

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	COLORADO	S 0107 (6)	1	

RIGHT OF WAY

INDEX OF SHEETS
 SHEET NO. 1 TITLE SHEET
 2 TABULATION OF PROPERTIES.
 3-14 PLAN-PROFILE SHEETS SHOWING RIGHT OF WAY
 15-16 OWNERSHIP MAP

COLORADO

DEPARTMENT OF HIGHWAYS

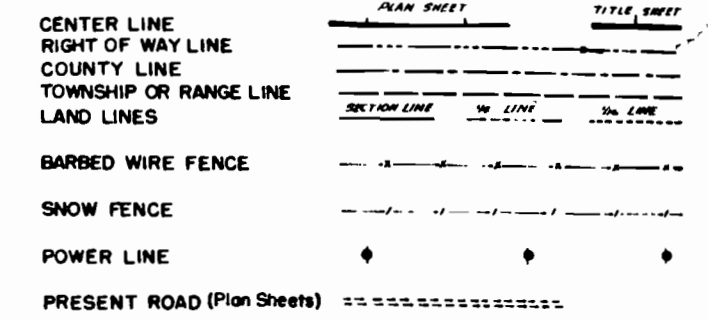
PLAN OF PROPOSED FEDERAL AID PROJECT NO. S 0107 (6) STATE HIGHWAY NO. 9 SUMMIT COUNTY

Scales on Original Drawings

On Plan 1 in. = 100 ft.
 On Profile 1 in. = 100 ft. Horizontal
 1 in. = 10 ft. Vertical

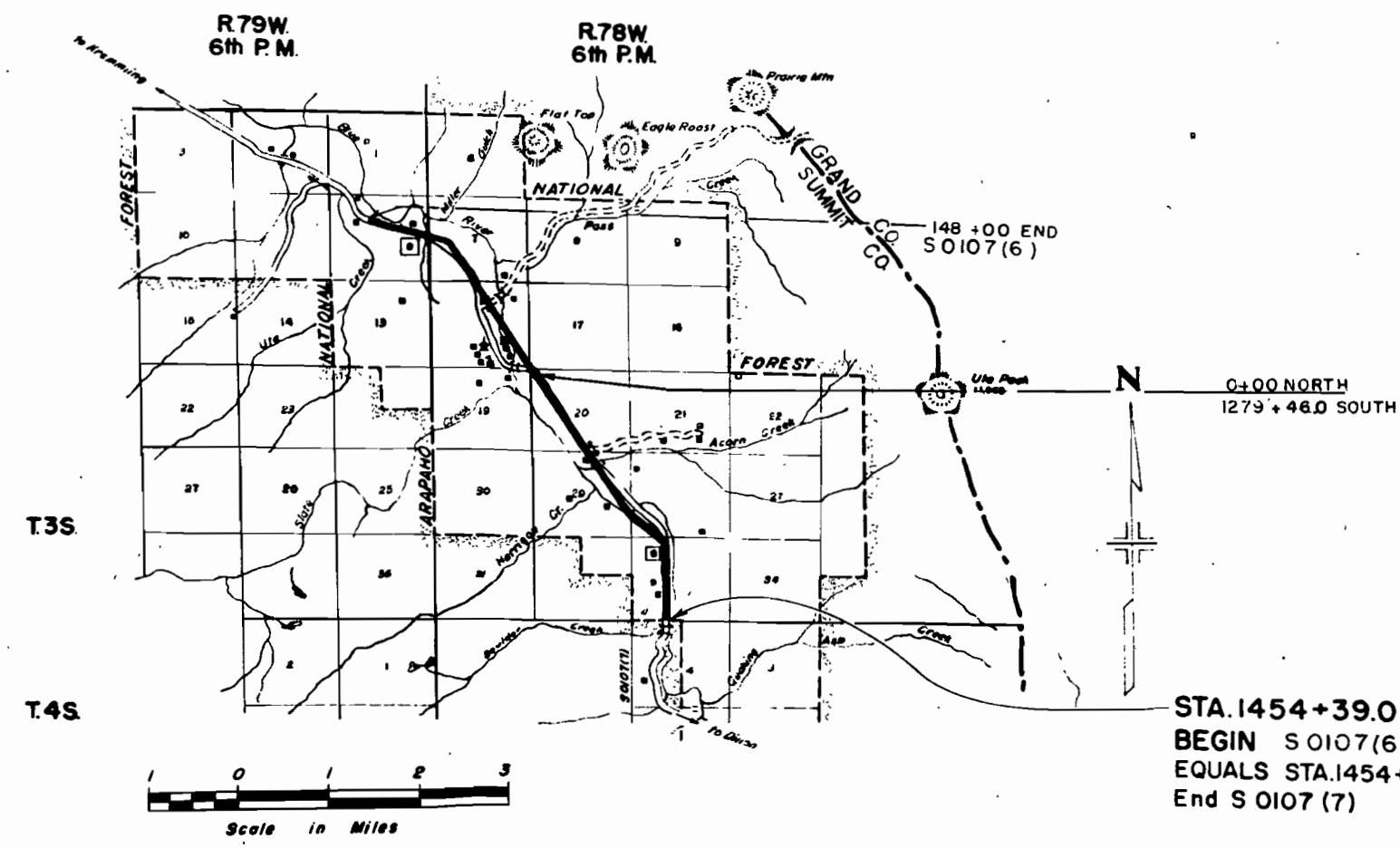
Grade Line on Profile is Shown as Grade of Finished Road
 Gross Length of Project =
 Net Length of Project =

CONVENTIONAL SIGNS



FORMERLY CS 61-0009-07

RIGHT OF WAY



R.O.W. TABULATION OF PROPERTIES IN SUMMIT

COUNTY S.H.No.9 PROJ. S 0107 (6)

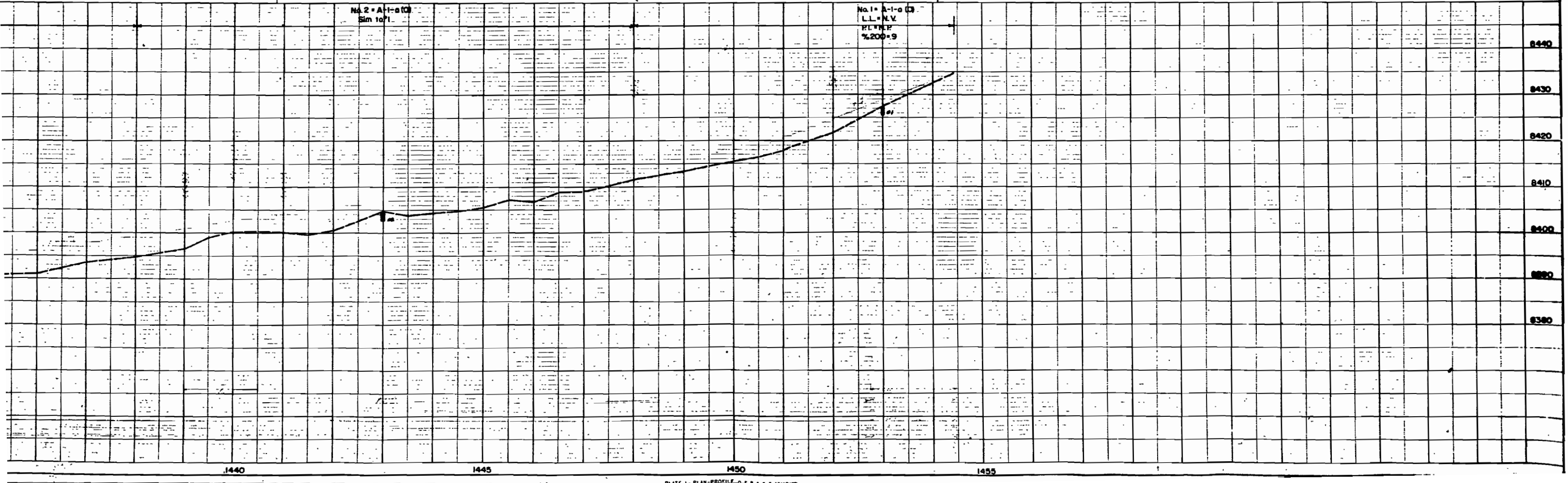
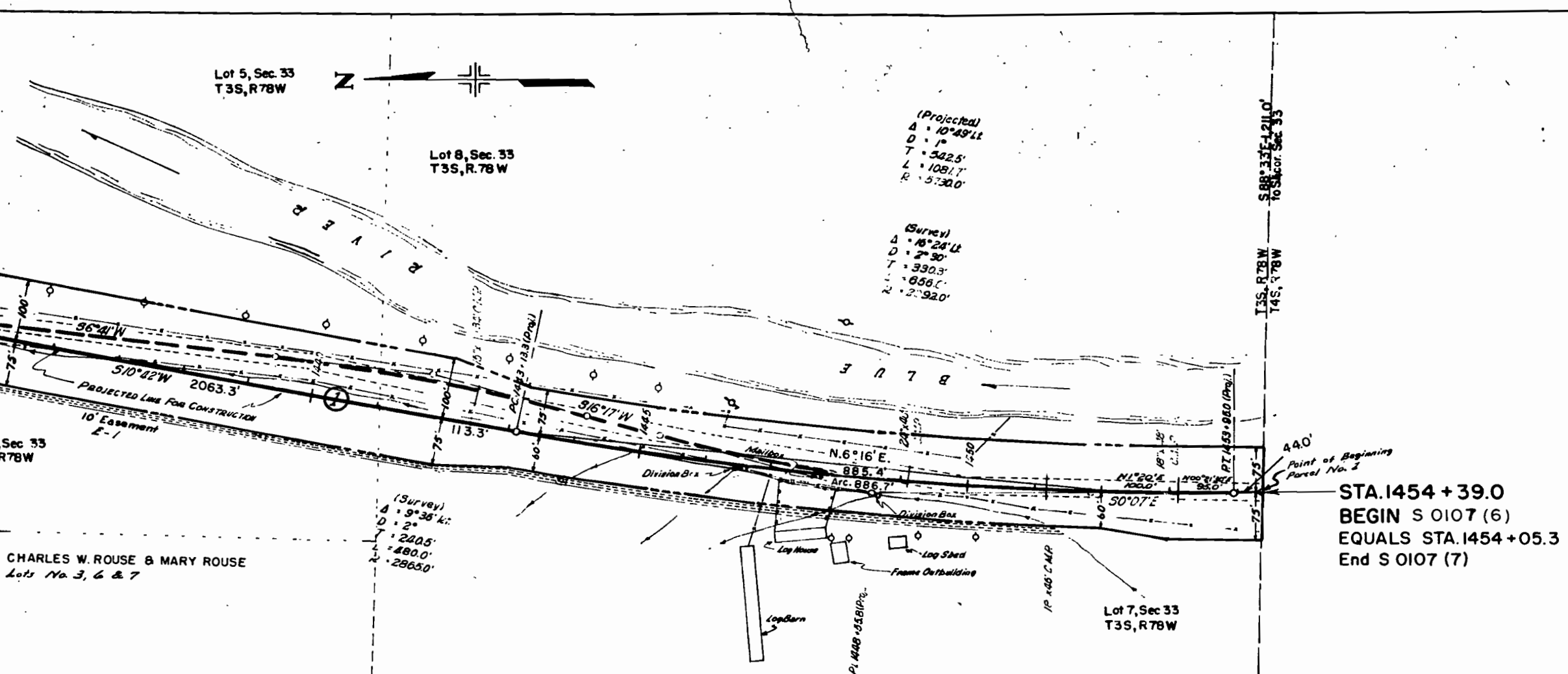
FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	S 0107 (6)	2	

