTE:

SEE STANDARDS FOR DETAILS OF
CUT SLOPE TREATMENT AND
FLARING.

TYPICAL CROSS SECTION OF IMPROVEMENT

RF 287-1(5) 2

NOT STEEPER THAN 3:1



APPROXIMATE THICKNESS FUTURE CONSTRUCTION

THE CONTRACTOR WILL BE REQUIRED
TO PLACE SUITABLE MATERIAL (OR BORROW)
TO THIS LINE AFTER COMPLETION OF
PAVING OPERATION.

THE DEPTH AND WIDTH OF THE SIDE DITCH
SHALL BE VARIED WHERE NECESSARY IN
ORDER TO PROVIDE PROPER DRAINAGE.

BREAK POINTS ON SLOPES AND IN BOTTOMS
OF DITCHES SHALL BE ROUNDED ON CONSTRUCTION
FOR A PLEASING APPEARANCE.

MATERIAL SHALL BE PLACED IN SEPARATE COURSES
AT THE FOLLOWING RATES PER 100 LIN. FT. OF ROADWAY:

	A	B	C	TONS
BITUMINOUS PAVEMENT (TOP LAYER)	39	39	44	TONS
BITUMINOUS PAVEMENT (MIDDLE LAYER)	—	39	—	TONS
BITUMINOUS PAVEMENT (BOTTOM LAYER)	39	26	44	TONS
EMULSIFIED ASPHALT TREATED BASE	—	—	56	TONS
EMULSIFIED ASPHALT TREATED BASE (SHOULDER)	55	55	12	TONS

BASED ON WIDTHS OF EXISTING PAVEMENT AS FOLLOWS 22 FT.

FINISHED PROFILE GRADE SHALL BE THICKNESS OF 3" NEW
BITUMINOUS PAVEMENT ABOVE GRADE OF PRESENT PAVEMENT.

FINISHED PROFILE GRADE SHALL BE THICKNESS OF 5" NEW
BITUMINOUS PAVEMENT ABOVE GRADE OF PRESENT PAVEMENT.

TRANSITION FROM SECTION A TO C	STA. 1092+08.8 TO	1102+70.0 BK. =
		1102+72.4 AH.
	1102+72.4 AH. TO	1167+68.2 SECTION C
TRANSITION FROM SECTION C TO A	STA. 1167+68.2 TO	1178+29.2 BK. =
		1178+26.8 AH.

FILL SLOPE DATA

FILL SLOPE	H
3:1	ALL FILL

GENERAL NOTES

FOR PRELIMINARY PLAN QUANTITIES OF BITUMINOUS MATERIALS THE
FOLLOWING RATES OF APPLICATION WERE USED:

PRIME COAT @ 0.10 GALS. PER SQ. YD. (BETWEEN EMUL. ASPH. TR. BASE & HOT BIT. PAVE)
(Diluted CSS-1) @ 0.40 GALS. PER SQ. YD. (BETWEEN EMUL. ASPH. TR. BASE AND SUBGRADE
AND/OR SUBBASE)
TACK COAT (Diluted CSS-1) @ 0.10 GALS. PER SQ. YD.

RATES OF APPLICATION AND PROPORTIONS SHALL BE AS DETERMINED BY THE
ENGINEER AT THE TIME OF APPLICATION.

ANY LAYER OF BITUMINOUS PAVEMENT THAT IS TO HAVE A SUCCEEDING LAYER
PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE SUCCEEDING LAYER
IS PLACED.

ROAD APPROACHES WHICH REQUIRE BITUMINOUS PAVEMENT SHALL BE PRIMED
AND A 2 INCH THICKNESS OF PAVEMENT PLACED AS FOLLOWS.

PUBLIC APPROACHES AND ENTRANCES TO BUILDINGS OR RESIDENCES SHALL
BE PAVED 50 FEET OUT FROM EDGE OF SHOULDER OR TO THE RIGHT OF WAY LINE
WHICHEVER IS LESS.

FIELD ENTRANCES SHALL BE PAVED 4 FEET OUT FROM EDGE OF SHOULDER.

DEPTH OF MOISTURE-DENSITY CONTROL FOR THIS PROJECT SHALL BE AS FOLLOWS:

FULL DEPTH OF ALL EMBANKMENTS

BASES OF CUTS 6"

BASES OF FILLS 6"

EXCAVATION REQUIRED FOR COMPACTION OF BASES OF CUTS AND FILLS WILL BE CONSIDERED
AS SUBSIDIARY TO THAT OPERATION AND WILL NOT BE PAID FOR SEPARATELY.

GUARD POSTS, SIGNS AND DELINEATORS WILL BE REMOVED BY STATE FORCES.

IT IS ESTIMATED THAT 2,600 HOURS OF FLAGGING FOR CONTROLLING TRAFFIC
WILL BE REQUIRED FOR THIS PROJECT.

EARTH SLOPES SHALL BE DISCED OR ROUGHENED BY OTHER APPROVED
METHODS FOR MULCHING OR EROSION PROTECTION.

VEGETATION IS NOT TO BE DISTURBED OUTSIDE OF SLOPE STAKES.

SKI TYPE DEVICE AT LEAST 30 FEET IN LENGTH AND SHORT SKI OR SHOE
SHALL BE FURNISHED WITH EACH BITUMINOUS PAVER.

ALL OVERSIZED ROCK NOT INCORPORATED INTO THE BORROW OR INTO THE
SUBBASE LIFTS WILL BE PICKED UP OR DISPOSED OF BY THE CONTRACTOR.
COST WILL BE CONSIDERED SUBSIDIARY TO THE ITEM.

SEEDING, FERTILIZATION WITH COMMERCIAL FERTILIZER, AND MULCHING WILL
BE REQUIRED WITHIN THE LIMITS OF CONSTRUCTION.
FOR SEEDING, THE FOLLOWING SHALL BE USED.

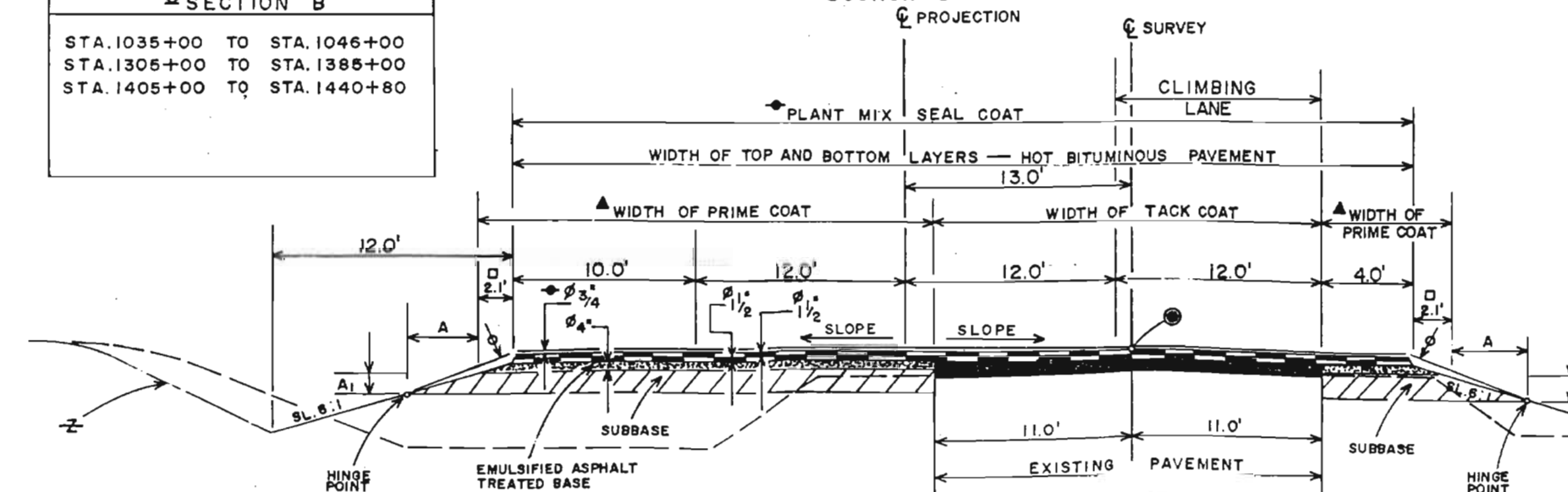
COMMON NAME	BOTANICAL NAME	PERCENT PURITY	PERCENT GERMINATION	RATE PLS / ACRE
BLUE GRAMA	BOUTELOUA GRACILIS	35	60	3 LB.
SIDE OATS GRAMA	BOUTELOUA CURTIPENDULA	50	60	4 LB.
WESTERN WHEATGRASS	AGROPYRON SMITHII	85	70	2 LB.
SAND DROPSEED	SPOROBOLUS CRYPTANDRUS	95	85	2 LB.
* WINTER WHEAT (WICHITA STRAIN)	TIRTCUM AESDIVUM	99	90	8 LB.

* WINTER WHEAT TO BE USED IF SEEDING IS DONE IN THE FALL. IF SEEDING IS DONE
IN THE SPRING, 10 LBS. (PLS / ACRE) OF PROSO MILLET (PANICUM MILIACEUM)
(95% PURITY-90% GERMINATION) SHALL BE SUBSTITUTED FOR WINTER WHEAT.

FERTILIZER: USE FREE NITROGEN AT 50 LBS. PER ACRE.
MULCHING WITH STRAW OR HAY, 1 1/2 TON PER ACRE.

SECTION A
STA. 1028+00 TO STA. 1035+00
STA. 1046+00 TO STA. 1092+08.8
STA. 1178+26.8 AH. TO STA. 1305+00
STA. 1385+00 TO STA. 1405+00
SECTION B
STA. 1035+00 TO STA. 1046+00
STA. 1305+00 TO STA. 1385+00
STA. 1405+00 TO STA. 1440+80

Section C



TABULATION OF LENGTH AND DESIGN DATA

STATION	DESCRIPTION	ROADWAY	
		LIN. FT.	
803+00	BEGIN RF 287-1(3) = 803+00 END RF 287-1(1)	4,593.6	
848+93.6 BK. =	EQUATION		
849+00.0 AH.		10,582.8	
954+82.8	STR. NO. M-26-E ①	31.0	
955+13.8		7,286.2	
1028+00.0	1028+17± ON F 028-2(3)		
TOTAL		22,493.6	
SUMMARY		LIN. FT.	MILES
ROADWAY (NET & GROSS LENGTH)		22,493.6	4.260
DESIGN DATA			
MAXIMUM GRADE		4.176%	
MAXIMUM DEGREE OF CURVE		0° 30'	
MINIMUM S.S.D. HORIZONTAL		> 900'	
MINIMUM S.S.D. VERTICAL		600'	
MAXIMUM DESIGN SPEED		70 M.P.H.	
1990 A.D.T.		2750	
1990 D.H.V.		330	

① CONSTRUCTED ON PROJECT P.W.A.-6-F-1 UNIT 2

TABULATION OF LENGTH & DESIGN DATA

STATION	DESCRIPTION	ROADWAY		
		LIN. FT.		
1028+00.0	BEG. RF 287-1(5) = STA. 1028+00.0 OF 287-1(3)			
		1,150.0		
1035+50.0	BEG. BRIDGE			
	STR. NO. M-26-F	93.6		
1040+43.6	END BRIDGE			
		6,226.4		
1102+70.0 BK.	EQUATION			
1102+72.4 AH.		7,556.8		
1178+29.2 BK.	EQUATION			
1178+26.8 AH.		25,719.7		
1435+46.5	BEG. BRIDGE			
	STR. NO. N-26-E	70.4		
1436+16.9	END BRIDGE			
		463.1		
1440+80.0	END RF 287-1(5) = STA. 1440+80.0 ON F 028-2(3)			
TOTALS		41,280.0		

SUMMARY

	LIN. FT.	MILES
ROADWAY (NET & GROSS LENGTH)	41,280.0	7.818

DESIGN DATA

MAXIMUM GRADE	5.07%
MAXIMUM DEGREE OF CURVE	2° 00'
MINIMUM S.S.D. HORIZONTAL	1900'
MINIMUM S.S.D. VERTICAL	600'
MAXIMUM DESIGN SPEED	70 MPH
A.D.T. 1991	2300
D.H.V. 1991	276

● CONSTRUCTED UNDER PWA 6F

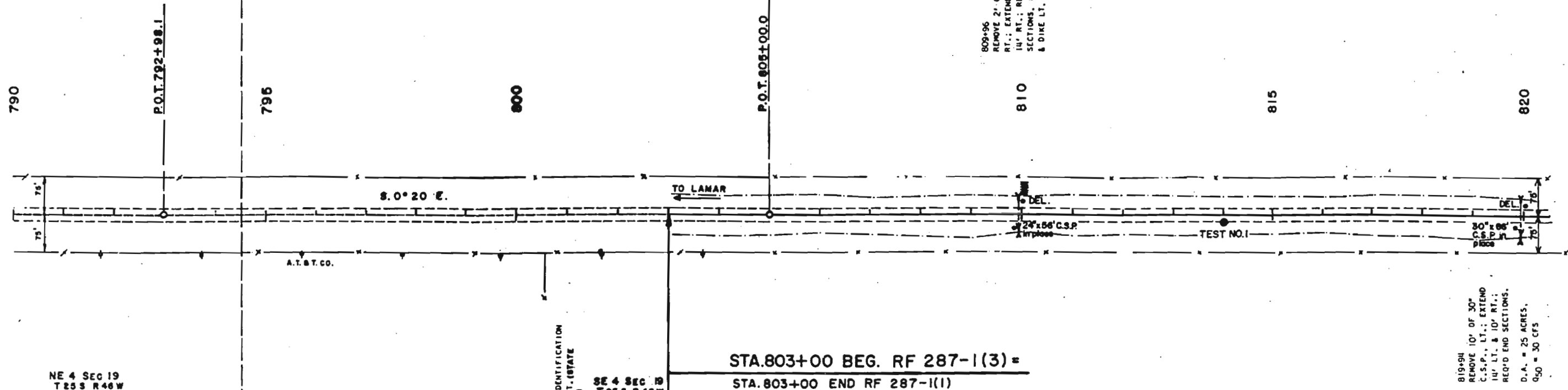
▲ CONSTRUCTED UNDER F 028-2(1)

NW 4 SEC 20
T25 S R46 W

SW 4 SEC 20
T25 S R46 W

RF 287-1(3)

12



NE 4 SEC 19
T25 S R46 W
B.M. NO. 88 ELEV. 4042.82
NAIL IN POLE RT. STA. 791+

B.M. NO. 89 ELEV. 4040.74
NAIL IN T POLE RT. STA. 799+

803+
REQ'D IDENTIFICATION
SIGN, RT. (STATE
FORCES)

SE 4 SEC 19
T25 S R46 W

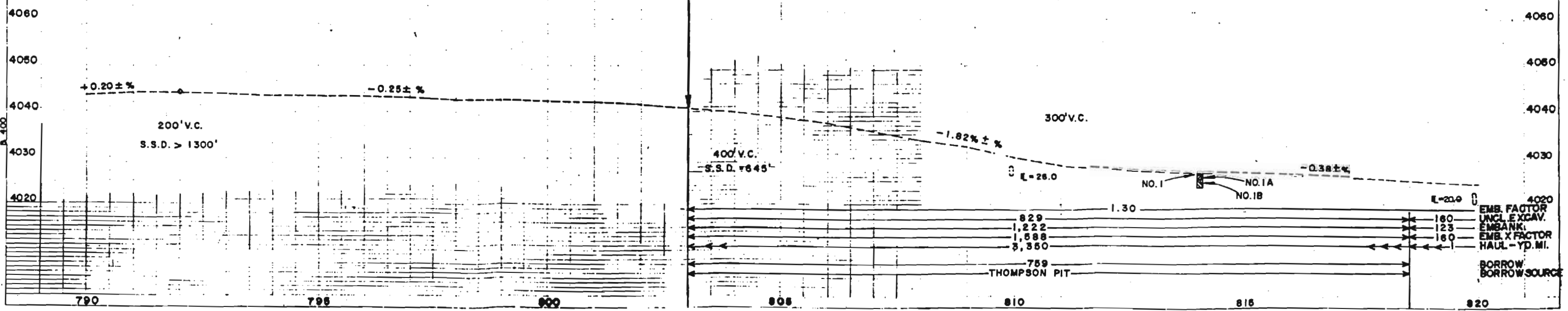
STA. 803+00 BEG. RF 287-1(3) =
STA. 803+00 END RF 287-1(1)

B.M. NO. 90 ELEV. 4029.56
NAIL IN T POLE RT. STA. 808+50

TEST NO. 1 OIL MAT
TEST NO. 1A A-2-6(0)
L.L. = 25
P.I. = 11
% 200 = 20
R = 45
TEST NO. 1B A-6(14)
L.L. = 36
P.I. = 20
% 200 = 77
R = 25

SOIL SAMPLE NO. A 553
PROJECT NO. RF 287-1(3)

819x94
REMOVE 10' OF 30"
C.S.P., LT.; EXTEND
14' LT. & 10' RT.;
REQ'D END SECTIONS.
D.A. = 25 ACRES,
950 = 30 CFS



FD-1 Rev. 12-14-1970

RF 287-1 (3) 13

850

$$\frac{848+93.6 \text{ BK.}}{848+93.6 \text{ BK.}} =$$

EQUATION .

