

FED. ROAD DIST. NO.	STATE	S. P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	678-D	1	

COLORADO STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED STATE PROJECT NO. 678-D STATE HIGHWAY NO. 94

EL PASO COUNTY

INDEX OF SHEETS

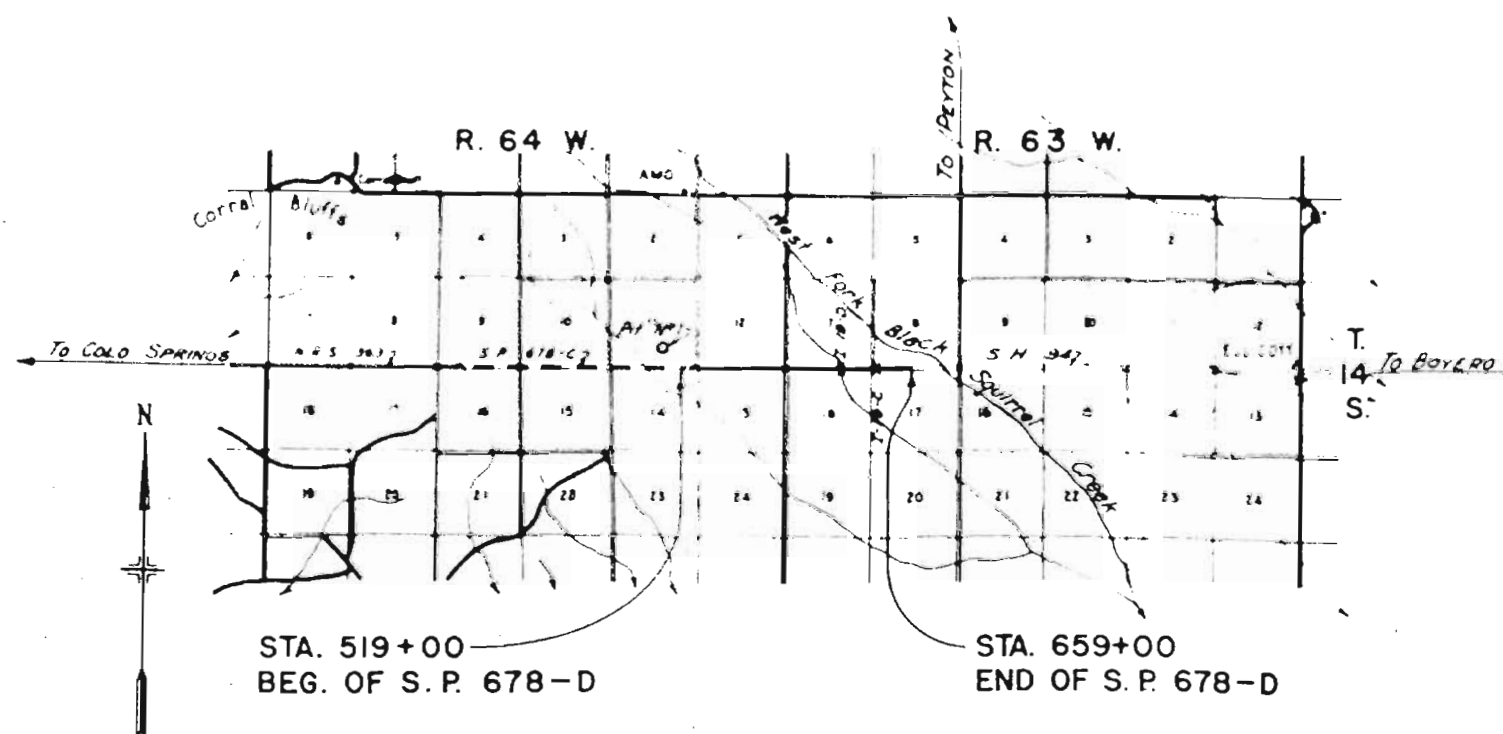
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CONVENTIONAL SIGNS

CENTER LINE OF SURVEY ———— 650
 RIGHT OF WAY LINES ————
 TOWNSHIP OR RANGE LINES ————
 SECTION LINES ————
 ONE QUARTER SECTION LINES ————
 BARBED WIRE FENCE — x — x — x —
 POLE LINES — ♦ — ♦ — ♦ — ♦ —

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 } 14,000 FT. = 2.651 MILES
 NET LENGTH OF PROJECT }



NOTE

It is recommended that the bidders on this Project do over the plan details with one of the following field representatives of this department:
 Ernest Montgomery Div. Engr. Colorado Springs
 Glen M. Eldonway Res. Engr.