RIGHT OF WAY Rev.11-1-55 S.W.Z. E-4C

PARCEL NO.	OWNER	ADDRESS	LOCATION	AREA IN ACRES			REMARKS	NO.
				TOTAL LAND IN TRACT	PARCEL	TO BE ACQUIRED		
			T3S., R.78W.					
1	CHARLES W. ROUSE & MARY ROUSE	KREMMLING, COLORADO.	Lots 3,6 & 7 Sec.33		14.954	9.329		
2	JAMES A. SMITH & ETHEL Z. SMITH	KREMMLING, COLORADO.	SW 1/4 SW 1/4 Sec. 28		0.566	0.566		
3	CLAYTON HILL	KREMMLING, COLORADO.	Lots 3,8 & 9 Sec. 29		8.646	6.591		
4	ELMER C. PEABODY JR.	KREMMLING, COLORADO.	Lots 3 & 9 Sec. 29		4.012	2.232		
E-4 C	ELMER C. PEABODY JR.	KREMMLING, COLORADO.	Lot 3 Sec. 29		0.121	0.121	Permanent Easement	
5	CLAYTON HILL	KREMMLING, COLORADO.	Lots 5,6,9,11 & 12 Sec. 20		10.368	6.372		
6	CLAYTON HILL & OLGA HILL	KREMMLING, COLORADO.	Lots 1,2,4, & NW 1/4 NW 1/4 Sec. 20		9.948	4.963		
7	CLAYTON HILL & OLGA HILL	KREMMLING, COLORADO.	S.W. 1/4 Sec. 17		8.080	8.080		
8	CLAYTON HILL & OLGA HILL	KREMMLING, COLORADO.	Lots 3, 4, 5, 7, 8 & 14 Sec. 18		9.187	9.187		
9	GEORGE A. KNORR, KARL H. KNORR, THEODORE W. KNORR	KREMMLING, COLORADO.	Lot 3 Sec. 18		3.842	1.250		
9A	CLAYTON HILL & OLGA HILL	KREMMLING, COLORADO.	Lot 3 Sec. 18		1.531	1.531	A CONFLICT WITH 9	
10	GEORGE A. KNORR, KARL H. KNORR, & THEODORE W. KNORR	KREMMLING, COLORADO.	Lots 10 & 12 & E 1/2 S.W. 1/4 Sec. 7 T3S., R.79W. N 1/2 SE 1/4, S 1/2 NE 1/4. Sec. 12		12.934	10.370		
11 Rev.2	GEORGE A. KNORR, KARL H. KNORR, & THEODORE W. KNORR	KREMMLING, COLORADO.	T3S., R.78W. Lots 3,6, & 7 Sec.33		7.201	5.483		
E-1	CHARLES W. ROUSE & MARY ROUSE	KREMMLING, COLORADO.	Lots 3,6, & 7 Sec.33			0.654	Temporary easement, void after construction.	
E-3	CLAYTON HILL	KREMMLING, COLORADO.	Lot 3 Sec. 29			0.090	Temporary easement, void after construction.	
E-4a	ELMER C. PEABODY JR.	KREMMLING, COLORADO.	Lot 3 Sec. 29			0.139	Temporary easement, void after construction.	
E-4b	ELMER C. PEABODY JR.	KREMMLING, COLORADO.	Lots 3,9 Sec. 29			0.083	Temporary easement, void after construction.	
E-7	CLAYTON HILL & OLGA HILL	KREMMLING, COLORADO.	S.W. 1/4 Sec. 17			0.574	Temporary easement, void after construction.	
E-8a	CLAYTON HILL & OLGA HILL	KREMMLING, COLORADO.	Lot 20 Sec. 18			0.084	Temporary easement, void after construction.	
E-8b	CLAYTON HILL & OLGA HILL	KREMMLING, COLORADO.	Lot 5 Sec. 18			0.016	Temporary easement, void after construction.	
E-10a	GEORGE A. KNORR, KARL H. KNORR, THEODORE W. KNORR	KREMMLING, COLORADO.	Lot 12 Sec. 7			0.075	Temporary easement, void after construction.	
E-10b	" " " " " "	KREMMLING, COLORADO.	E 1/2 S.W. 1/4 & Lot 10 Sec. 7			0.023	Temporary easement, void after construction.	
E-10c	" " " " " "	KREMMLING, COLORADO.	Lot 10 Sec. 7			0.046	Temporary easement, void after construction.	
E-10d	" " " " " "	KREMMLING, COLORADO.	Lot 10 Sec. 7			0.061	Temporary easement, void after construction.	
E-11a	DELETED		T 3 S. R. 79 W.					
E-11b	DELETED							

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0107 (6)	3	

RIGHT OF WAY Rev. 6-29-56 S.W.Z. 1



FED. ROAD DIST. NO.	DIST	PROJ NO.	SHEET NO	TOTAL SHEETS
9	COLO.	S 0107 (6)	4	

RIGHT OF WAY

(Survey)

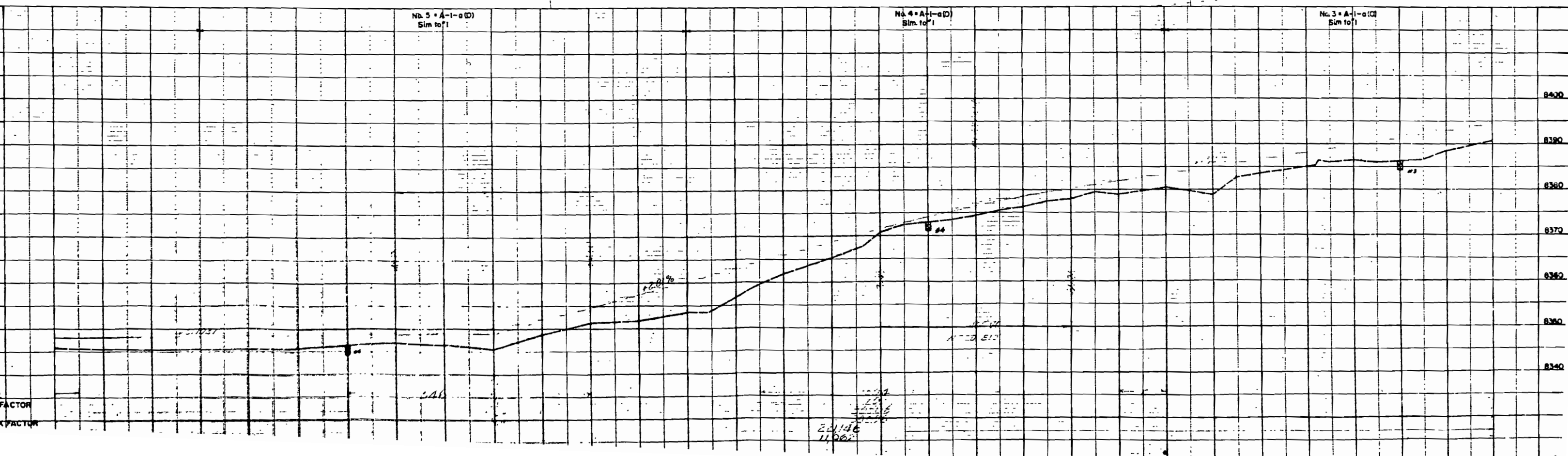
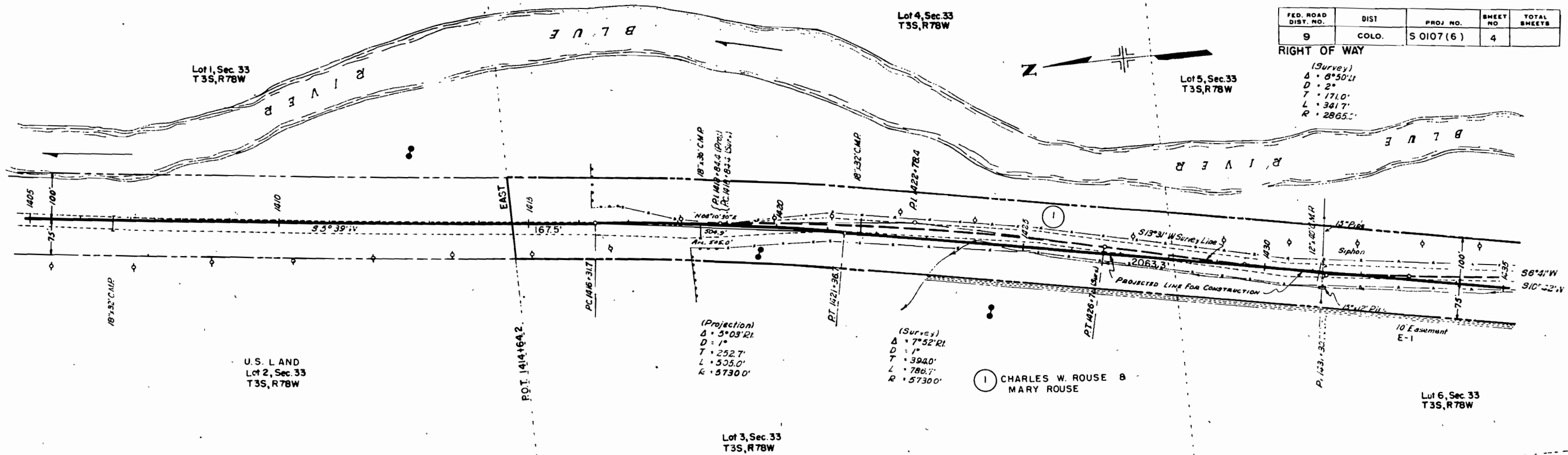
Δ • 8°50'41