SE 1/4, SEC. 30
T. 25S, R. 46W

MAR 1971
RECEIVED

937*67
EXTEND 30' C.S.P. : 4'
LY.; REQ'D END SECTIONS
& OUTLET DITCH.
D. A. = 50 ACRES.
Q₅₀ = 55 CFS

SEC. LINE	820+97	REQ'D ROAD APPROACH.

P.L. 820+97.4
 4+00' 06" LT.
 EASEMENT
 822-11
 REMOVE 6' LT & 2' RT
 OF 30' C.S.P.; EXTEND
 16' LT & 6' RT; RECD
 END SECTIONS & OUTLET
 DITCH.
 D.A. = 30 ACRES.
 G.C. = 100 CFS.

P.I. 820+97.4
A=00°06'LT.

P.I. 820+97.4
Δ=00°06'LT.
EAS.

822+11
REMOVE 6' LT &
OF 30' C.S.P.:
16' LT & 6' RT.
END SECTIONS &
DITCH.

D.A. = 30 ACRES
9C = 40 CFS

91 ELEV. 4022.14
T POLE RT. STA 821+50

NE 1/4 SEC. 30
T. 25 S., R. 46 W.

B M NO. 92 ELEV. 4029.27
NAIL IN T POLE RT. STA. 834 +60

B M NO. 93 ELEV. 4031.33
NAIL IN T POLE RT. STA. 841+20

BM NO. 94 ELEV. 4035.79
NAIL IN T POLE RT. STA. 847+60

TEST NO. 2 OIL MAT
TEST NO. 2A A-2-6(0)
SIM. TO TEST NO. 1A
R-45

TEST NO. 2B A-3(14)
SIM. TO TEST NO. 1B
R-25

TEST NO. 3 OIL MAT	
TEST NO. 3A A-2-B(0)	
SIM. TO TEST NO. 1A	
R=45	
TEST NO. 3B A-6(14)	
SIM. TO TEST NO. 1B	
R=28	

TEST NO. 4 OIL MAT.
TEST NO. 4A A-2-6(0)
SIM. TO TEST NO. 1A
R=45

TEST NO. 4B A-6(14)
SIM. TO TEST NO. 1B
R=25

TEST NO. 8 OIL MAT	
TEST NO. 8A A=1-b(0)	
LL=20	
P.I.=20	
%200=15	
R=72	
TEST NO. 8B A=6-118	
LL=35	
P.I.=20	
%200=9	
R=25	

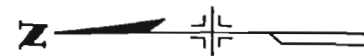
849+955 BK.

[illegible]

EMB. FACTOR
UNCL. EXCAV.
EMBANK.
EMB. X FACTOR
HAUL - YD. MI.
BORROW
BORROW SOURCE

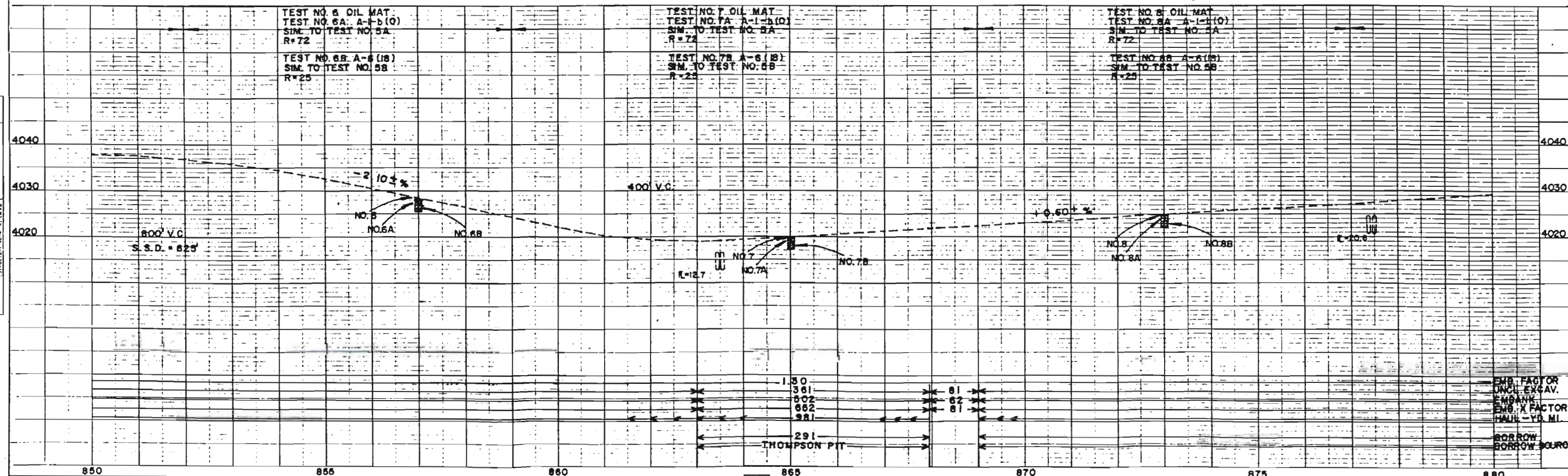
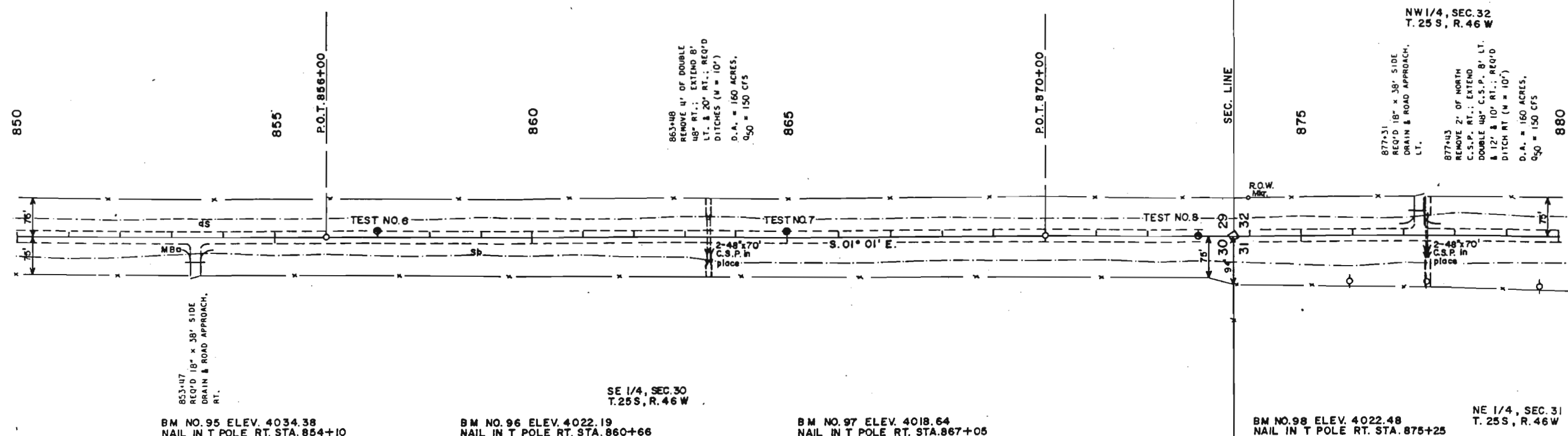
PLATE 1-PLAN-PROFILE

SW 1/4, SEC. 29
T. 25 S., R. 46 W.



PROJECT NO.	SECTION	PROJECT NAME	DATE	BY
9	100-1000	RF 287-1(3)	14	

NW 1/4, SEC. 32
T. 25 S., R. 46 W.



NOT A PART OF CONTRACT
 IN A CONTRACT STATE THE CONTRACT
 NUMBER

PLAN
 NOTE BOOK LAMINATED
 NO. 31285
 31285

PROFILE
 NOTE BOOK LAMINATED
 NO. 31285
 31285

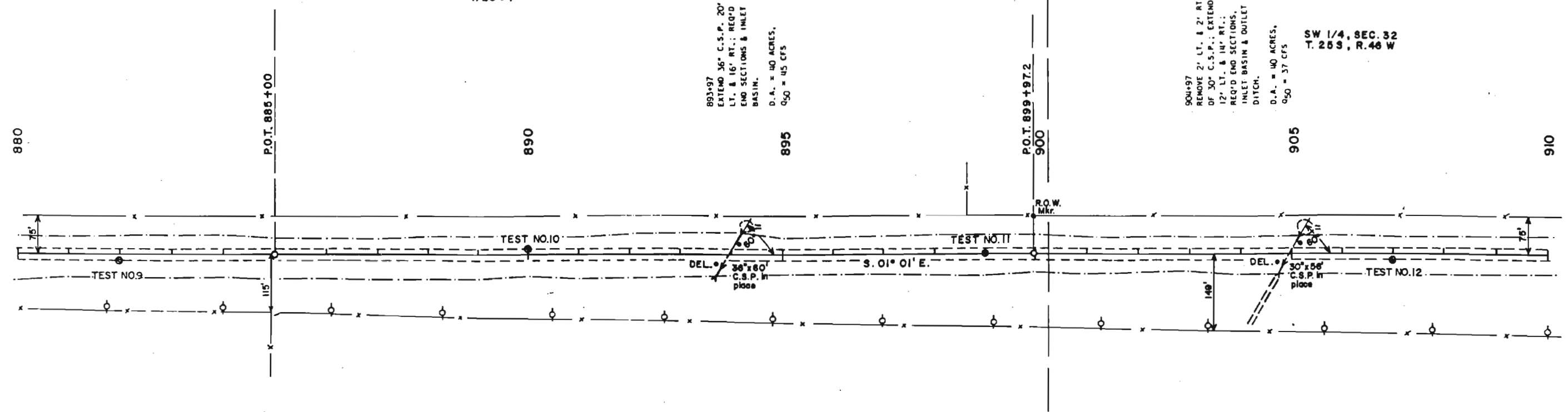
PROJECT NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9	01.09.20	RF 287-1(3)	15	

NW 1/4, SEC. 32
 T. 25 S., R. 46 W

SW 1/4, SEC. 32
 T. 25 S., R. 46 W

893+97
 EXTEND 36" C.S.P. 20'
 LT. & 16" RT. REQ'D
 END SECTIONS & INLET
 BASIN.
 D.A. = 40 ACRES.
 Q₅₀ = 45 CFS

904+97
 REMOVE 2' LT. & 2' RT.
 OF 30" C.S.P. EXTEND
 12' LT. & 14" RT.
 REQ'D END SECTIONS.
 INLET BASIN & OUTLET
 DITCH.
 D.A. = 40 ACRES.
 Q₅₀ = 37 CFS