RECOMMENDED FOR APPROVAL 3/23/37
 J. H. Hallock
 APPROVED
 Chad Hill
 STATE HIGHWAY ENGINEER

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TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department, adopted August 1, 1935.

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

All roadway excavation required to construct the project is to be obtained as indicated on the plans. Quantities involved beyond the limits of ditch as shown on the Typical Section, either noted on Profile as Borrow or on Tabulation of Structures as "Excavation" and "Embankment", are to be classified and paid for as "Unclassified Excavation".

These quantities are to be stated as part of the original excavation at locations indicated on the plans. Slope stakes beyond the limits of the Typical Section are subject to change by the Engineer to fit embankment requirements actually encountered on construction.

All poles encroaching on the construction are to be moved by the owners.

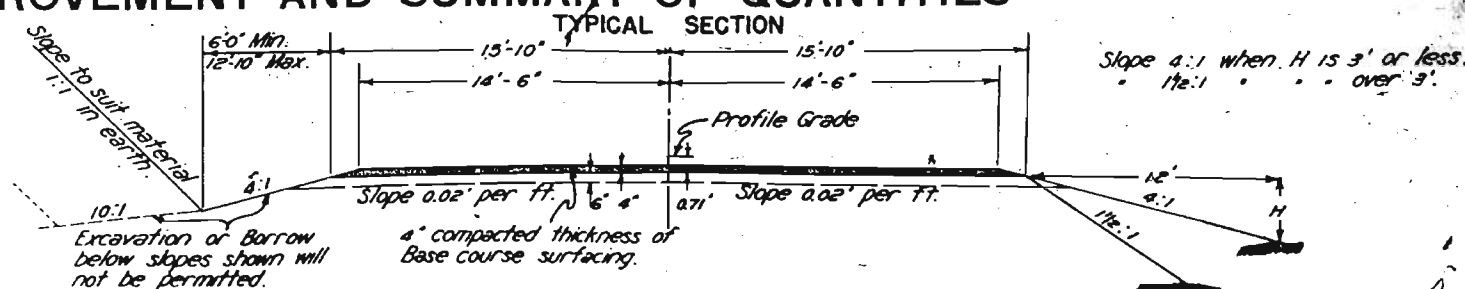
Except as noted on the plans, overhaul will be paid for as measured along center line of project.

All pipe cross culverts are to be provided with one head wall on the inlet end, unless otherwise noted on the plans.

Clearing and Grubbing shall be of variable widths and be held to the minimum required for the construction of the road, borrow pits, and channel changes, and to accommodate visibility. Ordinarily the clearing shall not extend more than 6 feet beyond the toes of the fills or the tops of the cut slopes.

The detour for the project lies along the present travelled roadway, and the Contractor shall, at his own expense prosecute construction in such a manner that traffic may readily pass over the road. Also, the Contractor shall at his own expense construct and maintain in safe condition all temporary approaches to and crossings of intersecting roads.

In places where Excavation and Embankment are in rock which would result in a roadway unsuitable for traffic, the 6" underlying the subgrade as shown on the Typical Section is to be constructed of Selected Material, which is to be classified and paid for as Unclassified Excavation.



The thickness of Gravel or Crushed Rock is to be considered approximate only. Surfacing is to be placed at the rate of 62 tons per 100 feet of roadway.