$D = 2^\circ$

$T = 171.0^\circ$

L - 3417

R - 2865.5



FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	50107(6)	5	

RIGHT OF WAY

of 16, Sec 28
T3S, R78W

Lot 20, Sec. 28
T3S, R78W
U.S. Land

Lot 18, Sec. 28
T3S, R78W
U.S. Land

Lot 1, Sec 33
T3S, R78W

Lot 19, Sec 28
T3S, R78W
U.S. Land

② JAMES A. SMITH &
ETHEL Z. SMITH
SW 1/4, SW 1/4, Sec. 28
T3S, R78W

PROJECTED
Δ 57°59' R
Ts 919.8'
H.S.D.
Δc 47°59'
Dc 4°00'
Tc 637.5'
Lc 1199.6'
Rc 1432.5'
SURVEYED
Δ 57°59' R
Ts 919.8'
H.S.D.
Δc 47°59'
Dc 4°00'
Tc 637.5'
Lc 1199.6'
Rc 1432.5'

Blue River Valley
Telephone Company

Lot 12, Sec. 33
T3S, R78W

Nd 6-A-1-a(0)
Sim. to #1

Nd 7-A-2-4(0)
LL = 20.6
FL = 20
% 200 = 28

Nd 8-A-1-a(0)
LL = N.V.
FL = N.P.
% 200 = 5

Nd 9-A-1-a(0)
LL = N.V.
FL = N.P.
% 200 = 3

EXCAV.
EMB. FACTOR
EMB.
EMB. X FACTOR
STA. YD. O.M.
YD. M.O.M.

Lot 3, Sec. 29
T3S, R78W

Lot 8, Sec. 29
T3S, R78W

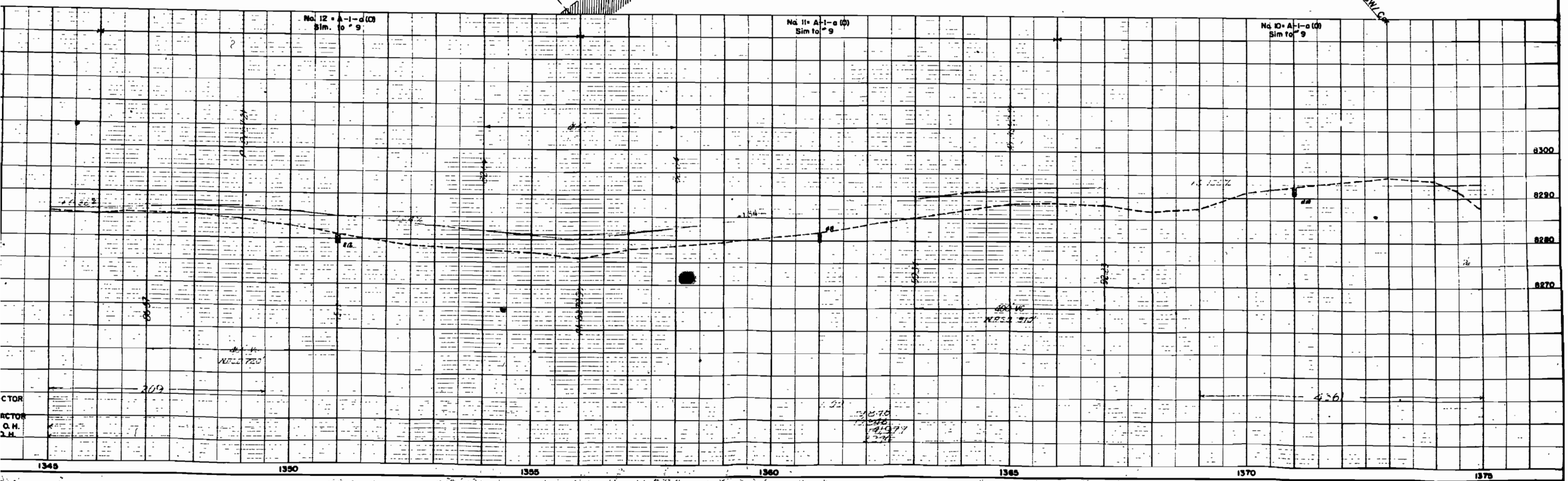
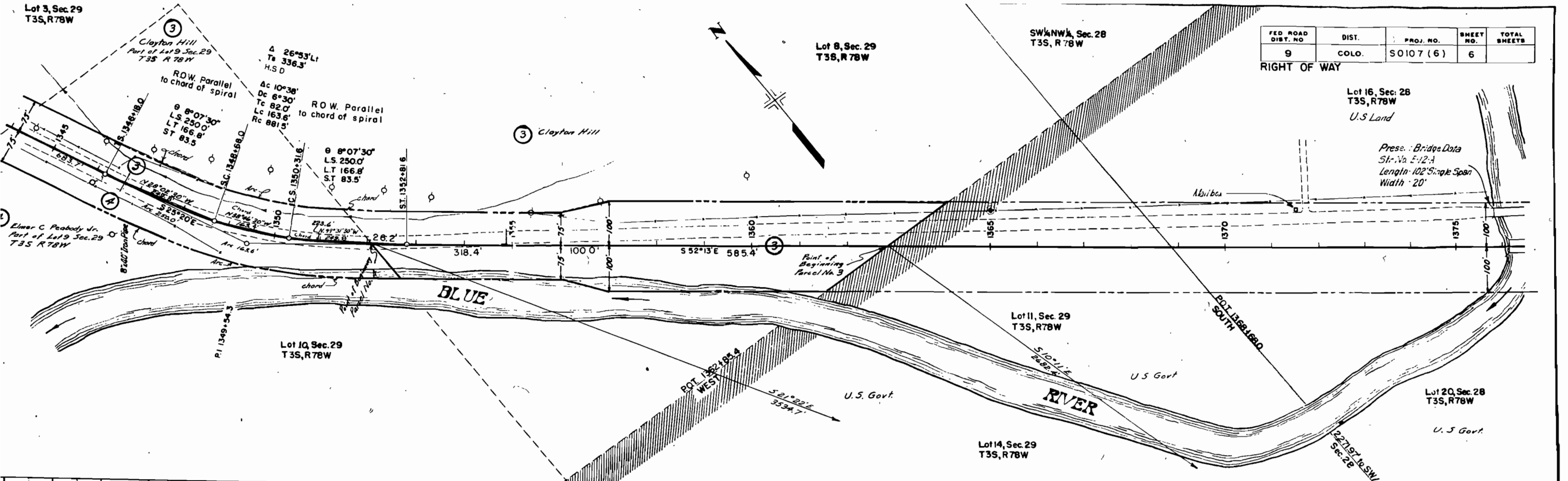
SW1/4NW1/4, Sec. 28
T3S, R78W

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	SO107 (6)	6	

RIGHT OF WAY

Lot 16, Sec. 28
T3S, R78W
U.S. Land

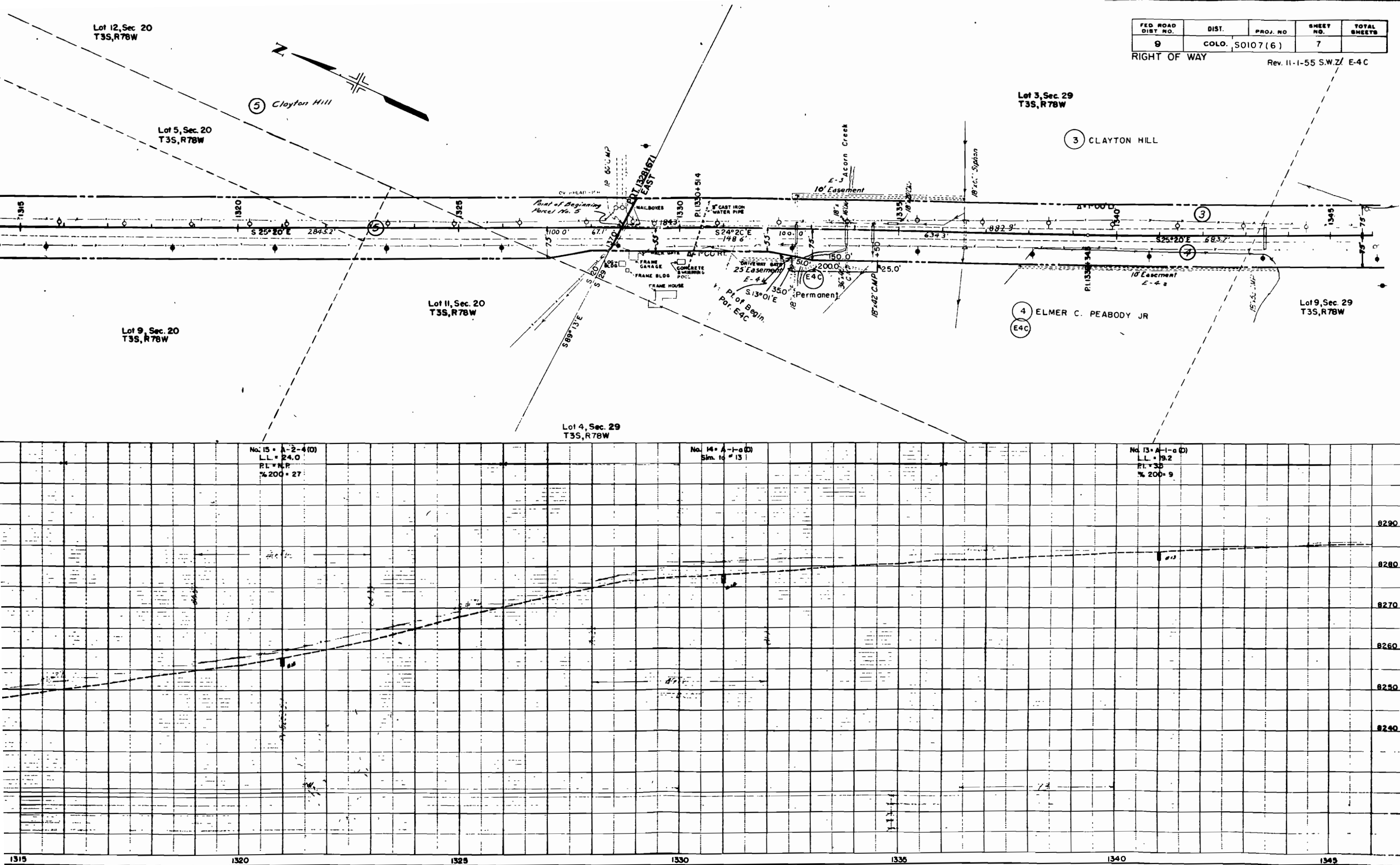
Pres. Bridge Data
Sh. No. E-12-A
Length-102' Single Span
Width-20'