BM NO. 99 ELEV. 4031.45
 NAIL IN T POLE RT. STA. 884+00

NE 1/4, SEC. 31
 T. 25 S., R. 46 W

BM NO. 100 ELEV. 4043.89
 NAIL IN T POLE RT. STA. 892+70

BM NO. 101 ELEV. 4068.41
 NAIL IN T POLE RT. STA. 901+25

SE 1/4, SEC. 31
 T. 25 S., R. 46 W

BM NO. 102 ELEV. 4084.09
 NAIL IN T POLE RT. STA. 904+00

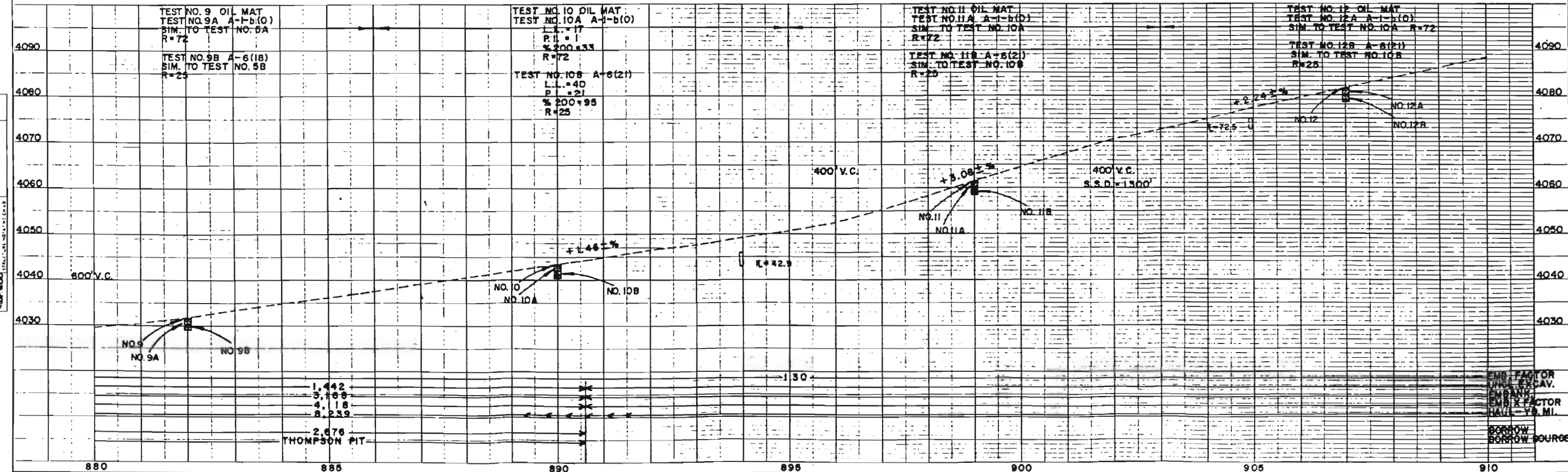


PLATE 1-PLAN-PROFILE

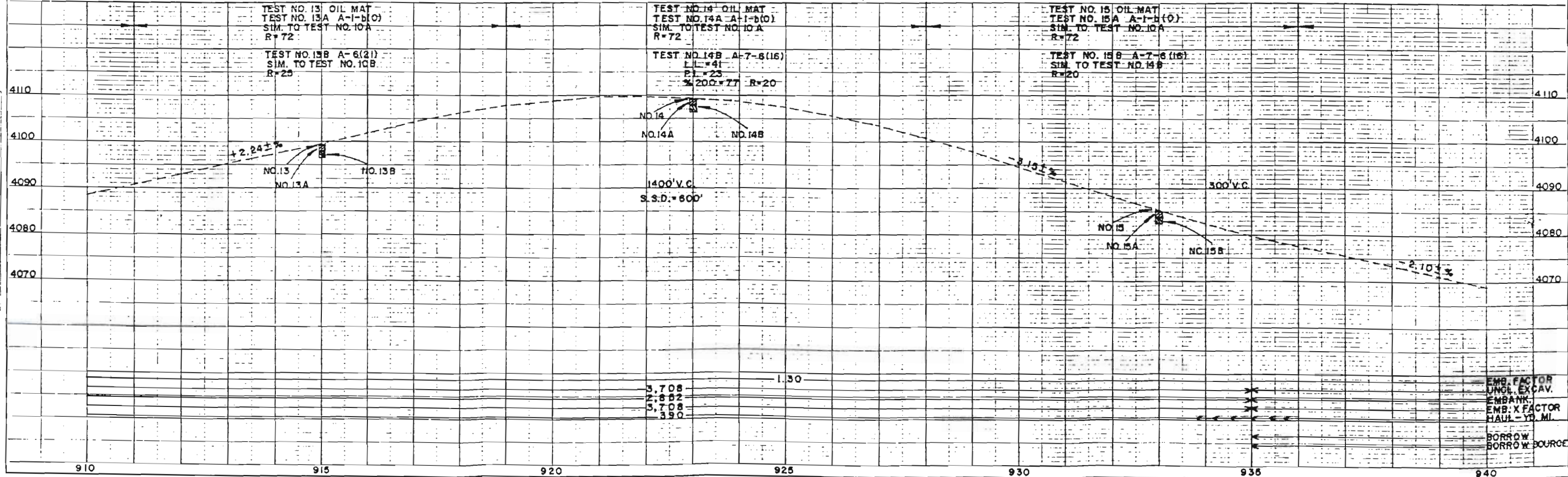
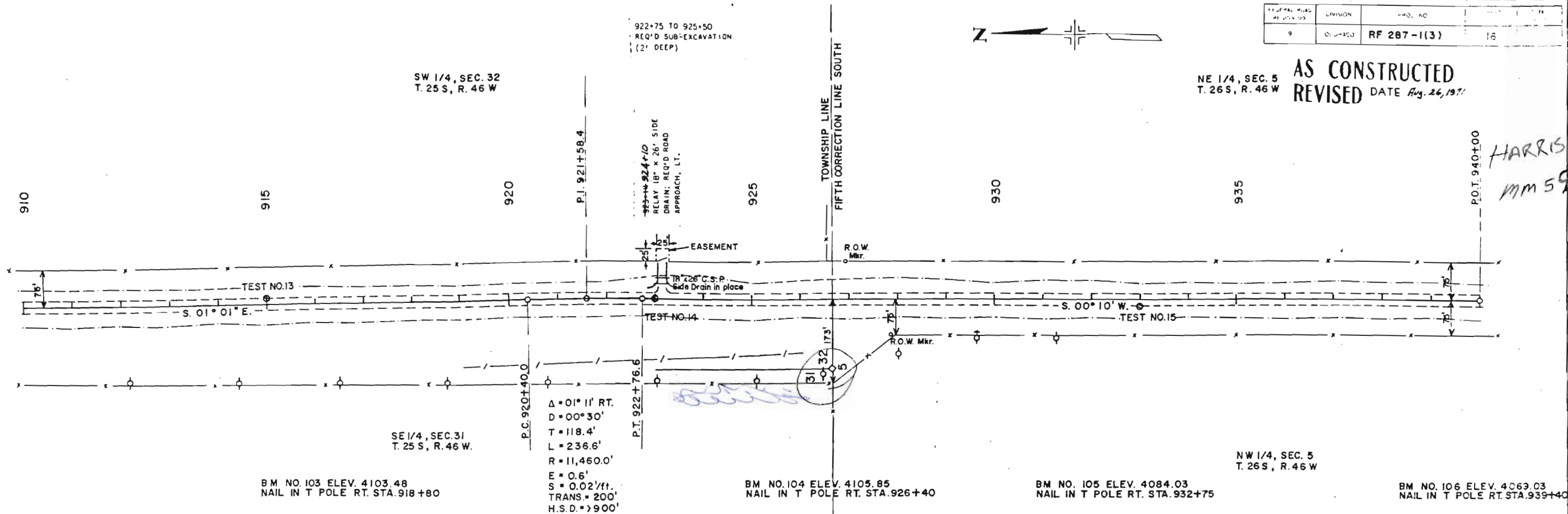
PLAN	DATE
DESIGNED CHECKED DATE BY	
31285 31286	

PROFILE	DATE
DESIGNED CHECKED DATE BY	
DP 400	

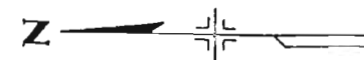
PROJECT NO.	DIVISION	NO.	NO.
9	CH-400	RF 287-1(3)	16

NE 1/4, SEC. 5
T. 26 S., R. 46 W.
AS CONSTRUCTED
REVISED DATE *Aug. 26, 1971*

HARRIS
mm 59



NE 1/4, SEC. 5
T. 26 S., R. 46 W.



PROJECT NO.	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
2	CONTRACT	RF 287-1(3)	17

954+82.8 TO 955+13.8
REMOVE ASPHALT MAT FROM
BRIDGE.

956+50 TO 959+00
REQ'D SUB-EXCAVATION
(2' DEEP)

959+22
RELAY 24" x 30" SIDE
DRAIN; REQ'D ROAD
APPROACH, LT.

940+05
REQ'D 18" x 34" SIDE
DRAIN & ROAD APPROACH,
LT.

941+00
REMOVE 18" C.S.P.;
REQ'D 18" x 42" SIDE
DRAIN & ROAD APPROACH,
LT.

944+52
EXTEND 30" C.S.P. 10'
LT. & 10' RT.; REQ'D
END SECTIONS, DITCHES
& DIKE LT.

D.A. = 50 ACRE.
Q50 = 55 CFS

945

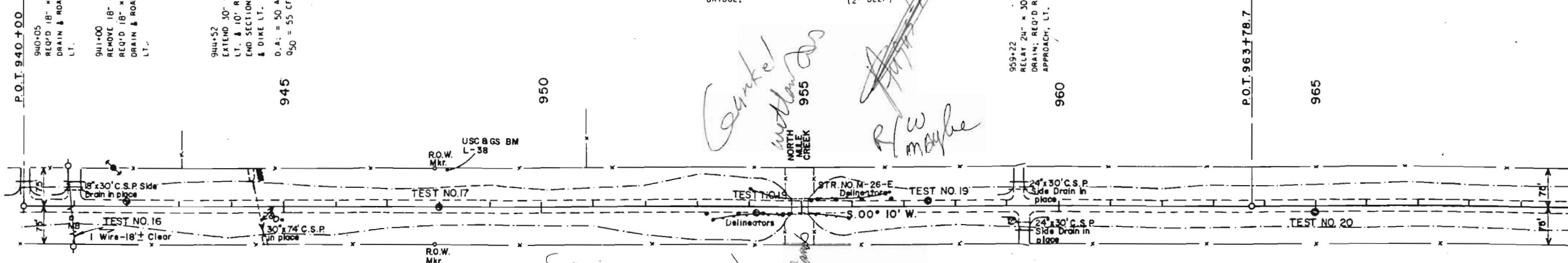
950

955

960

965

970

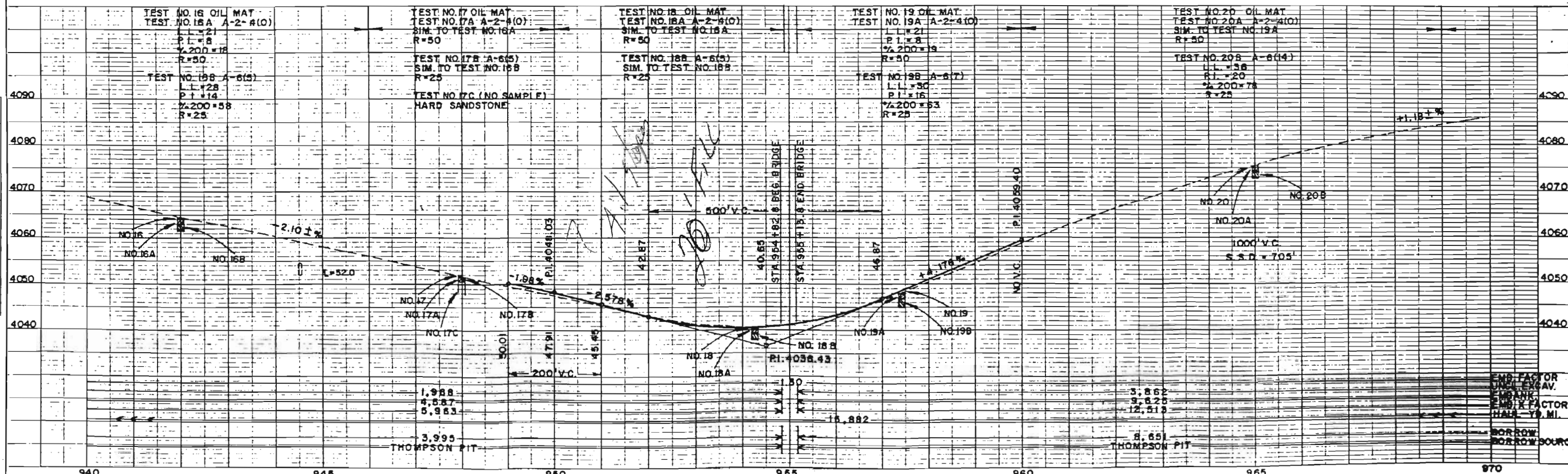


BM NO. 107 ELEV. 4049.82
NAIL IN T POLE RT. STA. 945+90

BM NO. 108 ELEV. 4040.94
Δ ON TOP NW WINGWALL RT.
STA. 954+82

BM NO. 109 ELEV. 4062.82
NAIL IN T POLE RT. STA. 960+55

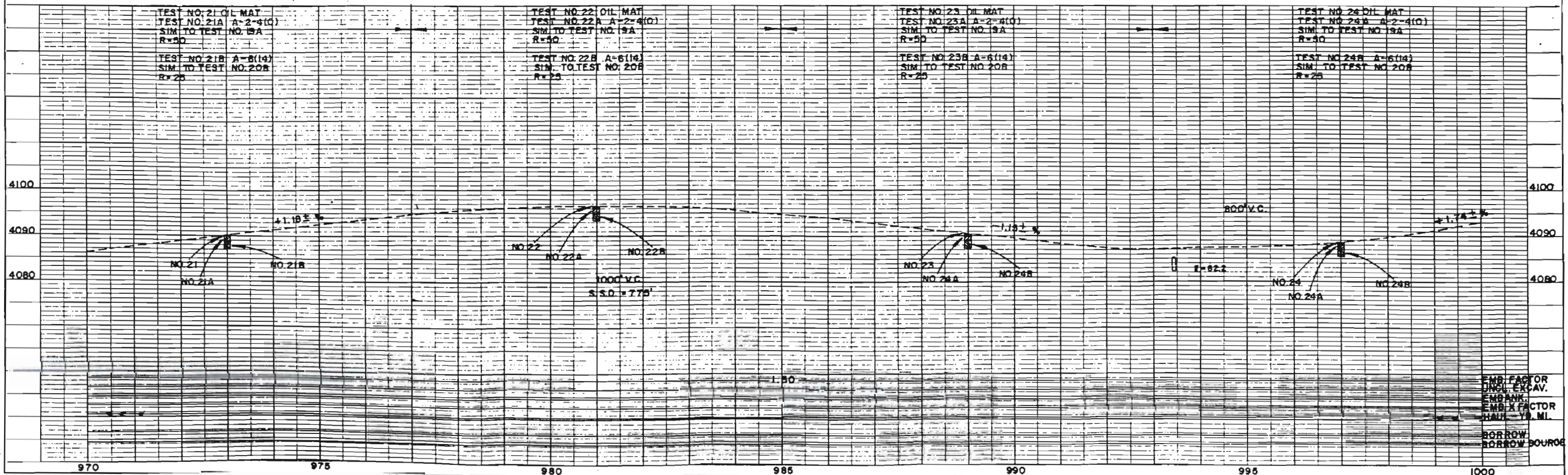
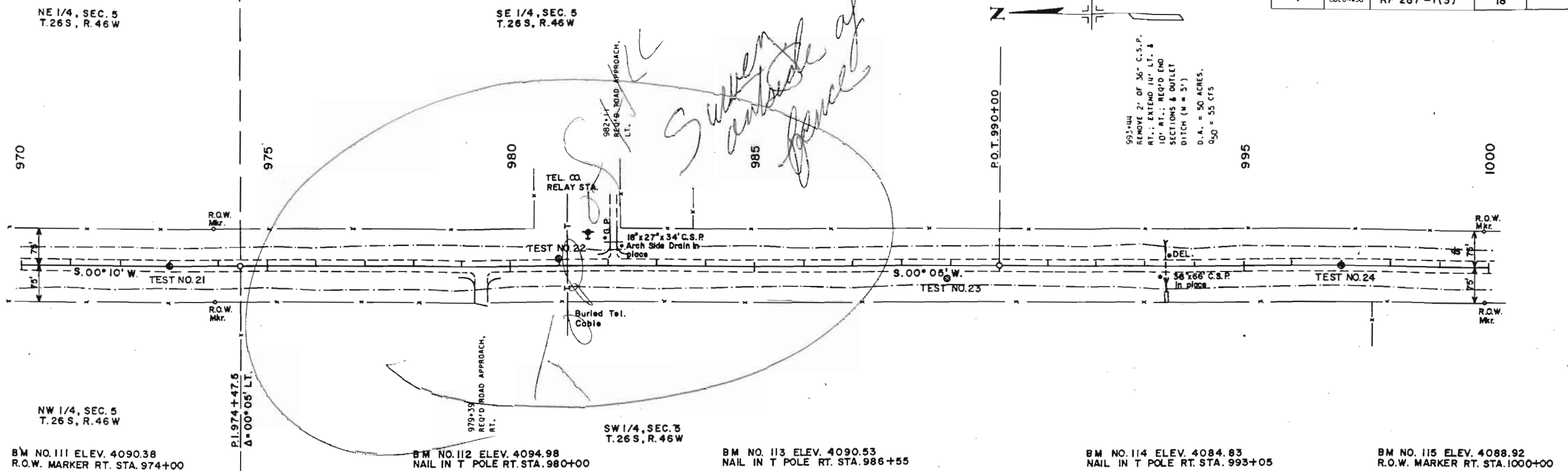
BM NO. 110 ELEV. 4080.52
NAIL IN T POLE RT. STA. 967+00



PLAN
NO. 31286
31286

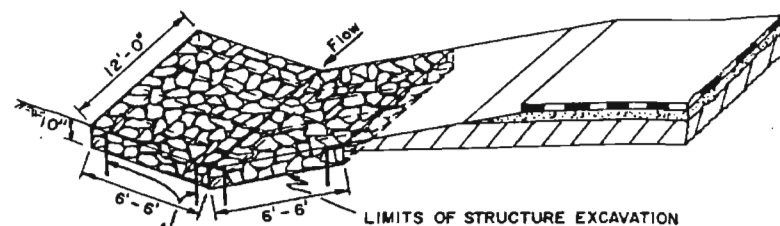
PROFILE
NO. 31286
31286

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	RF 287-1(3)	18	



SE 1/4, SEC. 5
T. 26 S., R. 46 W.

DETAIL OF DITCH CHECKS (SLOPE MATTRESS)



2 ANCHOR STAKES (L=36") PER CAGE.
STAKES SHALL BE 1 INCH REINFORCING BAR OR
EQUIVALENT AND WILL NOT BE TIED TO BASKETS
SLOPE MATTRESS CAGES SHALL BE COMPARTMENTED
AS RECOMMENDED BY THE MANUFACTURER OF
THE MATTRESS WIRE. ALL SIDES AND EDGES
TO BE SECURELY TIED WITH APPROPRIATE
GAUGE WIRE.