GRAVEL OR CRUSHED ROCK SURFACING

STATION	QUANTITY REQUIRED	ESTIMATED OVERHAUL	SOURCE OF MATERIAL
	TONS	TON MILES	
519+00 TO 550+00	2038	Free haul	It is estimated that all Gravel or Crushed Rock Surfacing required on this project will be obtained from pit located 0.2 mile north of Sta 500+00 or in the immediate vicinity thereof. It is estimated that 10,000 tons of acceptable material are available from this pit.
550+00 TO 617+65.55	4325	2761	
618+00 TO 650+00	1426	2119	
650+00 TO 659+00	1923	2604	
TOTALS	9106	7364	

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM	UNIT	ROADWAY	BRIDGE STA. 617+	BRIDGE STA. 650+	PROJECT TOTALS
100	Clearing & Grubbing Entire Project	Lump Sum	0			0
110	Removing & Replacing Mail Boxes	Each	3			3
110	Concrete Slabs	Sq Yd	107			107
120	Fence	Lin. Ft.	27000			27000
130	Unclassified Excavation	Cu Yd	38,000			38,000
140	Dry Rock Excavation (Structural)		10			10
140	Common		10	13,400	10,100	13,510
140	Rock		10			10
140	Common		10	2,100	10	2,110
180	Station Yard Overhaul	Sq Yd	11,000			11,000
180	Yard Mile Overhaul	Yd. Mi.	200			200
240	Gravel or Crushed Rock Surfacing	Ton	9,106			9,106
250	Overhaul of Surfacing	Yd. Mile	2,000			2,000
420	Untreated Bridge Timber	MTB B.M.		2,100	2,100	4,200
420	Treated Bridge Timber	MTB B.M.		4,500	4,500	9,000
430	Asphalt Plant Wearing Surface	Sq Ft.		2075	2075	4150
440	Class "B" Concrete	Cu Yd	18			18
530	Corrugated Metal Culvert Pipe	Lin. Ft.	100			100
530	24"		100			100
530	30"		100			100
600	Treated Timber Piling			1,419	1,020	2,439
600	Piling Cut-off - Treated			100	100	200
740	Wire Cable Guard Fence		376			376
760	Barbed Wire Fence With Metal Posts		1,100			1,100
760	Special Barbed Wire Fence With Metal Posts		1,800			1,800
760	Combination		700			700
760	Barbed Wire Gates	Each	2			2
760	Driveway Gates		0			0
890	Drain Pipe (Timber Floor) (3'-2'-4')			10	10	20

S.E. 1/4 SEC. 11

S.W. 1/4 SEC. 12
T. 14 S., R. 64 W.

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NOTES:

Alignment and grade shown on these plans are subject to change during construction after approval by Denver Office of the Department.

All pole lines encroaching on construction are to be moved by owners.

All suitable material excavated from culverts and ditches, and not used for ditch embankment is to be used in roadway embankment.

Fencing is tabulated on sheet no. 3.

Sta. 520+75

Reqd. 55 cu. yds. embankment for road approaches, Rt. & Lt.

Sta. 529+20 to 530+00

Reqd. 80 cu. yds. uncl. excavation for road approaches, Lt.

Section corner 33' south of E. of roadway.

TO COLORADO SPRINGS
(16 MILES)