CTOR
ACTOR
O.H.
J.H.

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	50107(6)	7	

Rev. 11-1-55 S.W.Z/ E-4 C



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 007 (6)	8	

RIGHT OF WAY

Lot 5, Sec. 20
T3S, R78W

Lot 4, Sec. 20
T3S, R78W

Lot 6, Sec. 20
T3S, R78W

Lot 1, Sec. 20
T3S, R78W

$\Delta = 3^\circ 18' 11''$
D = 1'
T = 165.1'
L = 3300'
R = 57300'

⑥ CLAYTON HILL &
OLGA HILL

Lot 9, Sec. 20
T3S, R78W

⑤ CLAYTON HILL

Lot 3, Sec. 20
T3S, R78W

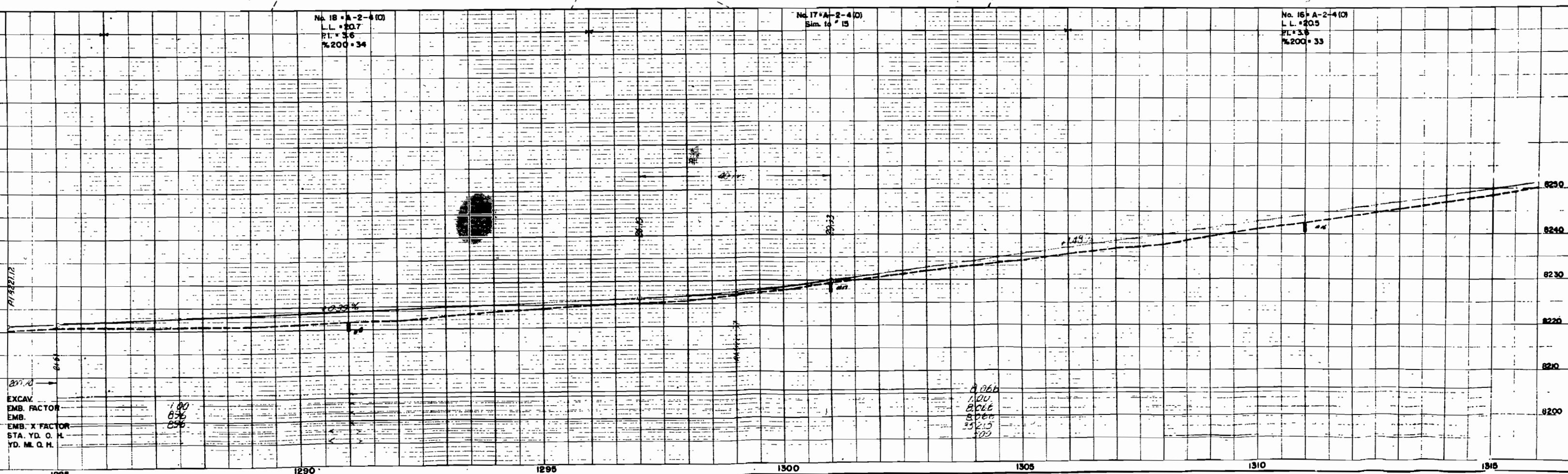
Lot 7, Sec. 20
T3S, R78W

Lot 2, Sec. 20
T3S, R78W

No. 18-A-2-4(10)
L.L. = 20.7
P.L. = 3.6
%200 = 34

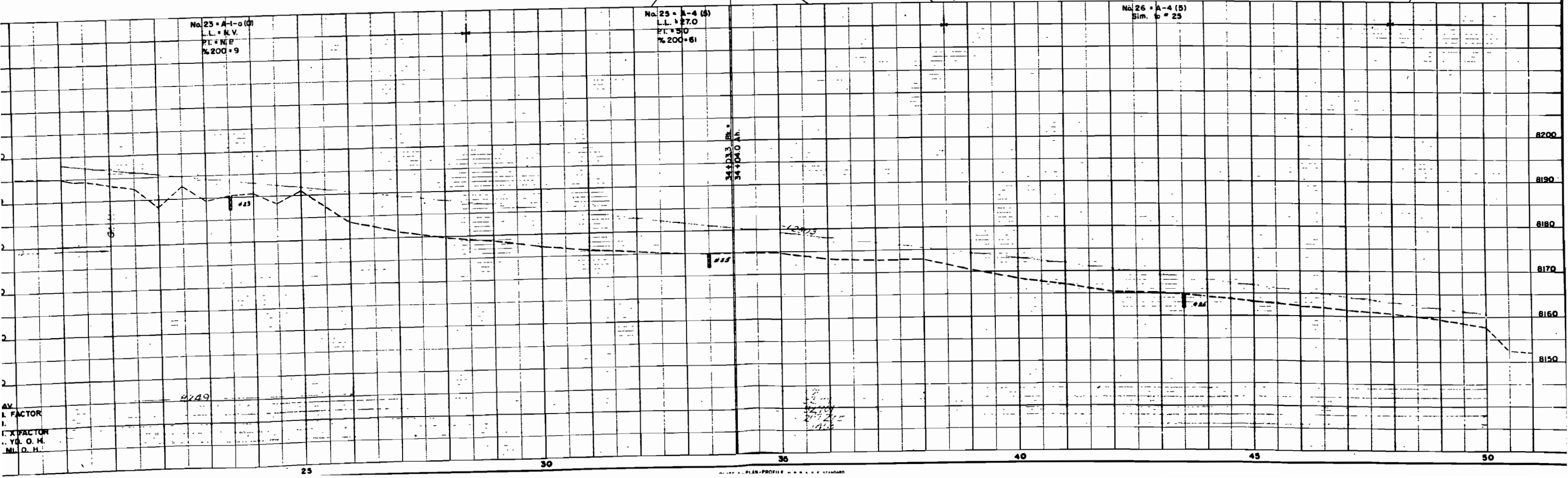
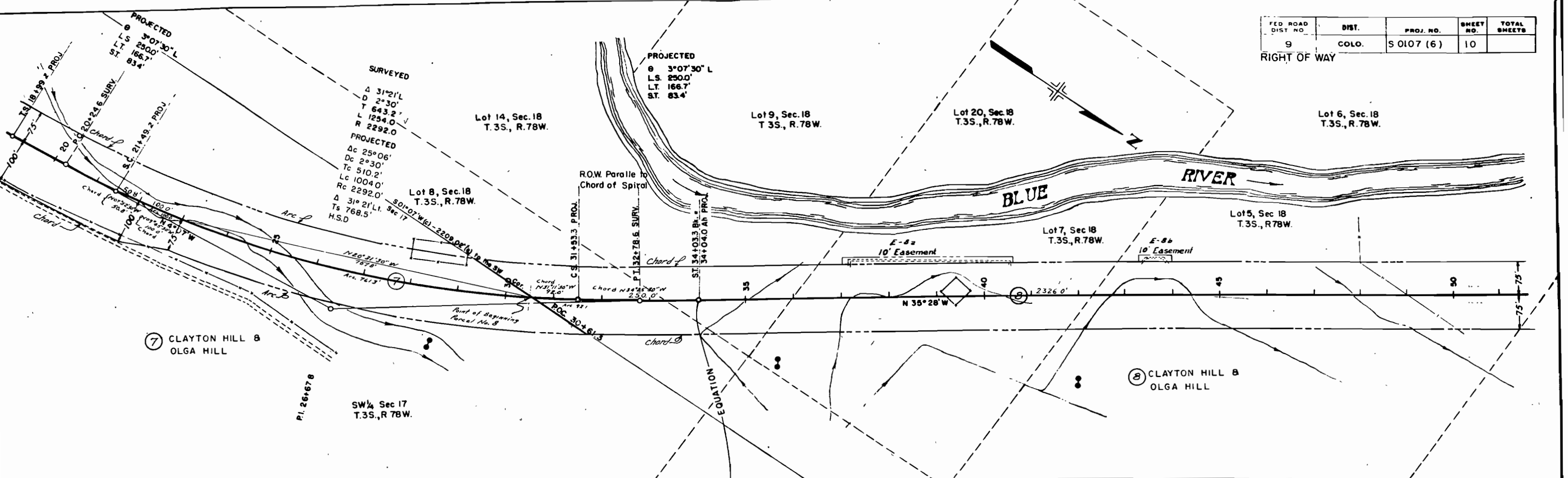
No. 17-A-2-4(10)
Sim. to 15