DETAIL OF TIMBER HEADER FOR STOCKPASS

FOR INFORMATION ONLY

TIMBER HEADER TO BE PLACED ON DOWNSTREAM END.
TIMBER REQUIRED FOR ONE STOCKPASS:
1 - 2" x 12" x 7' MISCELLANEOUS TREATED TIMBER HEADER.
2 - 2" x 4" x 2'-6" MISCELLANEOUS TREATED TIMBER STAKES.
PLACING 6" EARTH IN BOTTOM OF C.S.P.

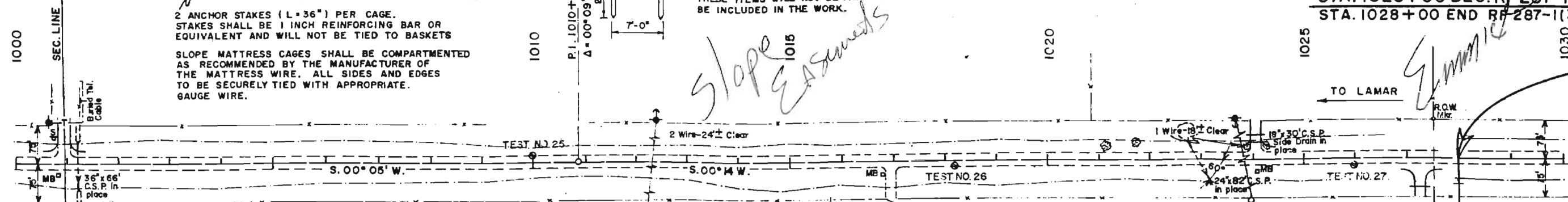
THESE ITEMS WILL NOT BE PAID FOR SEPARATELY BUT SHALL
BE INCLUDED IN THE WORK.

NE 1/4, SEC. 8
T. 26 S., R. 46 W.

RF 287-1(5)	14
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SE 1/4, SEC. 8
T. 26 S., R. 46 W.

STA. 1028+00 BEG. RF 287-1(5)=
STA. 1028+00 END RF 287-1(3)



SW 1/4, SEC. 5
T. 26 S., R. 46 W.

BM NO. 116 ELEV. 4100.43
NAIL IN T POLE RT. STA. 1006+10

NW 1/4, SEC. 8
T. 26 S., R. 46 W.

BM NO. 117 ELEV. 4102.02
NAIL IN T POLE RT. STA. 1012+60

BM NO. 118 ELEV. 4083.02
NAIL IN T POLE RT. STA. 1019+10

BM NO. 119 ELEV. 4074.12
NAIL IN T POLE RT. STA. 1025+60

SW 1/4, SEC. 8
T. 26 S., R. 46 W.

TEST NO. 25 OIL MAT
TEST NO. 25A A-1-b(0)
L.L. = NV
P.I. = NP
% 200 = 4
R = 80

TEST NO. 25B A-4(2)
L.L. = 23
P.I. = 8
% 200 = 51

TEST NO. 25C (NO SAMPLE)
SOLID ROCK LAYER

TEST NO. 26 OIL MAT
TEST NO. 26A A-1-b(0)
SIM. TO TEST NO. 25A
R = 80

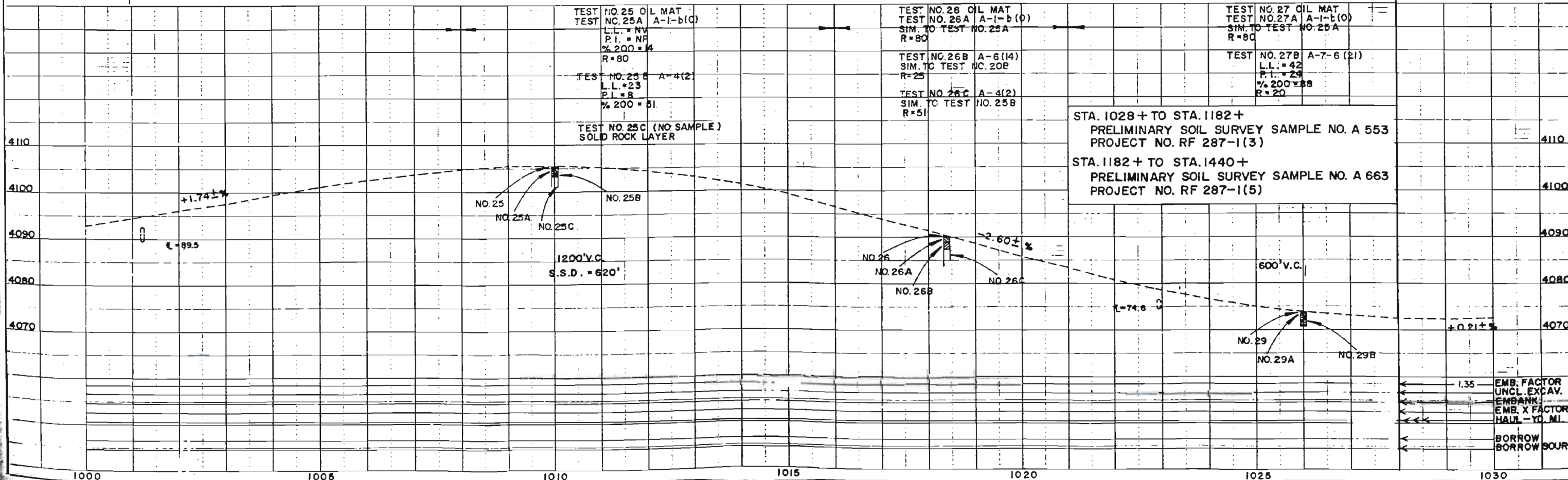
TEST NO. 26B A-6(14)
SIM. TO TEST NO. 20B
R = 25

TEST NO. 26C A-4(2)
SIM. TO TEST NO. 25B
R = 51

TEST NO. 27 OIL MAT
TEST NO. 27A A-1-b(0)
SIM. TO TEST NO. 25A
R = 80

TEST NO. 27B A-7-6(21)
L.L. = 42
P.I. = 29
% 200 = 88
R = 20

STA. 1028+ TO STA. 1182+
PRELIMINARY SOIL SURVEY SAMPLE NO. A 553
PROJECT NO. RF 287-1(3)
STA. 1182+ TO STA. 1440+
PRELIMINARY SOIL SURVEY SAMPLE NO. A 663
PROJECT NO. RF 287-1(5)



SE 1/4, SEC. 8
T 26S, R. 46W

REVISED - 7-5-72

1031+75
EXTEND DOUBLE 46" C.S.P. 22'
LT. = 24' RT. ACQUIRED
BITUMINOUS SLOPE 2 DITCH
PAVING 11.2 LT.
D.A. = $\frac{1.31}{.050}$ ACRES
= 170 L.F.S.
REMOVE CONCRETE HEAD

P.O/T/1037+00.0

1038+50 -
REG'D ROAD APPROACH, LT.
1/24" x 30" CSP SIDE DRAWING LT.

1039+50.0 TO 1040+43.6
REMOVE ASPHALT MAT FROM

1040

1042+ -
REG'D ROAD APPROACH, LT.

1045

1049+32 - REMOVE 2' LY. S 2' RT. OF
24' C.S.P., EXTEND 4' LT.
& 4' RT., REQ'D END SECTIONS
& INLET BASIN

1050

1054+78 - REMOVE 2' OF 24" C.S.P., LTJ.
EXTEND 6' LT. & 4' RT. REQ'D
EXTEND SECTIONS & INLET DITCH

P.O.T. 1063+94.0
SEC. LINE

NE 1/4, SEC. 17
T. 26 S., R. 46 W.

1060

NW 1/4, SEC. 17
T. 26 S., R. 46 W.

BM NC.124 ELEV. 4118.78
NAIL IN T. POLE RT. STA. 1058 ±

BM NO.120 ELEV. 4066.42
NAIL IN T. POLE RT. STA. 1032+20

BM NO. 121 ELEV. 4074.32
Δ ON TOP NW WINGWALL RT. STA. 1039+50

BM NO. 122 ELEV. 4087.28
NAIL IN T. POLE RT. 145+05

BM NO. 123 ELEV. 4114.26
R.O.W. MARKER RT. 1053+94

TEST NO. 28 OIL MAT
TEST NO. 28A A-1-b(0)
SIM. TO TEST NO. 25A
R-80

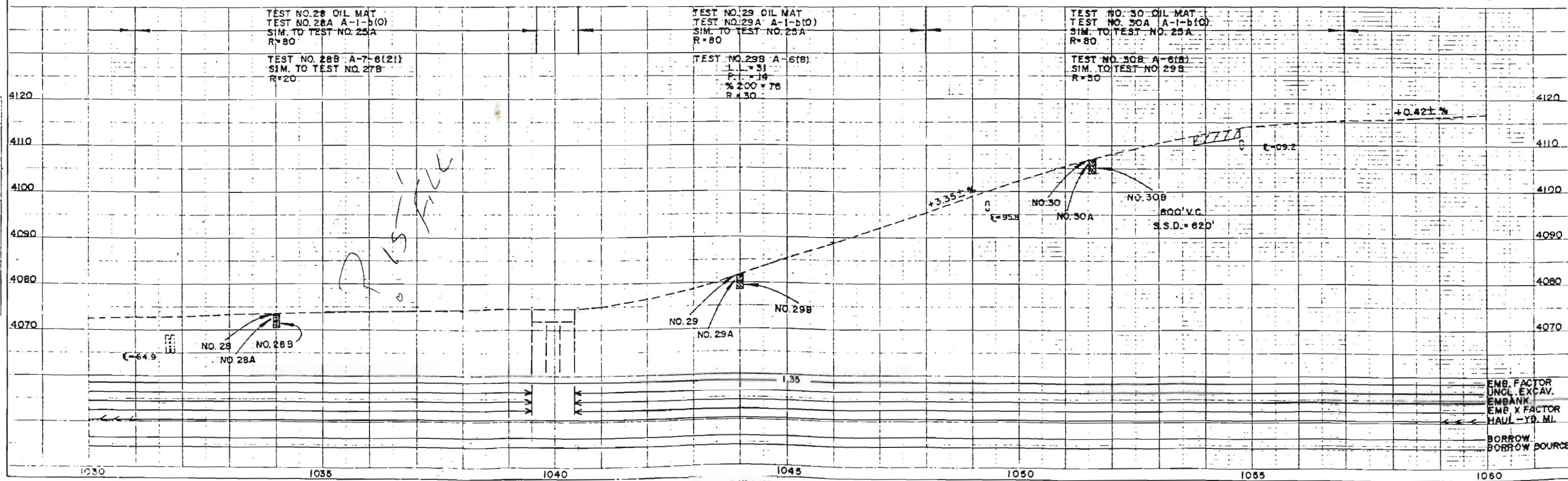
TEST NO. 28B A-7-8(21)
SIM. TO TEST NO. 27B
R=20.

TEST NO. 29 OIL MAT
TEST NO. 29A A-1-b(0)
SIM. TO TEST NO. 25A
R=80

TEST NO. 298 A-6(B)
L = 31
P = 14
% 200 = 76
R = 30

TEST NO. 30 OIL MAT.
TEST NO. 30A A-1-bfQ
SIM. TO TEST NO. 25A
R=80

TEST NO. 30B A-6(18)
SIM. TO TEST NO 298
R=50



EMB. FACTOR
UNCL. EXCAV.
EMBANK.
EMB. X FACTOR
HAUL - YD. MI.
BORROW
BORROW SOURCE

BORROW
BORROW SOURCE

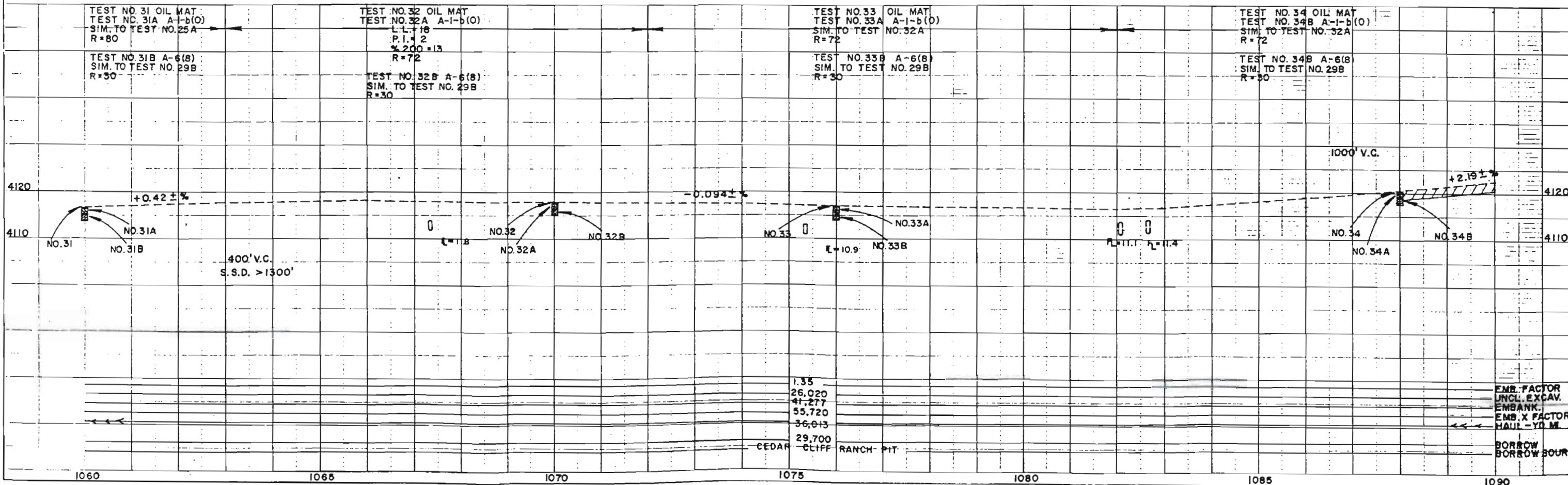
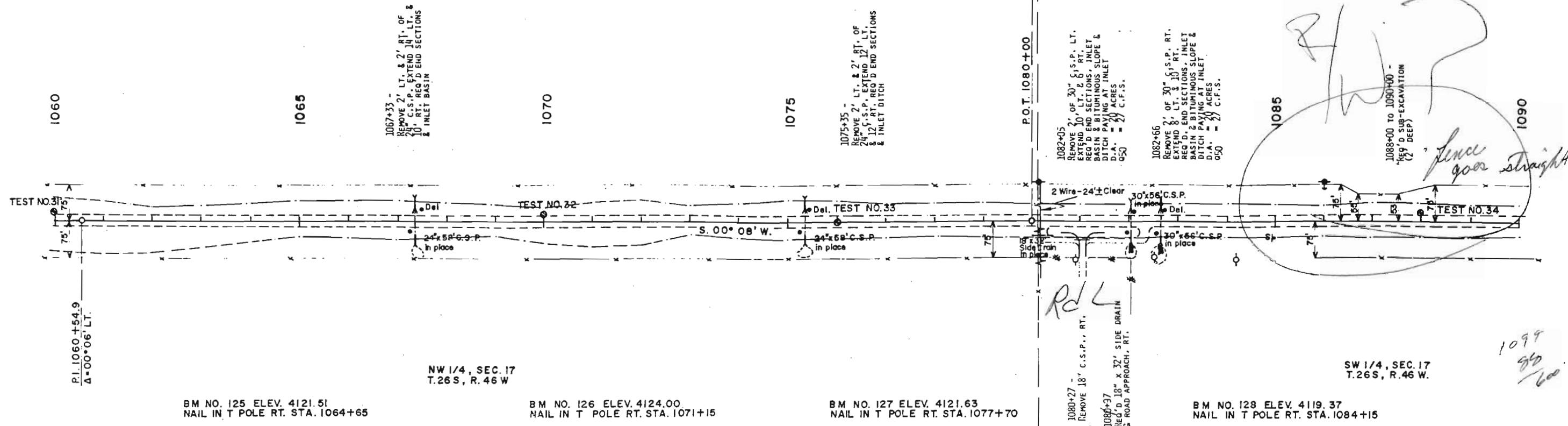
PLAN
DATE: 10/1/51
BY: J. H. H. H.
NO. 31285
NO. 31286