STA. 519+00
END OF S.P. 678-C
BEGINNING OF S.P. 678-D

Sta. 526+00

Reqd. 24'-48" CMP cross culvert & 5 cu yds. uncl. excavation for inlet & outlet

Sta. 529+00

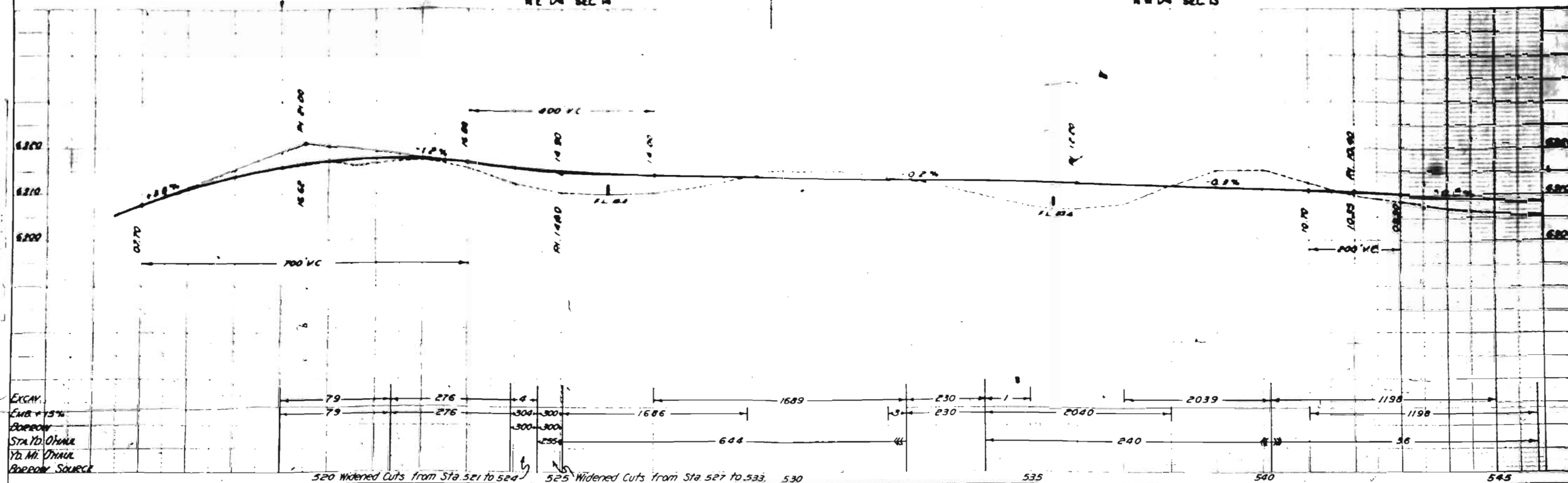
Reqd. 5 cu. yds. embankment for road approach, Rt.

Sta. 535+50

Reqd. 24'-48" CMP cross culvert.

NE 1/4 SEC. 14

NW 1/4 SEC. 13



S.W. 1/4 SEC. 12
T.14 S. R. 64 W.

S.E. 1/4 SEC. 12



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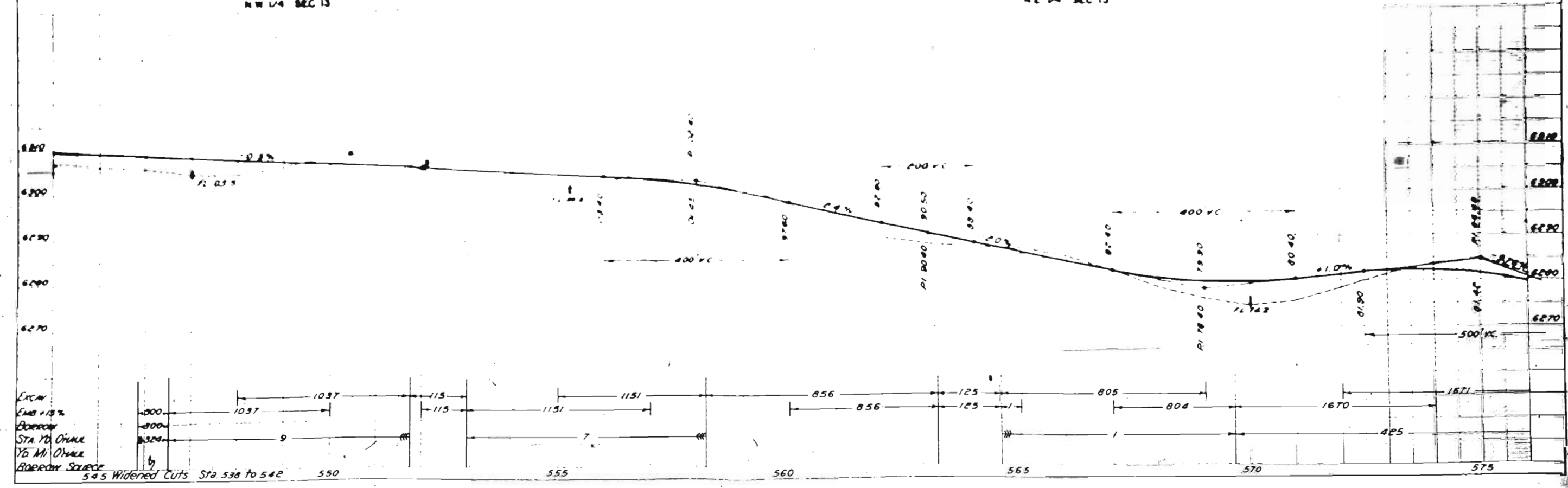
Sta 547+00
Ropt 24'-48" C.M.P. cross culvert
8.5 cu yds uncl excavation for
inlet & outlet