No. 16-A-2-4(10)
L.L. = 20.5
P.L. = 3.6
%200 = 33



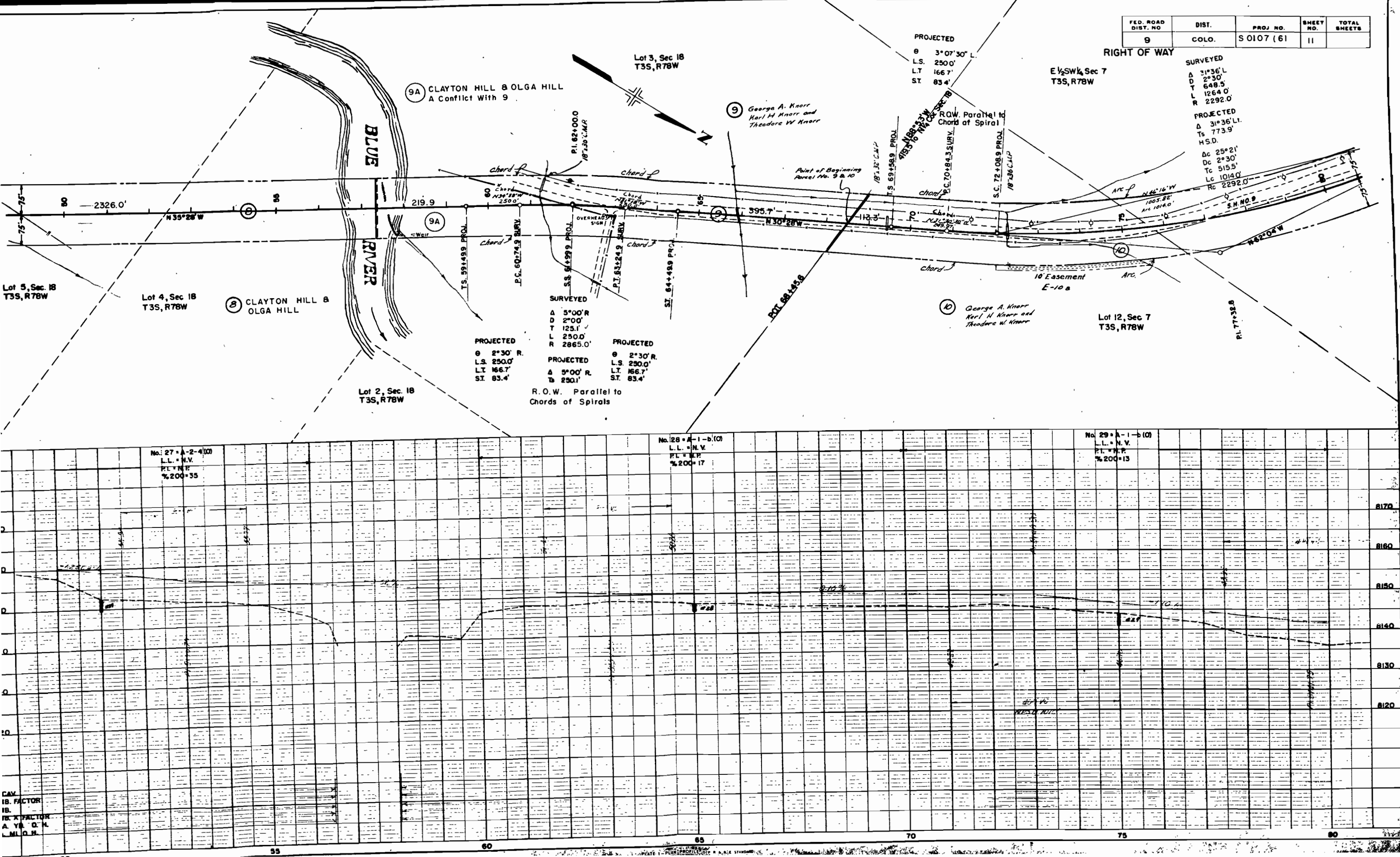
FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0107 (6)	10	

RIGHT OF WAY



AV. FACTOR
I. FACTOR
Y. O. M.
M. O. H.

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0107 (61	11	



PROJECTED
 Δ 31°36' L.
 Ts 773.9'
 H.S.D.
 Δc 25°21'
 Δc 2°30'
 Tc 513.5'
 Lc 1014.0'
 Rc 2292.0'

PROJECTION
 θ 3°07'30" L.
 L.S. 250.0'
 LT. 166.7'
 ST. 83.4'

SURVEYED
 Δ 31°36' L.
 Δc 2°30'
 Tc 513.5'
 Lc 1014.0'
 Rc 2292.0'

R.O.W. Parallel to
 Chord of Spiral

E 1/4 SW 1/4, Sec. 7
 T3S, R78W

SW 1/4 SW 1/4, Sec. 7
 T3S, R78W

BEARING EQUATION
 N 62°04' W Bk
 N 62°07' W Ah

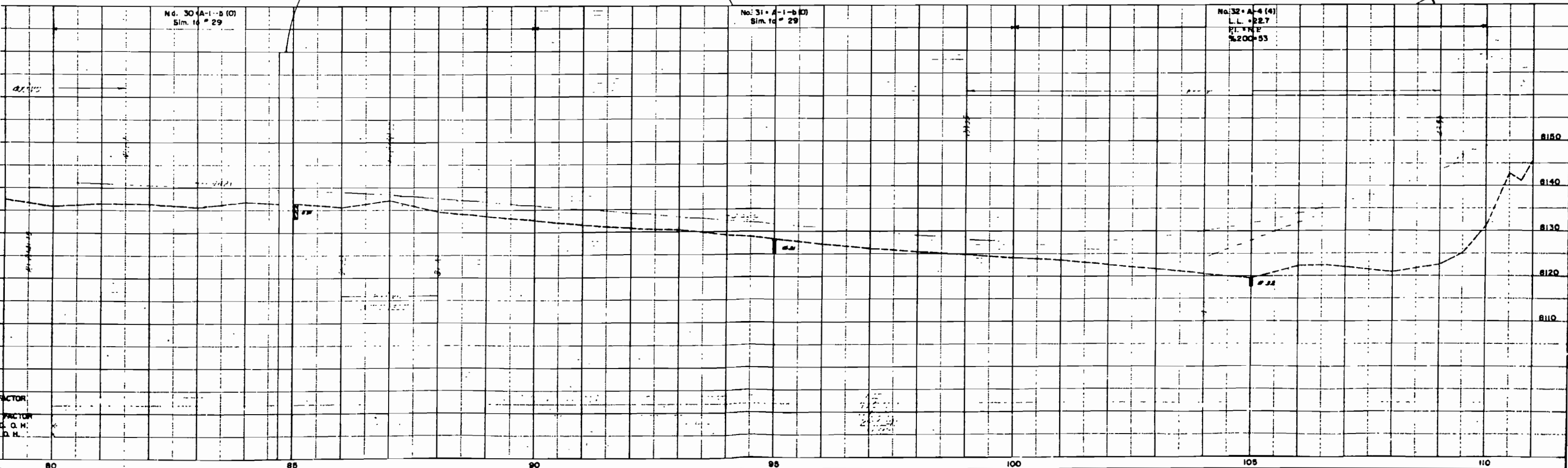
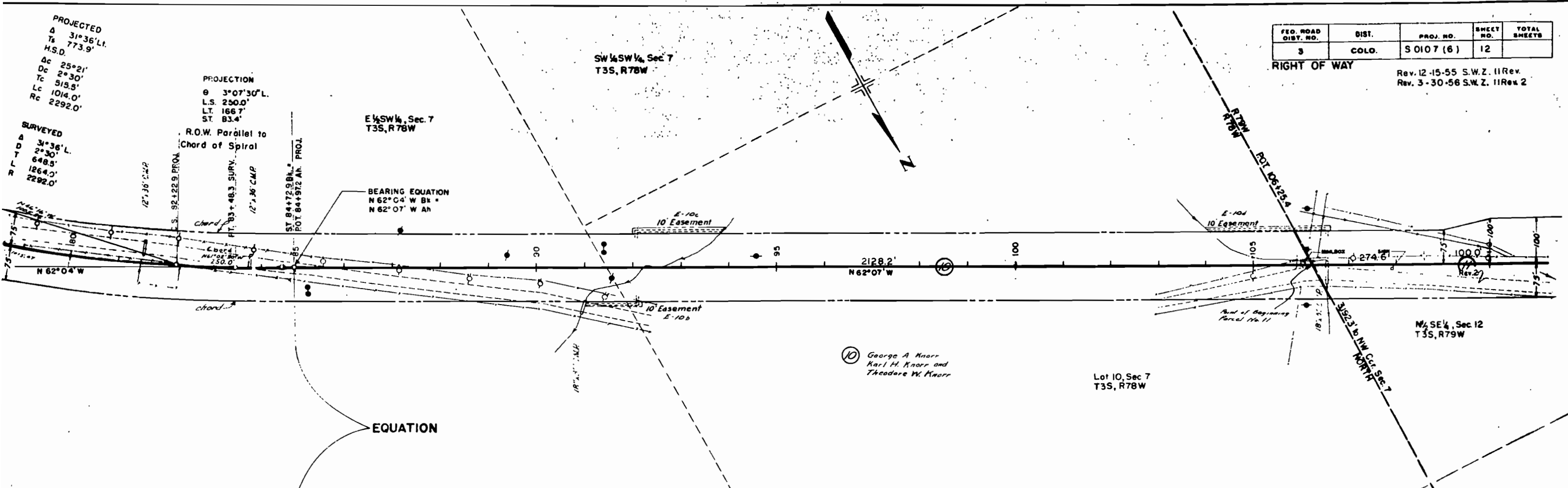
George A. Knorr
 Karl H. Knorr and
 Theodore W. Knorr

Lot 10, Sec 7
 T3S, R78W

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0107 (6)	12	

RIGHT OF WAY

Rev. 12-15-55 S.W.Z. II Rev.
 Rev. 3-30-56 S.W.Z. II Rev. 2



N 1/2 SE 1/4 Sec. 12
T.3S., R.79W.

PROJECTED
Δ 7°46'
Dc 2°00'
Tc 194.5'
Lc 388.3'
Rc 2865.0'
Δ 12°46' LT
Ts 445.6'
H.S.D.