PROFILE
DATE: 10/1/51
BY: J. H. H. H.
NO. 31285
NO. 31286

NE 1/4, SEC. 17
T. 26 S., R. 46 W

SE 1/4, SEC. 17
T. 26 S., R. 46 W

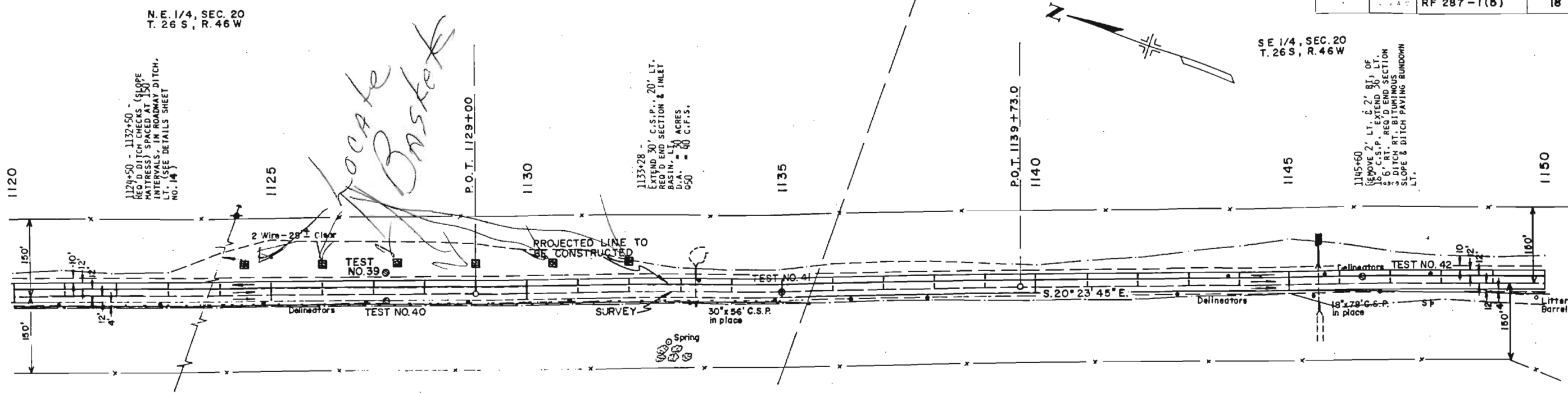
RF 287-1(5)	16
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PLAN
SCALE
NOTES FROM
NO. 31288
NO. 31286

PROFILE
SCALE
NOTES FROM
NO. 31288
NO. 31286

PROJECT	RF 287-1(5)	SHEET	18
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BM NO. 134 ELEV. 4159.63
H & G IN FENCE LINE RT.
STA. 1122+80

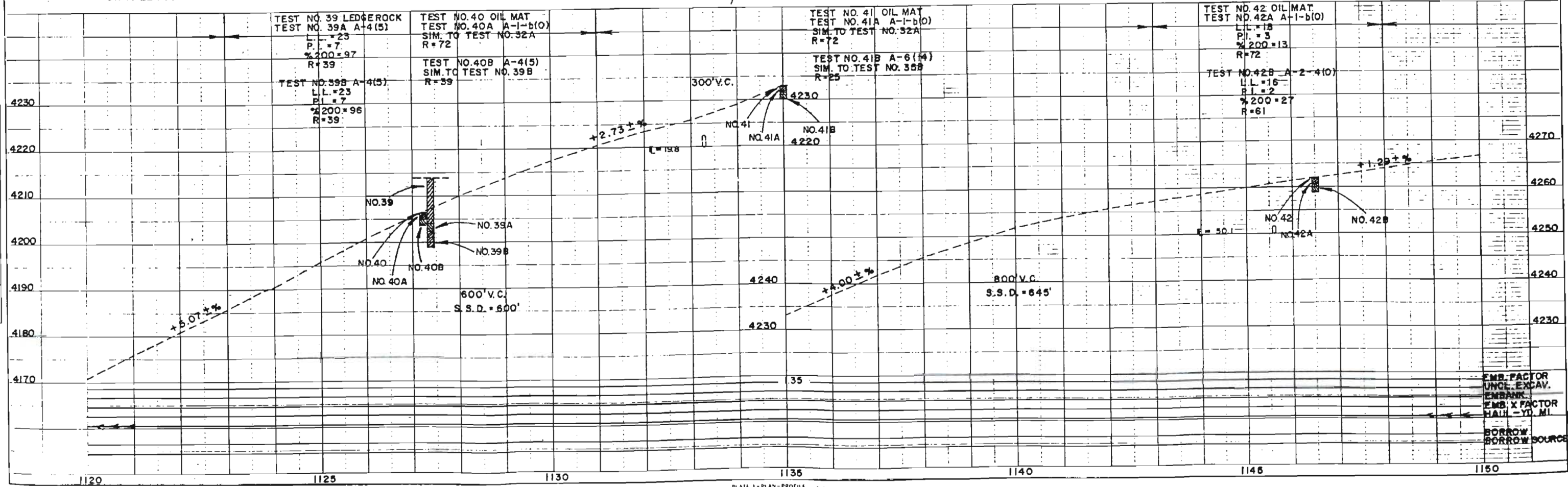
BM NO. 135 ELEV. 4170.10
H & G IN FENCE LINE RT.
STA. 1126+80

BM NO. 136 ELEV. 4191.84
H & G IN FENCE LINE RT.
STA. 1132+25

BM NO. 137 ELEV. 4213.63
H & G IN FENCE LINE RT.
STA. 1135+60

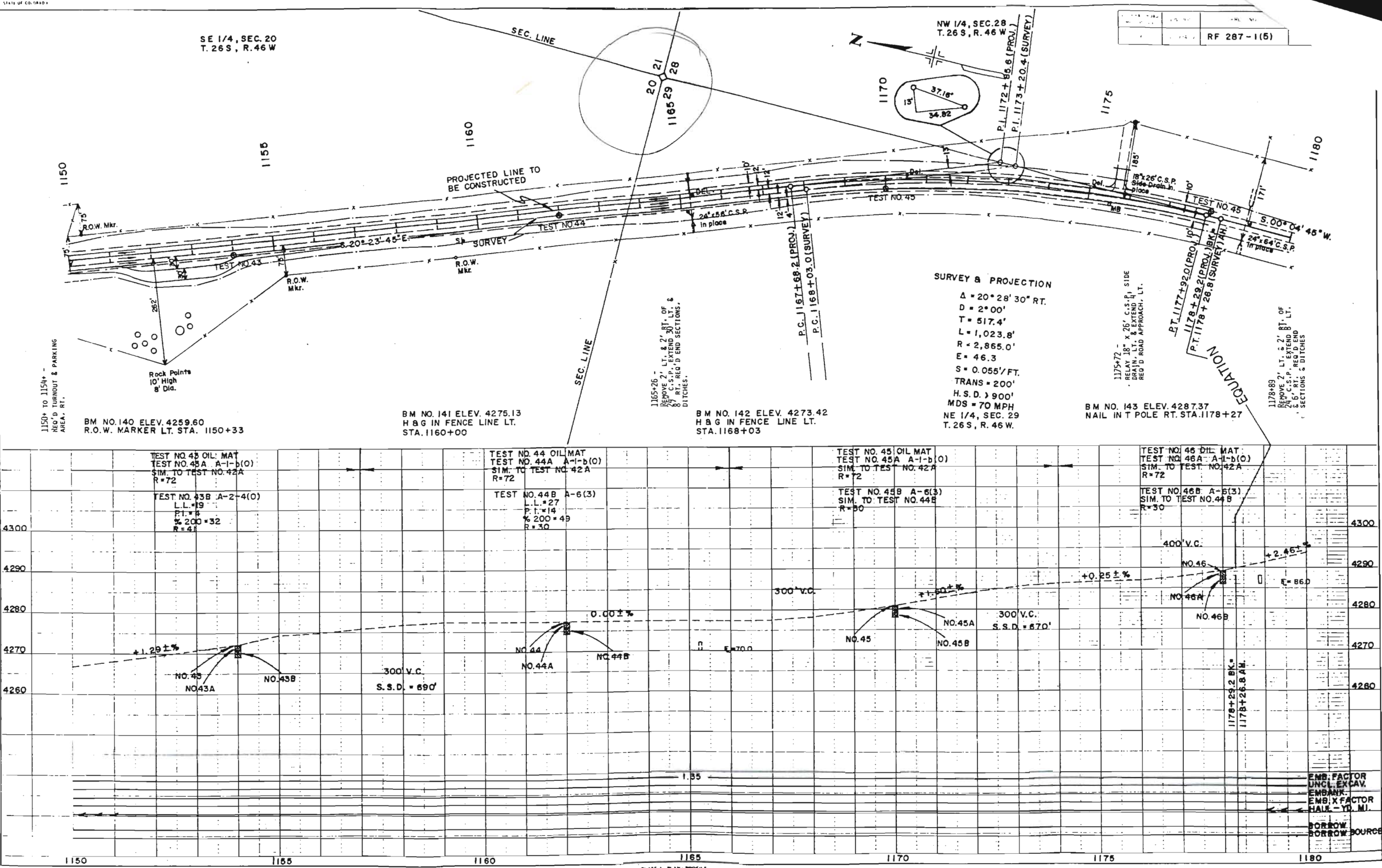
BM NO. 138 ELEV. 4235.36
H & G IN FENCE LINE RT.
STA. 1137+50

BM NO. 139 ELEV. 4241.25
NAIL IN P POLE LT. STA. 1142+35



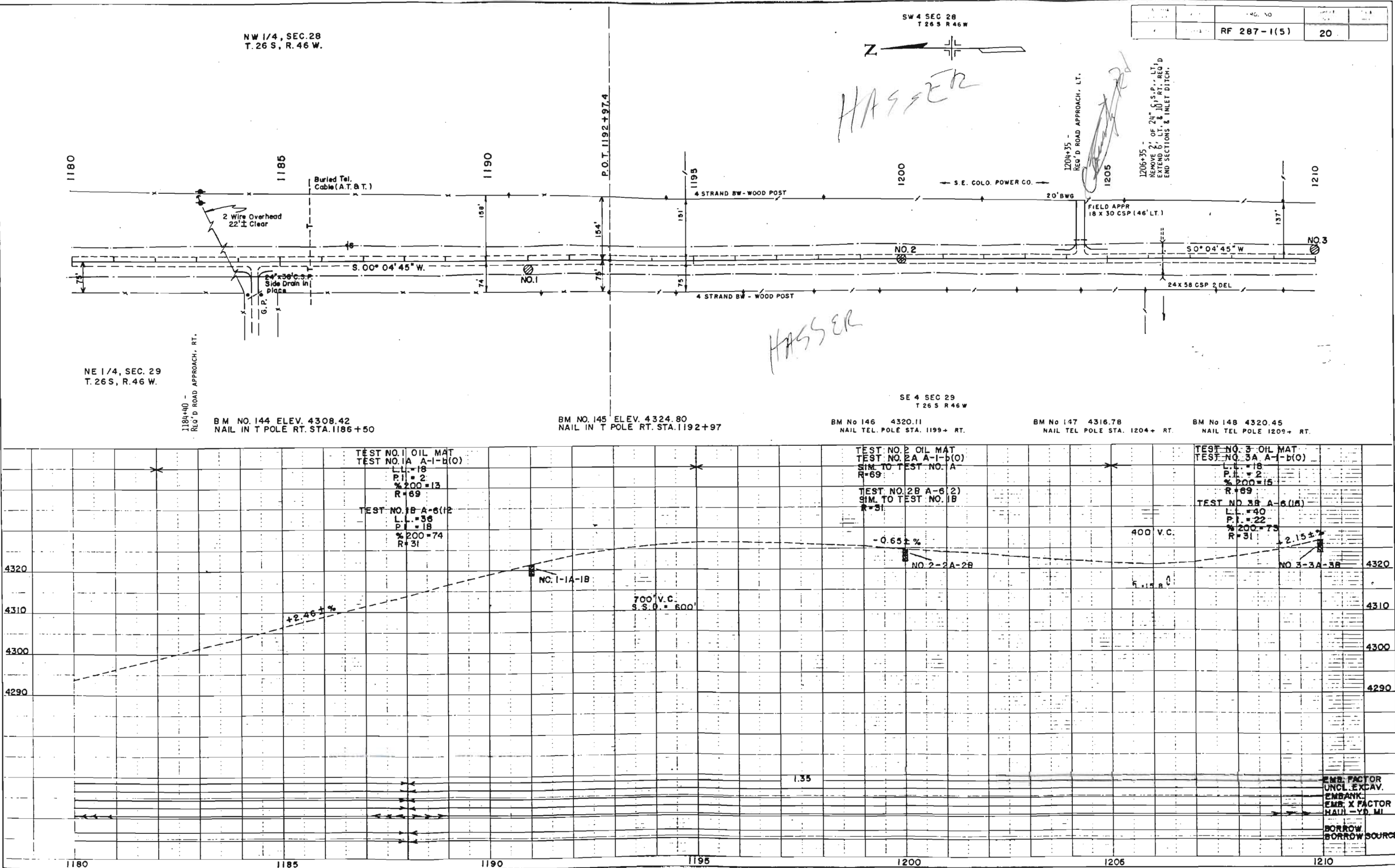
PLAN
NOTES:
1. ALL DISTANCES ARE IN FEET.
2. ALL ANGLES ARE IN DEGREES.
3. ALL CURVES ARE TO THE RIGHT.
4. ALL GRADES ARE IN PERCENT.
5. ALL ELEVATIONS ARE IN FEET.
6. ALL STATIONS ARE IN STATIONING.
7. ALL POINTS ARE TO BE SET.
8. ALL LINES ARE TO BE CONSTRUCTED.
9. ALL DITCHES ARE TO BE DITCHES.
10. ALL FENCES ARE TO BE FENCES.
11. ALL ROCKS ARE TO BE ROCKS.
12. ALL TURNOUTS ARE TO BE TURNOUTS.
13. ALL PARKING AREAS ARE TO BE PARKING AREAS.
14. ALL RIGHT-OF-WAY MARKERS ARE TO BE RIGHT-OF-WAY MARKERS.
15. ALL SURVEY POINTS ARE TO BE SURVEY POINTS.
16. ALL TEST POINTS ARE TO BE TEST POINTS.
17. ALL PROJECTIONS ARE TO BE PROJECTIONS.
18. ALL EQUATIONS ARE TO BE EQUATIONS.
19. ALL REMOVALS ARE TO BE REMOVALS.
20. ALL EXTENSIONS ARE TO BE EXTENSIONS.
21. ALL REGIONS ARE TO BE REGIONS.
22. ALL SECTIONS ARE TO BE SECTIONS.
23. ALL DITCHES ARE TO BE DITCHES.

PROFILE
NOTES:
1. ALL GRADES ARE IN PERCENT.
2. ALL ELEVATIONS ARE IN FEET.
3. ALL STATIONS ARE IN STATIONING.
4. ALL POINTS ARE TO BE SET.
5. ALL LINES ARE TO BE CONSTRUCTED.
6. ALL DITCHES ARE TO BE DITCHES.
7. ALL FENCES ARE TO BE FENCES.
8. ALL ROCKS ARE TO BE ROCKS.
9. ALL TURNOUTS ARE TO BE TURNOUTS.
10. ALL PARKING AREAS ARE TO BE PARKING AREAS.
11. ALL RIGHT-OF-WAY MARKERS ARE TO BE RIGHT-OF-WAY MARKERS.
12. ALL SURVEY POINTS ARE TO BE SURVEY POINTS.
13. ALL TEST POINTS ARE TO BE TEST POINTS.
14. ALL PROJECTIONS ARE TO BE PROJECTIONS.
15. ALL EQUATIONS ARE TO BE EQUATIONS.
16. ALL REMOVALS ARE TO BE REMOVALS.
17. ALL EXTENSIONS ARE TO BE EXTENSIONS.
18. ALL REGIONS ARE TO BE REGIONS.
19. ALL SECTIONS ARE TO BE SECTIONS.
20. ALL DITCHES ARE TO BE DITCHES.