Sta 555+25
Ropt 24'-34" C.M.P. cross culvert
8.5 cu yds uncl excavation for
inlet & outlet

Sta 570+00
Ropt 30'-48" C.M.P. cross culvert
8.5 cu yds uncl excavation for
inlet & outlet

N.W. 1/4 SEC. 13

N.E. 1/4 SEC. 13



Excav
Emd +18%
Borrow
Sta 1/2 O'Hall
1/2 Mi O'Hall
Borrow Source
545 Widened Cuts Sta 538 to 542

S.E. 1/4 SEC. 12
T.14 S., R.64 W.

S.W. 1/4 SEC. 7
T.14 S., R.63 W.

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Sta. 582+56
Reqd. 50 cu. yds. embankment
for road approach, Lt.

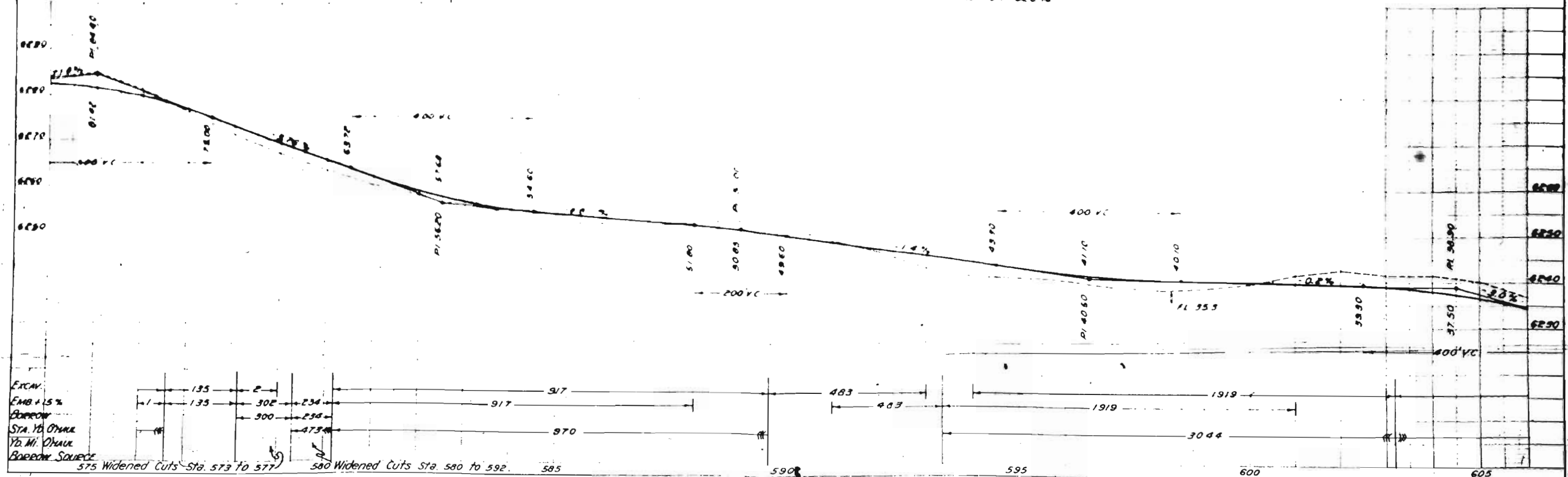
Sta. 582+10 to 582+70
Reqd. 100 cu. yds. embankment
for road approaches Rt. & Lt.
CMP side drain R.

Sta. 582+35
Remove & reset mail box

Sta. 590+30
Reqd. 30' x 52' CMP cross culvert &
50 cu. yds. uncl. excavation for
inlet & outlet

NE 1/4 SEC. 13

NW 1/4 SEC. 18



Channel Change at Sta. 618+25.0