PROJECTED
Δ 2°30' L
Ls 250.0'
LT 166.7'
ST 83.4'
R.O.W. Parallel to
Chord of Spiral

SW 1/4 NE 1/4 Sec. 12
T.3S., R.79W.

PROJECTED
Δ 2°30' L
Ls 250.0'
LT 166.7'
ST 83.4'

R.O.W. Parallel to
Chord of Spiral

SURVEYED
Δ 12°40' L
Dc 2°00'
Tc 320.6'
Lc 638.3'
Rc 2865.0'

SURVEYED
Δ 17°41' R
Dc 2°00'
Tc 445.7'
Lc 884.2'
Rc 2865.0'

PROJECTED
Δ 12°41'
Dc 2°00'
Tc 318.4'
Lc 634.2'
Rc 2865.0'
Δ 17°41' R
Ts 570.6'
H.S.D.

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0107 (6)	13	

Rev. 12-15-55 S.W.Z. II Rev.
Rev. 3-30-56 S.W.Z. II Rev. 2

George A. Knorr,
Karl H. Knorr &
Theodore W. Knorr

SE 1/4 NE 1/4 Sec. 12
T.3S., R.79W.

No. 33-A-6161
L.L. = 27.8
P.L. = 11.3
%200 = 62

No. 34-A-4(4)
L.L. = 27.8
P.L. = 9.4
%200 = 53
No. 34-A-4(1)
L.L. = 23.8
P.L. = 1.8
%200 = 19

No. 35-A-4(4)
L.L. = 27.8
P.L. = 9.4
%200 = 53

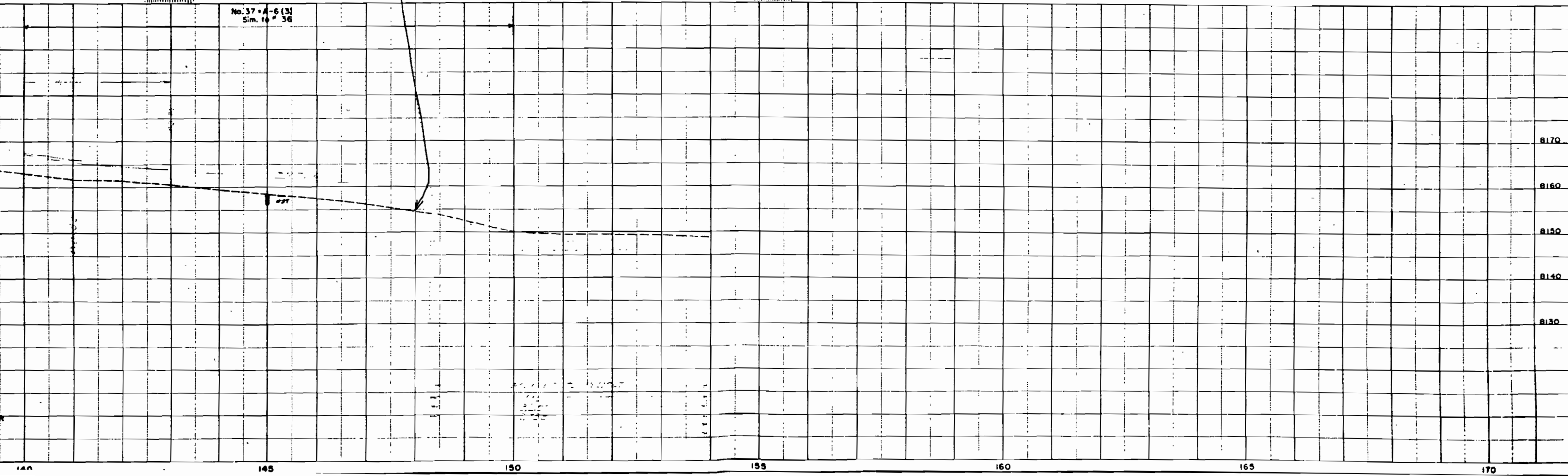
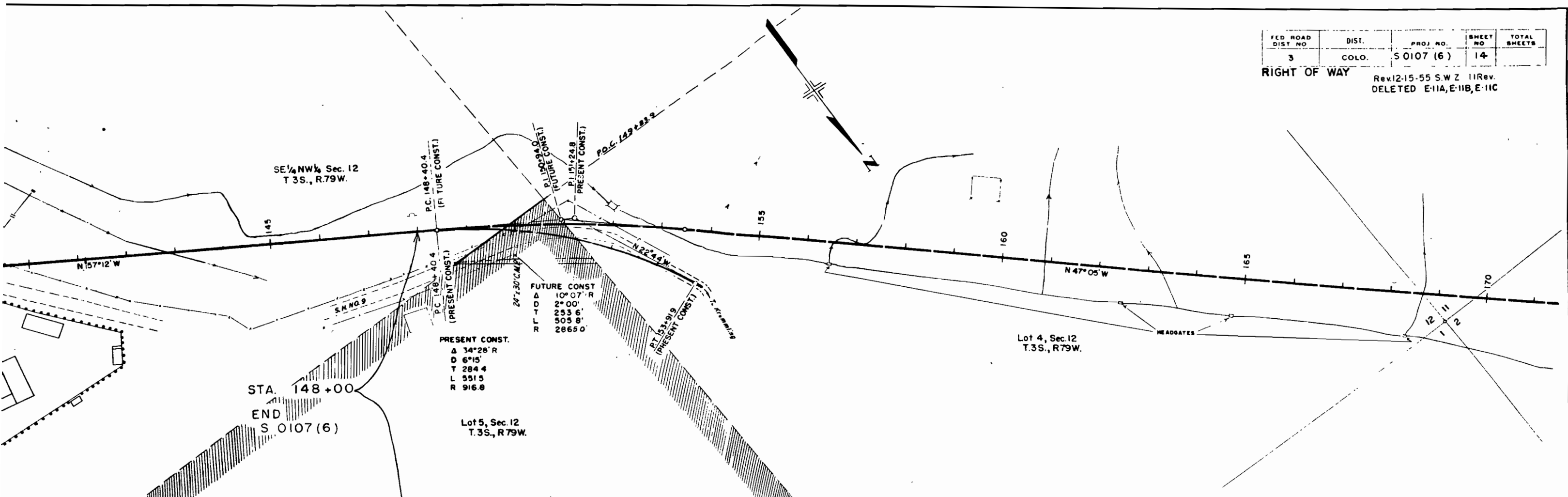
No. 36-A-6(3)
L.L. = 29.9
P.L. = 10.8
%200 = 50

Eqn. 137+45.481
137+45.481

TOR
ACTOR
J. M.
M.

FED. ROAD DIST. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0107 (6)	14	

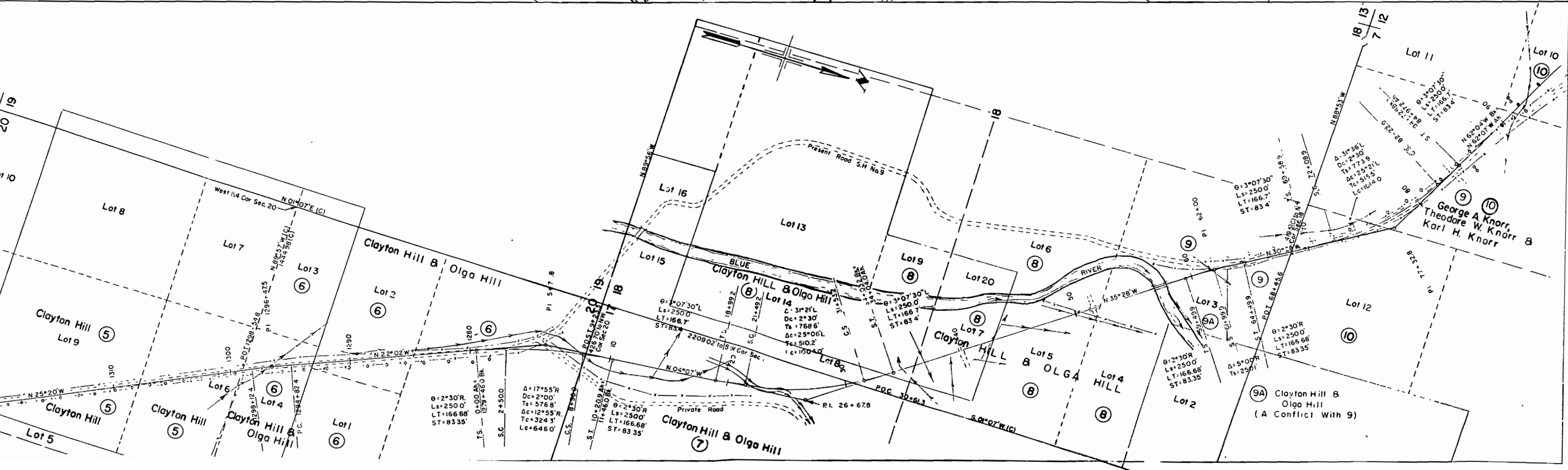
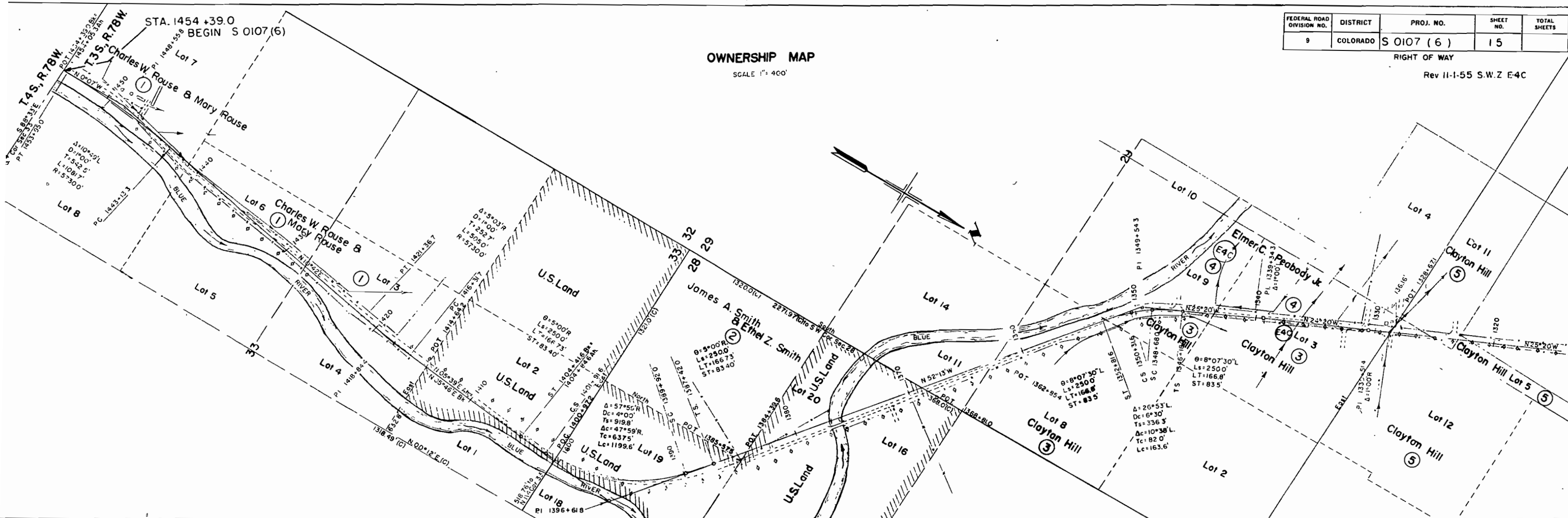
RIGHT OF WAY
 Revi 2-15-55 S.W.Z. 11 Rev.
 DELETED E-11A, E-11B, E-11C



FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	S 0107 (6)	15	

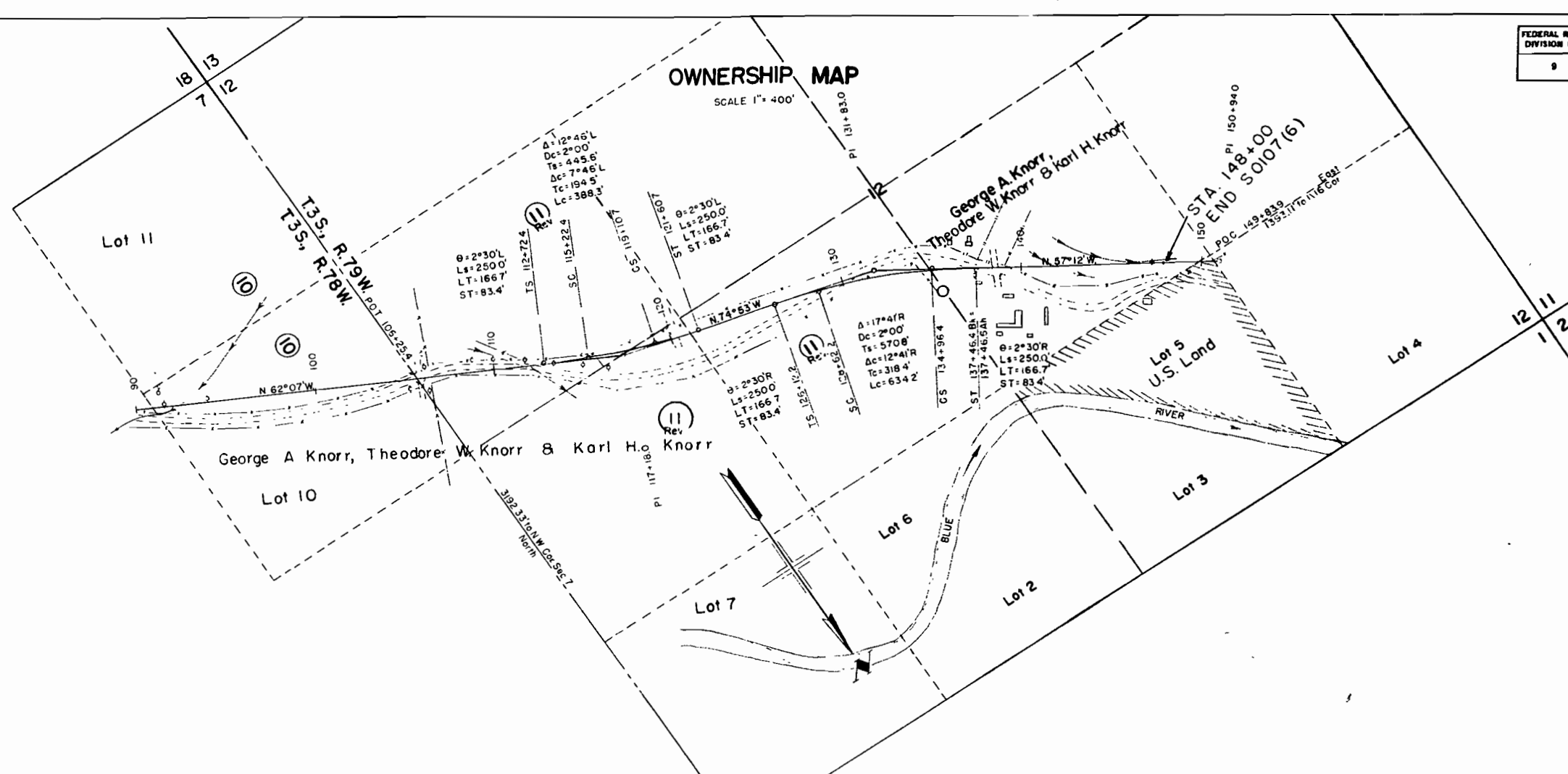
RIGHT OF WAY
Rev II-1-55 S.W.Z E-4C

OWNERSHIP MAP
SCALE 1" = 400'



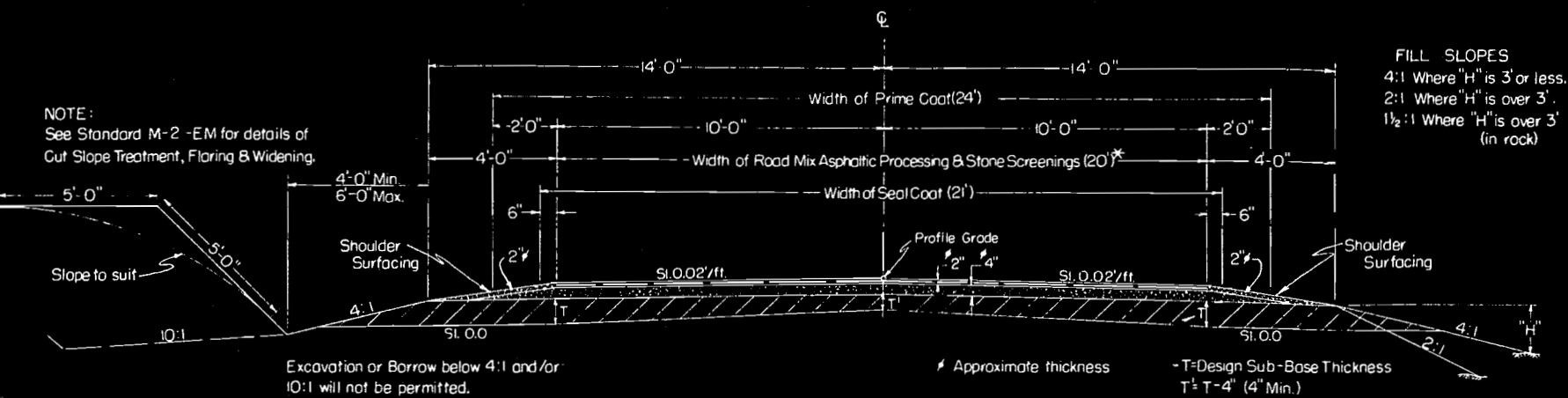
FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	S 0107 (6)	16	

RIGHT OF WAY
Rev. 12-15-55 S.W.Z. 11 Rev.



FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	S 0107 (6)	2	

TYPICAL CROSS SECTION OF IMPROVEMENT



FILL SLOPES
4:1 Where "H" is 3' or less.
2:1 Where "H" is over 3'.
1½:1 Where "H" is over 3'
(in rock)

The depth and width of the side ditch shall be varied where necessary in order to provide proper drainage and/or entrance to drainage structures.

Material immediately above the subgrade is to be constructed of Sub-Base Material at locations designated in the sub-base material tabulation. Estimated quantities involved in this operation and thickness of material required are tabulated in the Sub-Base Material Plan.

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

Top Course	23 tons
Bottom Course	51 tons
Surfacing for Shoulder Areas	8 tons

GENERAL NOTES

This project is to be constructed in conformity with the Standard Specifications of the Colorado Department of Highways, adopted June 1, 1952.

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

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

All Corrugated Metal Pipe Culverts shall be laid without Metal Aprons unless otherwise noted on the plans.

Approximate locations and quantities involved in construction of Intercepting Ditches are tabulated on Summary of Earthwork Quantities sheet.

All curves are to be superelevated and widened as provided by the Standard Superelevation Sheet included with the plans. In cases where Spiral Curves are used, the transition from normal crowned section to full superelevation and widening shall take place over the full length of Spiral Curve.

All side approach roads to the project designated by the Engineer shall be primed and seal coated to approximately 50 feet out from edge of the Asphaltic Surfacing or to the Right of Way line, whichever is less. The following listed approaches shall be primed, asphaltic processed and seal coated:
Sta. 5+00, Lt. & Temporary Approaches Sta. 1395+ & 1365 ±.

It is estimated that rolling of the Asphaltic Surfacing with Flat Wheeled Roller (Tandem) will be necessary after any rolling with Rubber Tired Rollers in order to provide a firm smooth surface.

At Bridge Approaches, the Asphaltic Surfacing and Stone Screenings shall be widened to meet the curbed width of the bridge and shall take place gradually over a distance of 300 Ft. each way from the Bridge ends. The Prime Coat and Seal Coat shall be widened beyond Mat as indicated on Typical Section.