PLAN
NOTED
NO. 31285
31286

PROFILE
NOTED
NO. 400
400



PLAN
NOTE BOOK
31534-35

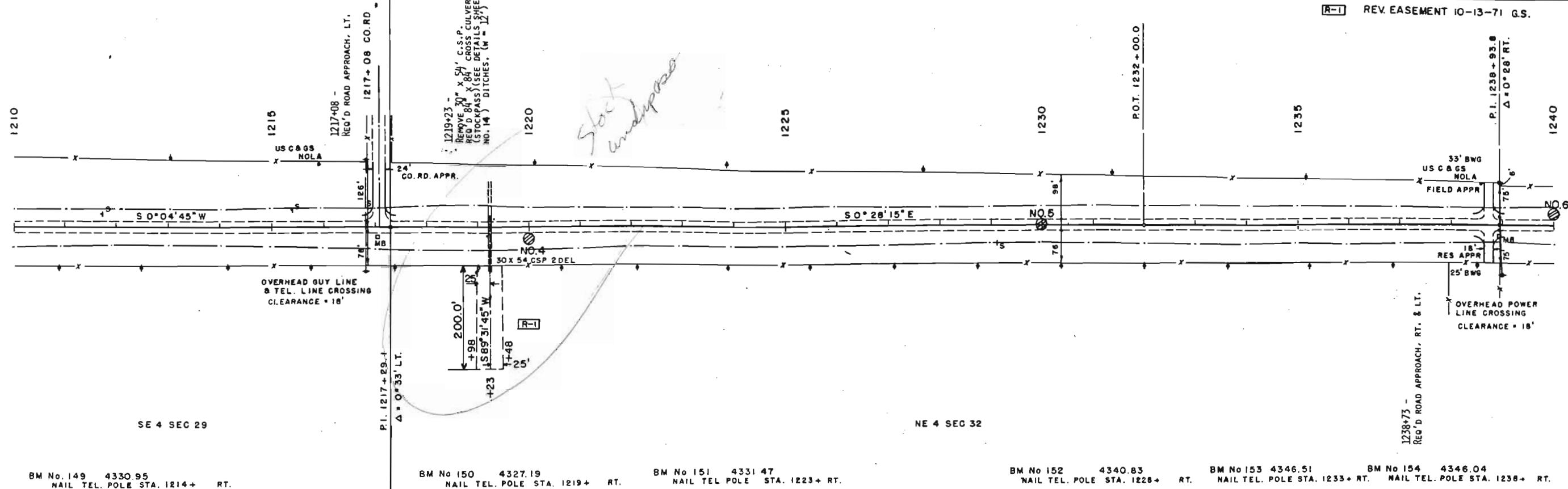
PROFILE
NOTE BOOK
31534-36

SW 4 SEC 28
T 26 S R 46 W

NW 4 SEC 33
T 26 S R 46 W

FEDERAL HIGHWAY DISTRICT	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
Y	COLORADO	RF 287-1(5)	21	

R-1 REV. EASEMENT 10-13-71 G.S.



BM No. 149 4330.95
NAIL TEL. POLE STA. 1214+ RT.

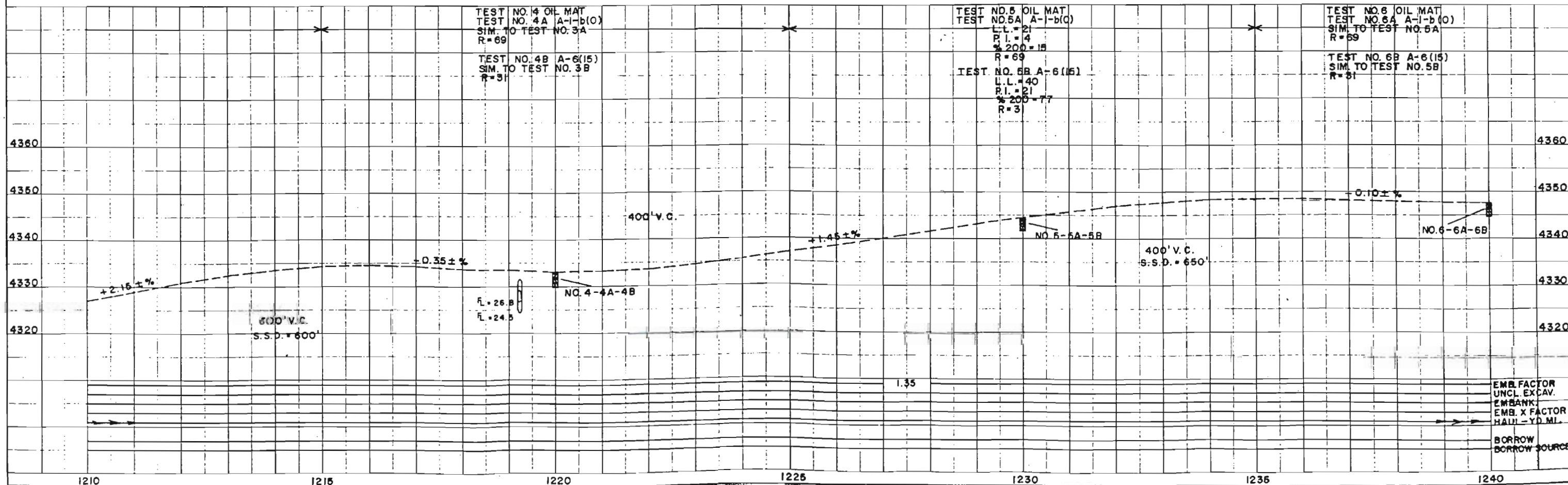
BM No. 150 4327.19
NAIL TEL. POLE STA. 1219+ RT.

BM No. 151 4331.47
NAIL TEL. POLE STA. 1223+ RT.

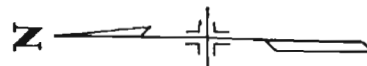
BM No. 152 4340.83
NAIL TEL. POLE STA. 1228+ RT.

BM No. 153 4346.51
NAIL TEL. POLE STA. 1233+ RT.

BM No. 154 4346.04
NAIL TEL. POLE STA. 1238+ RT.

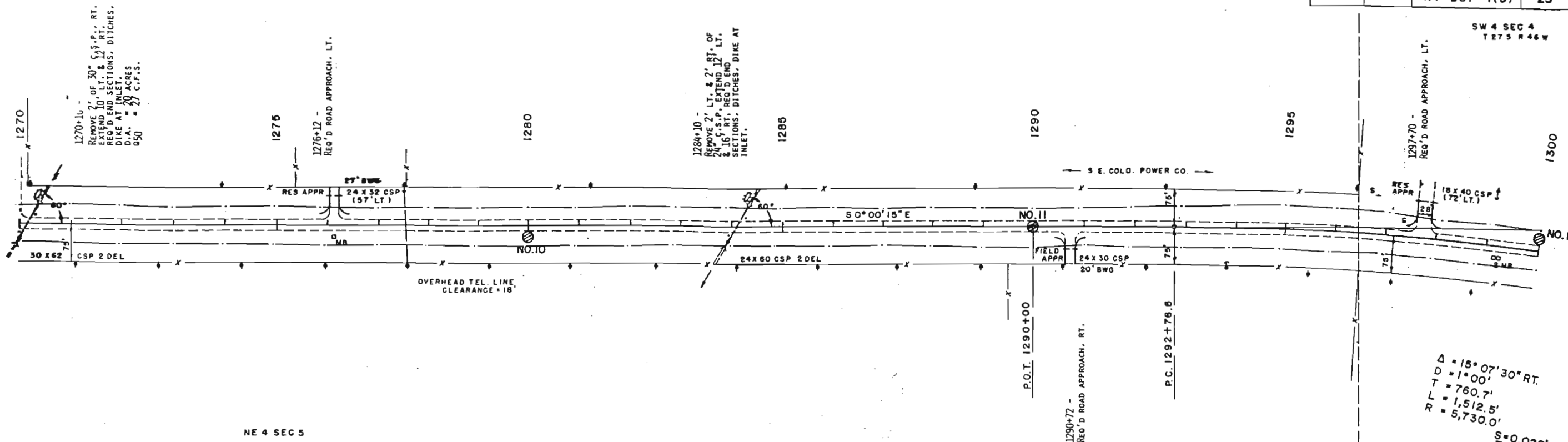


NW 4 SEC 4
T 27 S R 46 W



FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	RF 287-1(5)	23	

SW 4 SEC 4
T 27 S R 46 W



B.M. NO. 161 4358.10
NAIL IN TEL. POLE RT.
STA. 1272+

B.M. NO. 162 4364.98
NAIL IN TEL. POLE RT.
STA. 1277+

B.M. NO. 163 4372.46
NAIL IN TEL. POLE RT.
STA. 1282+

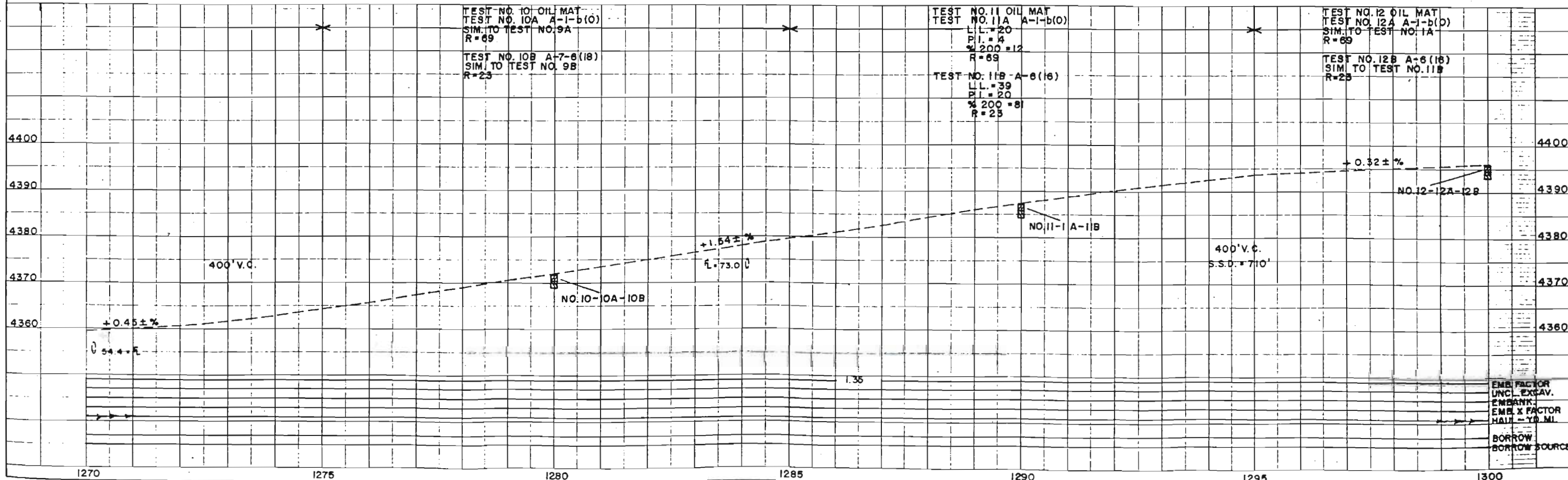
B.M. NO. 164 4388.02
NAIL IN TEL. POLE RT.
STA. 1292+

B.M. NO. 165 4393.24
NAIL IN TEL. POLE RT.
STA. 1298+

TEST NO. 10 OIL MAT
TEST NO. 10A A-1-b(0)
SIM. TO TEST NO. 9A
R = 69
TEST NO. 10B A-7-6(18)
SIM. TO TEST NO. 9B
R = 23

TEST NO. 11 OIL MAT
TEST NO. 11A A-1-b(0)
L.L. = 20
P.I. = 4
% 200 = 12
R = 69
TEST NO. 11B A-6(16)
L.L. = 39
P.I. = 20
% 200 = 8
R = 23

TEST NO. 12 OIL MAT
TEST NO. 12A A-1-b(0)
SIM. TO TEST NO. 1A
R = 69
TEST NO. 12B A-6(16)
SIM. TO TEST NO. 11B
R = 23

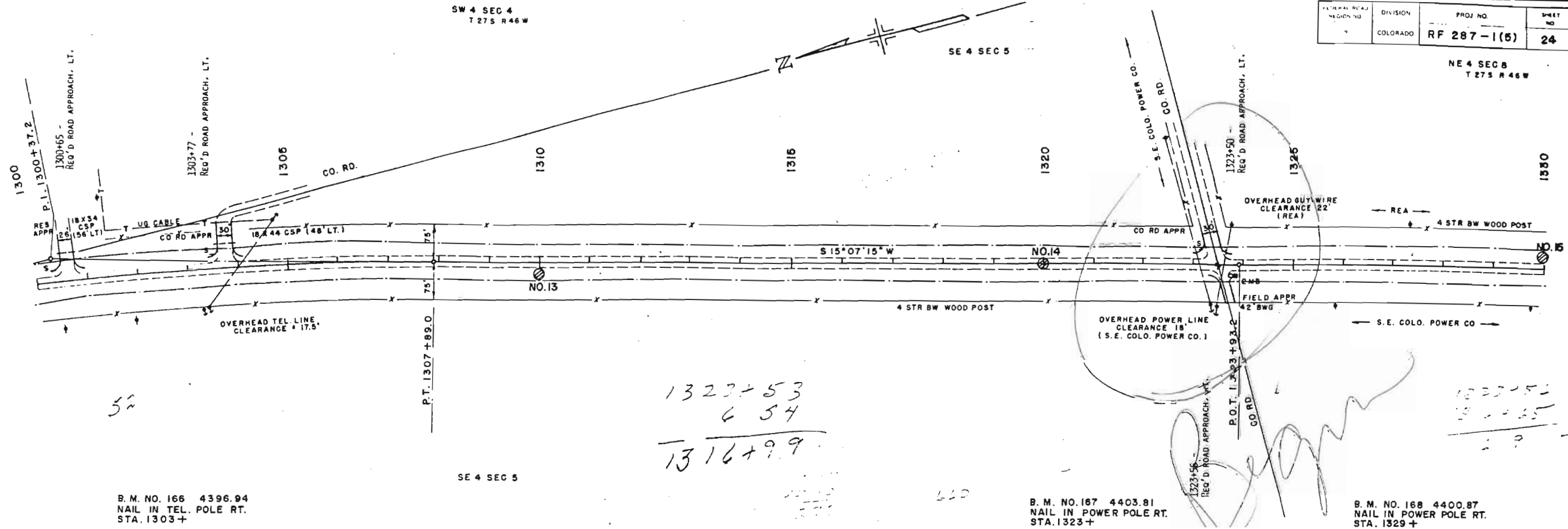


STATE DEPARTMENT OF HIGHWAYS
DIVISION OF HIGHWAYS
COUNTY OF COLORADO
JULY 1968

PLAN
NOTES:
1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ALL CURVES ARE TO BE LOCATED BY THE FIELD ENGINEER.
3. ALL GRADES ARE TO BE CHECKED BY THE FIELD ENGINEER.
4. ALL ELEVATIONS ARE TO BE CHECKED BY THE FIELD ENGINEER.
5. ALL DISTANCES ARE TO BE CHECKED BY THE FIELD ENGINEER.

PROFILE
NOTES:
1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
2. ALL GRADES ARE TO BE CHECKED BY THE FIELD ENGINEER.
3. ALL ELEVATIONS ARE TO BE CHECKED BY THE FIELD ENGINEER.
4. ALL DISTANCES ARE TO BE CHECKED BY THE FIELD ENGINEER.

SECTION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	COLORADO	RF 287-1(5)	24	



B.M. NO. 166 4396.94
NAIL IN TEL. POLE RT.
STA. 1303+

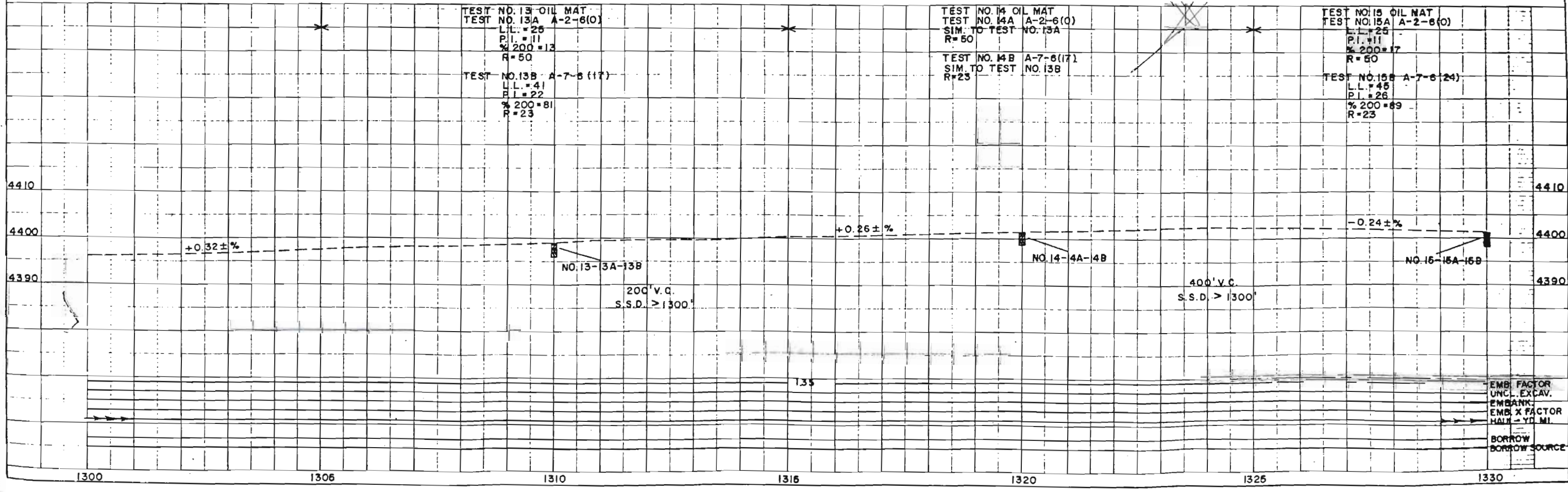
B.M. NO. 167 4403.81
NAIL IN POWER POLE RT.
STA. 1323+

B.M. NO. 168 4400.87
NAIL IN POWER POLE RT.
STA. 1329+

TEST NO. 13 OIL MAT
TEST NO. 13A A-2-6(0)
L.L. = 25
P.I. = 11
% 200 = 13
R = 50
TEST NO. 13B A-7-6(17)
L.L. = 41
P.I. = 22
% 200 = 81
R = 23

TEST NO. 14 OIL MAT
TEST NO. 14A A-2-6(0)
SIM. TO TEST NO. 13A
R = 60
TEST NO. 14B A-7-6(17)
SIM. TO TEST NO. 13B
R = 23

TEST NO. 15 OIL MAT
TEST NO. 15A A-2-6(0)
L.L. = 25
P.I. = 11
% 200 = 17
R = 60
TEST NO. 15B A-7-6(24)
L.L. = 45
P.I. = 26
% 200 = 89
R = 23

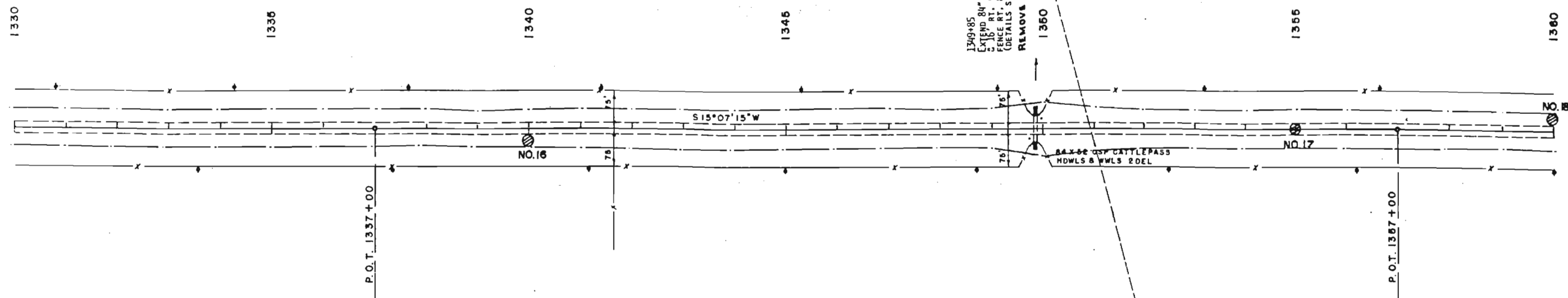


AS CONSTRUCTED
REVISED DATE 7-5-72

NE 4 SEC 8
T 27 S R 46 W

SE 4 SEC 8
T 27 S R 46 W

RF 287-1(5) 26 33



B.M. NO. 169 4292.83
NAIL IN POWER POLE RT.
STA. 1337+

B.M. NO. 170 4371.84
NAIL IN POWER POLE RT.
STA. 1348+

B.M. NO. 171 4388.02
NAIL IN POWER POLE RT.
STA. 1359+

TEST NO. 16 OIL MAT
TEST NO. 16A A-2-4(10)
SIM. TO TEST NO. 15A
R=50

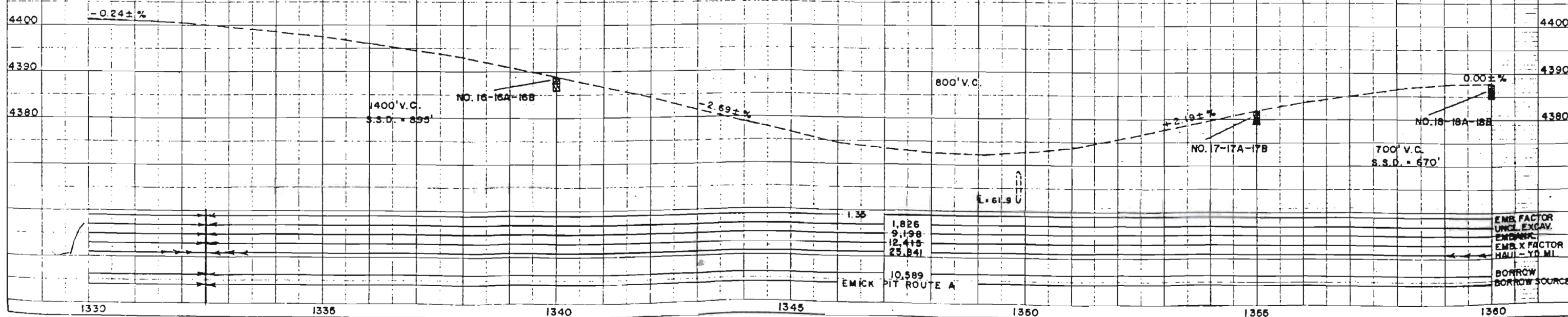
TEST NO. 16B A-7-8(24)
SIM. TO TEST NO. 15B
R=23

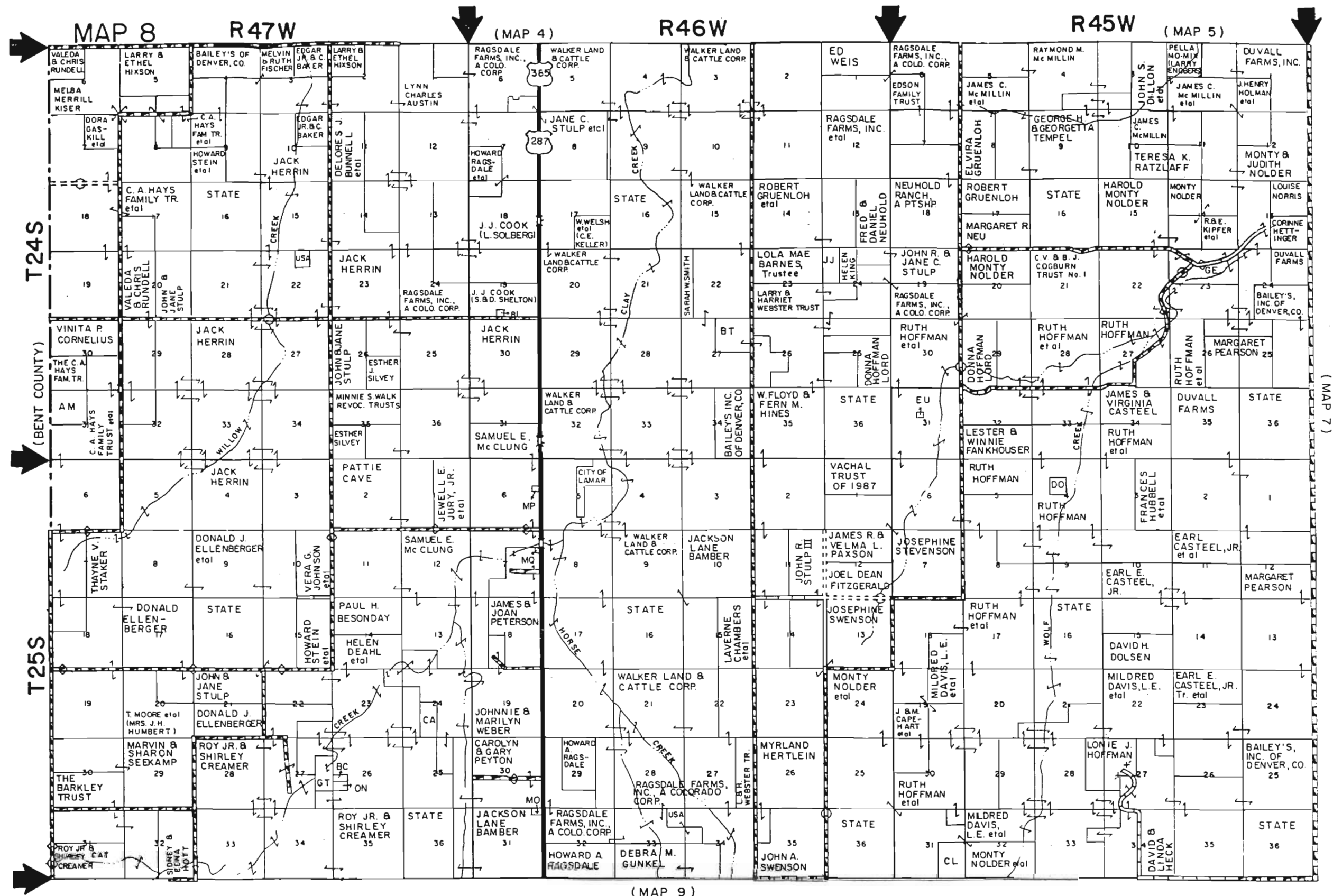
TEST NO. 17 OIL MAT
TEST NO. 17A A-2-4(10)
P.L.=23
P.T.=8
% 200=18
R=50

TEST NO. 17B A-7-8(19)
P.L.=23
P.T.=42
% 200=82
R=23

TEST NO. 18 OIL MAT
TEST NO. 18A A-2-4(10)
SIM. TO TEST NO. 17A
R=50

TEST NO. 18B A-7-8(19)
SIM. TO TEST NO. 17B
R=23

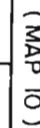




(MAP 9)

(MAP 7)

R45W



(BACA COUNTY)

SINKA

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	RF 267-1(3)	4	

RIGHT OF WAY SOUTH OF LAMAR		REVISIONS	



SW 1/4, SEC. 32
T. 26 S., R. 46 W.

TE-3 W. F. McCracken &
DORA LEE McCracken, J.T.

NE 1/4 SEC. 5
T. 26 S., R. 46 W.

NW 1/4, SEC. 5
T. 26 S., R. 46 W.

SE 1/4, SEC. 31
T. 26 S., R. 46 W.

A = 01° 11' RT.
D = 00° 30'
T = 118.4'
L = 236.6'
R = 11,460.0'
E = 0.6'
S = 0.02'/ft.
TRANS. = 800'
H.S.D. = 900'

923+14
RELAY 18" x 26" SIDE
DRAIN: REQ'D ROAD
APPROACH, LT.