If excavation operations develop materials which will stand on slopes steeper than slope stake lines, the Department reserves the right to change cut slopes during the progress of such excavations.

It is estimated that the old road is to be obliterated at the following locations:

Sta. 1445+ to 1433+ , Lt.
1426+ to 1420+ , Lt.
1364+ to 1356+ , Lt.

Wherever inlets and outlets of culverts are required after the normal grading operations are completed, adequate inlets & outlets shall be constructed and paid for under appropriate items.

Approximate location and quantities involved in construction of intercepting ditches are tabulated on Summary of Earthwork Quantities sheet.

For preliminary plan quantities of Asphaltic Road Materials and Stone Screenings, the following rates of application were used:

PRIME COAT	MC	—	—	—	at	0.40	Gals. per Sq. Yd.
SEAL COAT	RC	—	—	—	at	0.19	Gals. per Sq. Yd.
PROCESS	MC	—	—	—	at	0.51	Gals. per Sq. Yd. per inch
STONE SCREENINGS	—	—	—	—	at	2,000	Lbs. per Sq. Yd.

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

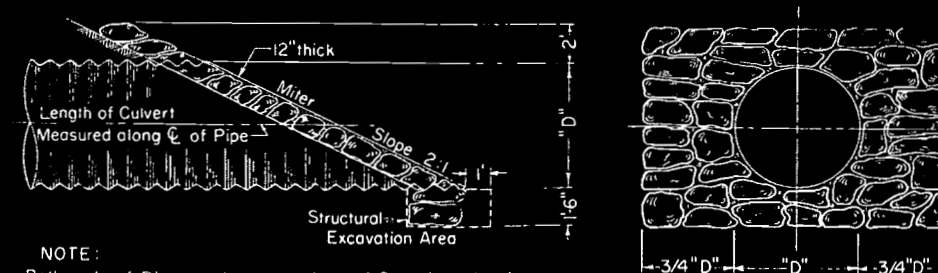
* BETWEEN STA. 1395+ to 1365+ :-

1. Subgrade, culverts & fencing to be placed as a part of this project.
2. Sub-Base and Surfacing and the Bridge at Sta. 1376+ are to be placed under future contract.
3. At all other places on the project the roadway is to be built according to the above typical section.
4. Traffic is to be routed over the present road until new road is completed on the alignment of this project.

DETAIL OF SLOPE PAVING AND MITER FOR C.M.P. CULVERTS

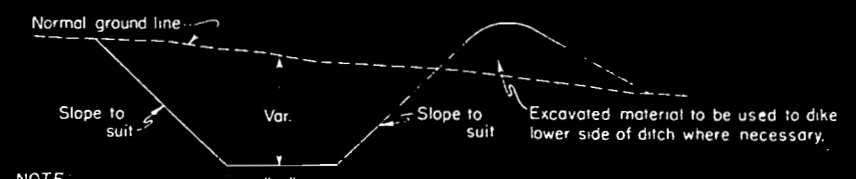
REQ'D. AT STA. 20+85 FOR 60\" C.M.P.

REQ'D. AT STA. 56+20 FOR 84\" C.M.P.



NOTE:
Both ends of Pipes to be cut to slope of 2:1 with axis of Pipes. Roadway fill slopes shall be warped to suit conditions encountered on construction Slope paving on inlet and outlet.

TYPICAL SECTION OF DRAINAGE DITCH



NOTE:
Unless otherwise shown in Structure Notes of plans, dimension "W" = 1 foot

It is estimated that material for Gravel Surfacing and Sub-Base Material for the project is available in the vicinity of the pits indicated in the following tabulations. Estimated quantities involved in these operations are shown below.

Alteration of these Plans as here outlined will be allowed only on written permission from the Department.

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	S 0107(6)	4	

SUB-BASE MATERIAL PLAN

MATERIAL TO BE PLACED	SOURCE	AVAILABLE	QUANTITY AND THICKNESS		CLASS	OVERHAUL
			THICKNESS	TONS		TON MILES
1415+00 - 1409+00	PIT NO. 1	70,000 Cu.Yds.	4"	396		523
1399+00 - 1395+00	320' from 1345+00		4"	264		276
1331+00 - 1279+46	R= 74		4"	3,402		2,769
0+00 - 46+20	PIT NO. 2	30,000 Cu.Yds.	4"	3,131		5,483
58+06.4 - 65+00	11,814' from 5+00		14"	1,609		3,706
Estimated for: Correcting Irreg. in Sub-Grade Bridge Widening				880		1,176
				73		174
Approach 65+				232		517
TOTALS				9,987		14,724

Based on Curve "D"

FENCING REQUIREMENTS

REMOVE FENCE			REBUILD FENCE		NEW GATES		REMOVE & RESET	
STATION	SIDE	LIN. FT.	REBUILD FENCE LIN. FT.	BARBED WIRE	COMB. WIRE	BARBED WIRE	DRIVEWAY	GATES
1450+25 to 1446+25	Lt.	425		405				
1447		50		2675				
1431	X	175		1460				
1443+00 to 1416+90	Lt.	2600		4900				
1416+90 to 1416+20	Lt.	135						
1386+20 to 1380+90	Lt. & Rt.	640						
1370+15 to 1355+50	Lt.	1470						
1348+50 to 1298+75	Lt.	5165						
0+00 to 4+80	Lt.	485						
6+40 to 8+40	Lt.	220						
27+90 to 29+10	Lt.	150						
39+10 to 39+60	X	170						
48+00 to 50+00	Lt.	255						
59+50 to 61+80	Lt.	240						
61+25 to 65+00	Lt.	375						
60+55 to 61+80	Lt.	130						
1454+39 to 1419+00	Rt. & Lt.	3600						
1419+00 to 1418+20	Rt.	105						
1380+90 to 1377+35	Rt.	360						
1349+00 to 1279+46 So		6955						
8+40 to 12+40	Rt.	430						
17+80 to 22+50	Rt.	480						
61+80 to 65+00	Rt.	370						
TOTAL		24,985						
Board Fence								
Buck Fence								
Existing fence between Stations 5+30 and 5+50 to be removed from Lt. of C and rebuilt on Rt. side Right of Way Line.								
Hay Corral								
Fence Posts to be placed at sixteen foot (16') centers, with Wooden Stays.								
St. to 65+ Lt. & Rt., 5 strand B.W. Fence.								
Estimated that 20 line Posts will be required for Remanding & Building Fence.								
0+00 to 6+50 *	Rt.	650						
6+50 to 11+30 Ah	Rt.			585				
10+00	Rt.							
17+80 to 50+00	Rt.			3200				
39+30	Rt.			184				
41+00	Rt.							
50+50	Rt.							
50+00 to 56+71	Rt.				700			
58+03 to 65+00	Rt.			750				
62+90	Rt.							
63+50	Rt.							
TOTALS			3,136	30,313	1,694	Δ	2	4

SURFACING PLAN

MATERIAL TO BE PLACED	SOURCE	AVAILABLE	QUANTITY TONS USED			OVERHAUL		
			TOP COURSE	BOTTOM COURSE	SHOULDER AREAS	TOP COURSE	BOTTOM COURSE	SH'LDR
1454+39.0 to 1395+00			1356	3007	472	8460	4709	739
1365+00 - 1345+00	PIT NO. 2	30,000 Cu.Yds.	460	1020	160	2264	255	40
1345+00 - 1279+46	11,814' from 65+00		1507	3343	524	6198	2277	357
0+00 to 56+71 Br. End.	R= 21		1333	2956	464	3923	5471	859
58+06.4 to 65+00	PIT NO. 1	70,000 Cu.Yds.	160	354	56	369	815	129
Estimated for: Bridge Widening Road Approaches	320' from 1345+00		20	40		48	95	
	R= 21		27	630	6	119	798	8
Correcting Irreg. in Sub-Grade				374			392	
Approach at 1454+39			23	51	8	157	109	17
Appr. at 1395+00 to 1389+00			138	306	48	776	291	46
Appr. at 1371+00 to 1365+00			138	306	48	713	152	24
Approach at 65+00			23	51	8	51	114	17
SUB-TOTALS			5,185	12,438	1,794	23,078	15,478	2,236
TOTALS				19,417			40,792	

NOTE: Surfacing for Shoulder Areas not to be placed across road approaches.

* Surfacing and Sub-Base not to be placed between 1395+ & 1365+.

▲ Top Course from Pit No. 2

Bottom & Shoulder, 1454+39 to 56+71 from Pit No. 1.

" " " 58+06.4 to 65+00 from Pit No. 2.

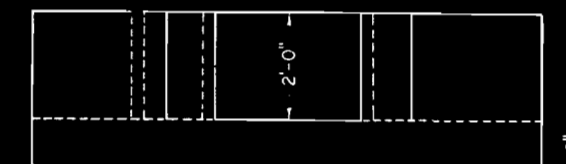
R.O.W. MARKERS

STATION	NO SIDE	
	LEFT	RIGHT
1421+367 PT		
1387+420 TS		
1365+00		
1340+00		
1315+00		
1294+824 PC		
0+00 (Proj)		
18+992 TS		
45+00		
64+499 ST		
TOTAL	10	

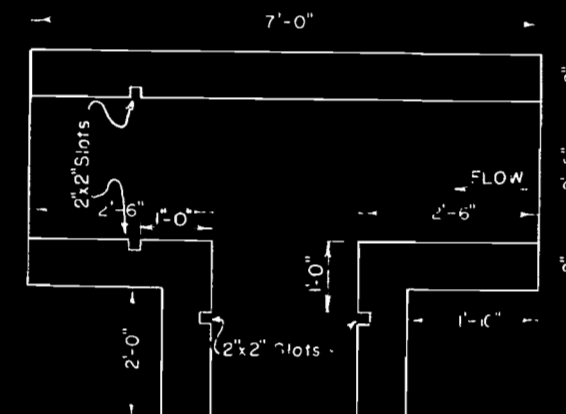
CONCRETE DIVISION BOX

REQ'D. AT STA. 1446+00 Rt., 1447+55 Rt. & 1449+10 Rt.

16 CU. YD. CLASS "B" CONCRETE REQ'D FOR EACH BOX



ELEVATION



PLAN