TE-3 TEMPORARY
EASEMENT

TOWNSHIP LINE
FIFTH CORRECTION LINE SOUTH

P.O.T. 940+00

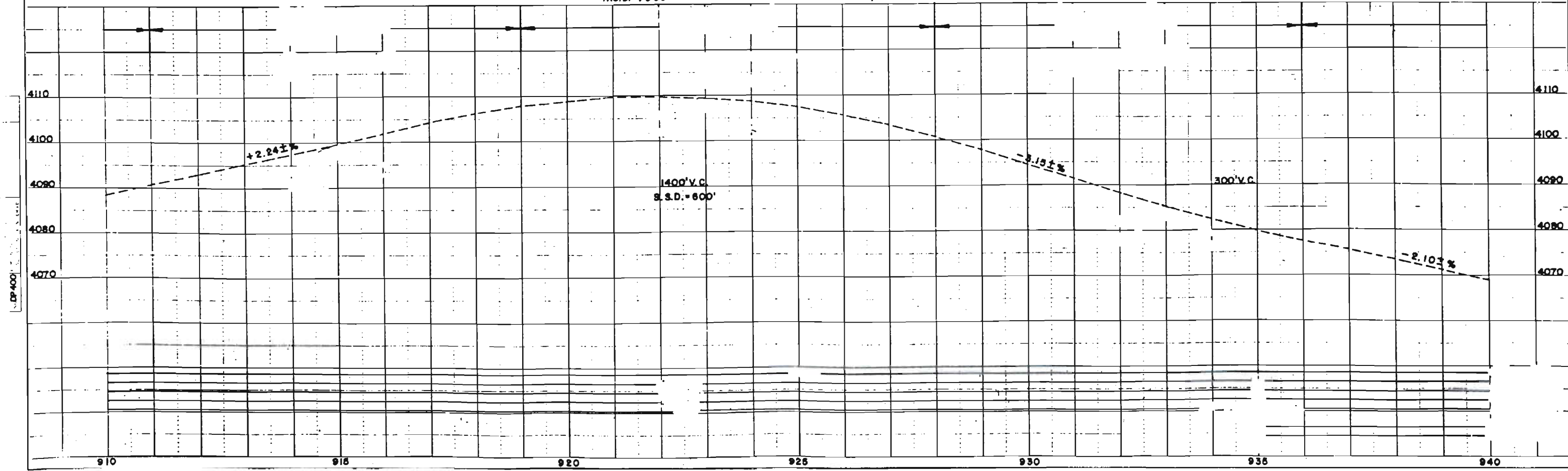


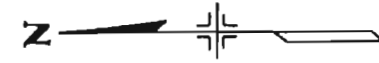
PLATE 1-PLAN-PROFILE

NOT TO SCALE
UNLESS OTHERWISE NOTED
DATE: 11/1/88

PLAN
NO. 31280
DATE: 11/1/88

PROFILE
NO. DP 400
DATE: 11/1/88

NW 1/4, SEC. 29
T. 25S, R. 46W

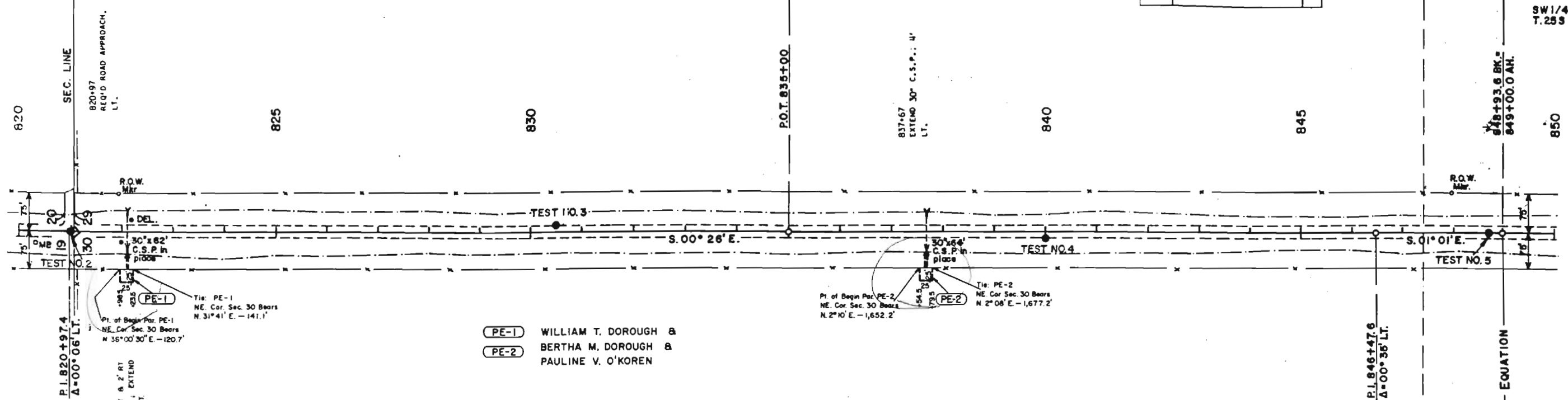


REVISIONS	

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	RF 287-1 (3)	3	

RIGHT OF WAY
SOUTH OF LAMAR

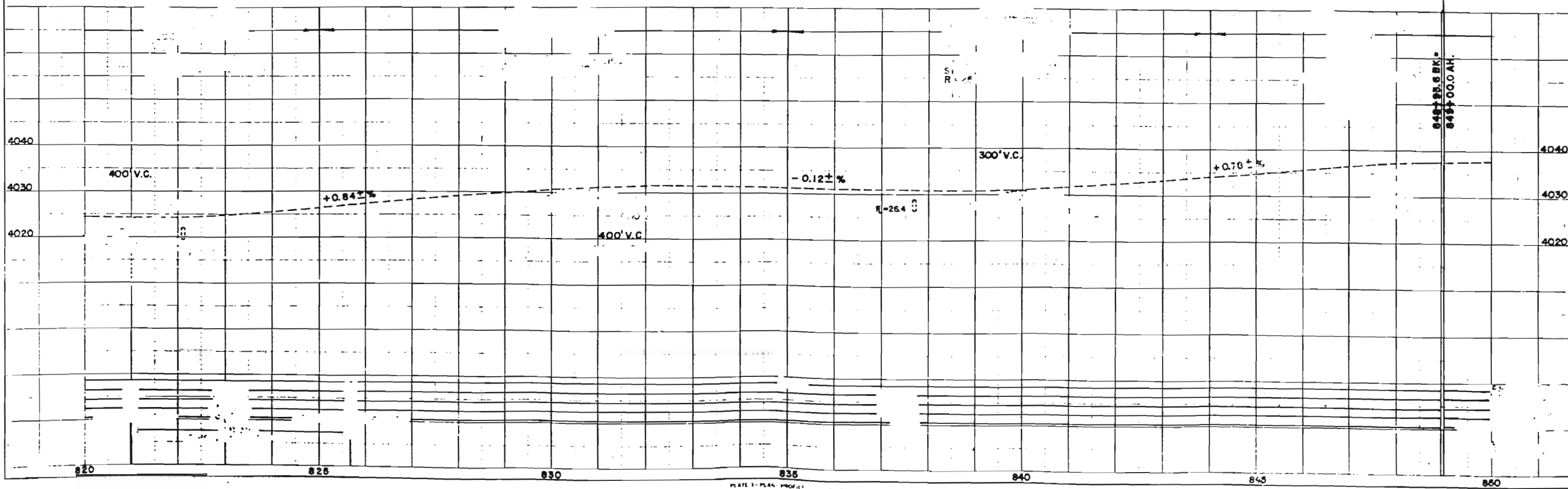
SW 1/4, SEC. 29
T. 25S, R. 46W



PE-1 WILLIAM T. DOROUGH &
PE-2 BERTHA M. DOROUGH &
PAULINE V. O'KOREN

NE 1/4, SEC. 30
T. 25S, R. 46W

SE 1/4, SEC. 30
T. 25S, R. 46W



STATE DEPARTMENT OF HIGHWAYS

DIVISION OF HIGHWAYS—STATE OF COLORADO

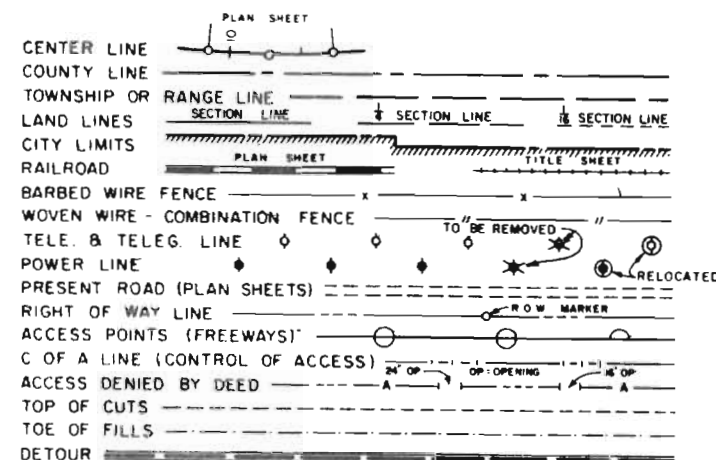
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	RF 287-1(3)	1

RIGHT OF WAY
SOUTH OF LAMAR

REVISIONS

RIGHT OF WAY PURCHASED UNDER
PROJECT NO. F 028-2(1)

CONVENTIONAL SIGNS



PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. RF 287-1(3) STATE HIGHWAY NO. 287

PROWERS COUNTY

RIGHT OF WAY

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

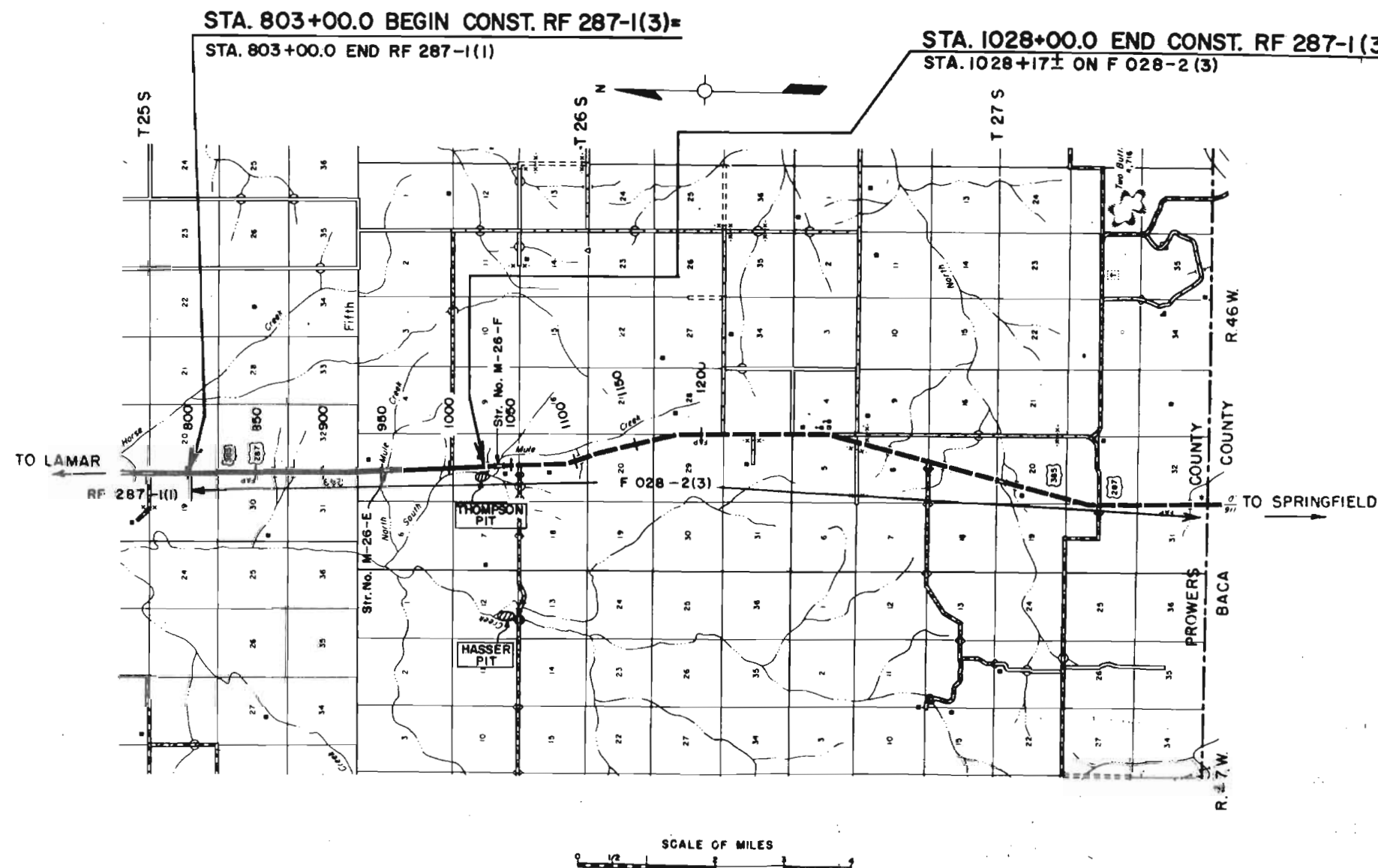
GROSS LENGTH OF PROJECT

NET LENGTH OF PROJECT

INDEX OF SHEETS

SHEET NO.

- 1 TITLE SHEET AND SKETCH MAP
- 2 TABULATION OF PROPERTIES
- 3 & 4 PLAN SHEETS



FILE COPY
DO NOT REMOVE

[illegible]

NW 1/4, SEC. 29
T. 25S, R. 46 W



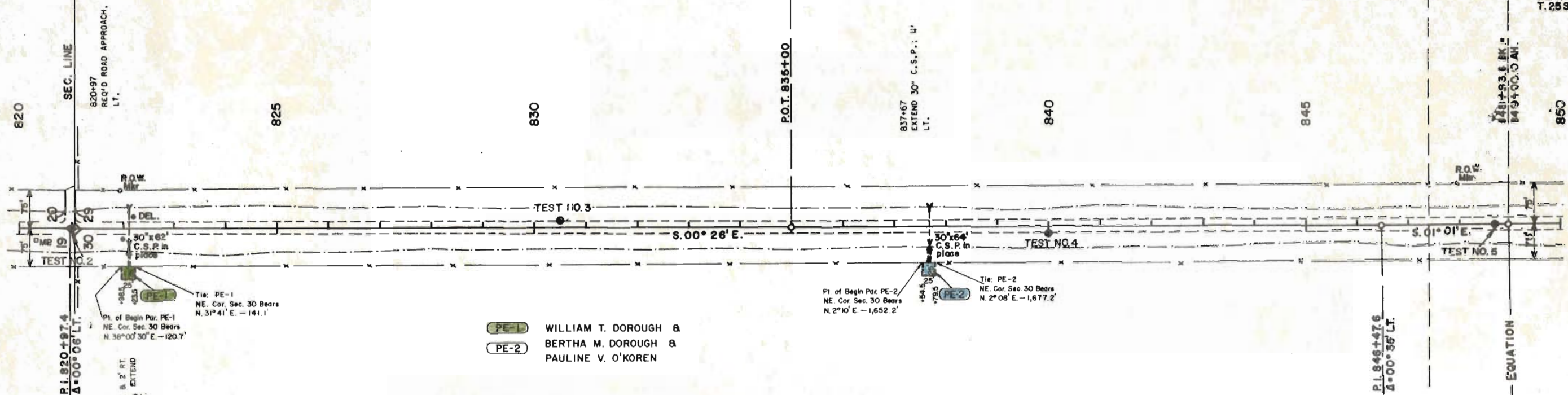
REVISIONS

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	RF 287-1 (3)	3	

RIGHT OF WAY
SOUTH OF LAMAR

SW 1/4, SEC. 29
T. 25S, R. 46 W

PLAN
NOTE: SEE PLANS FOR ALL CHANGES
2000
2000

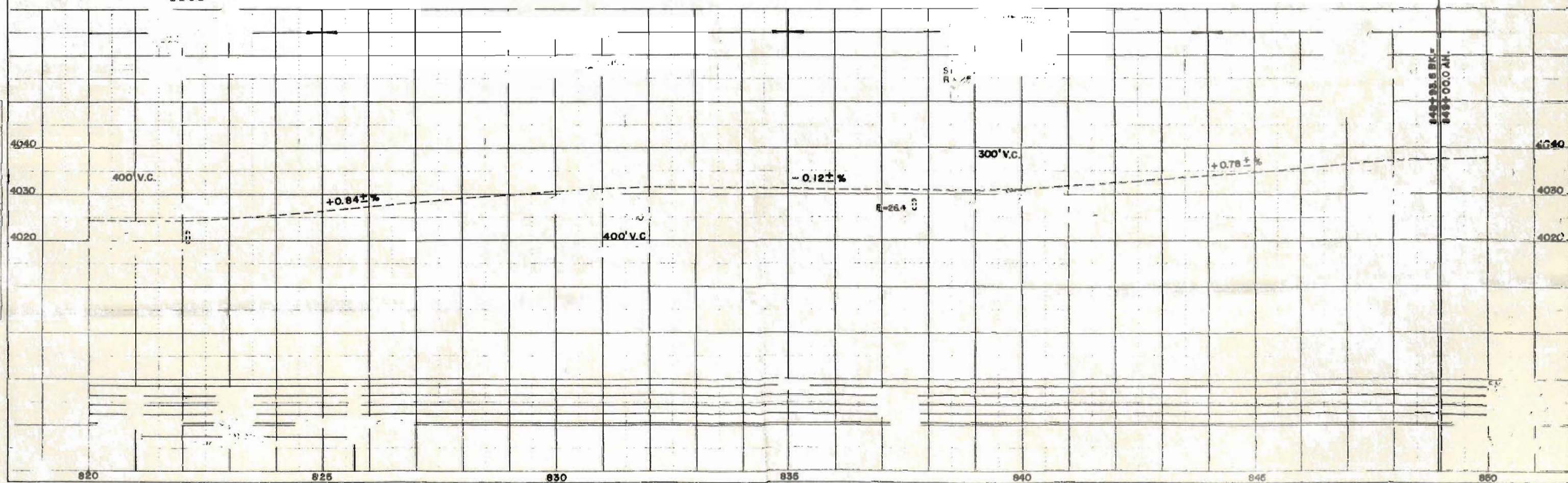


NE 1/4, SEC. 30
T. 25S, R. 46 W

SE 1/4, SEC. 30
T. 25S, R. 46 W

PE-1 WILLIAM T. DOROUGH &
PE-2 BERTHA M. DOROUGH &
PAULINE V. O'KOREN

PROFILE
NOTE: SEE PLANS FOR ALL CHANGES
2000
2000



FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	RF 287-1(3)	4	

RIGHT OF WAY
SOUTH OF LAMAR

REVISIONS

