

COLORADO DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. UO27-1(2) STATE HIGHWAY NO. ~~42~~ 350 OTERO COUNTY

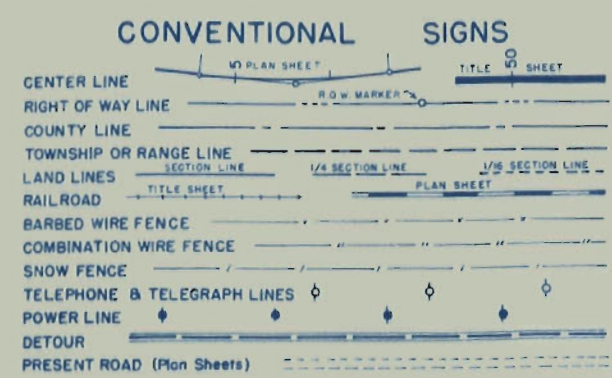
FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	UO27-1(2)	1	

INDEX OF SHEETS

SHEET NO.

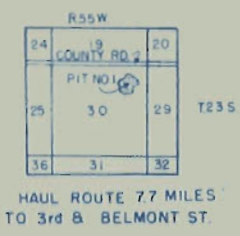
- ✓1 SKETCH MAP, TITLE PAGE & TABULATION OF LENGTH & DESIGN DATA.
- ✓2 TYPICAL CROSS SECTIONS, DETAILS OF CURB CUTS WITHOUT SIDEWALKS, CONCRETE COMBINATION CURB & GUTTER, CONCRETE GUTTER & CONSTRUCTION OF CONCRETE GUTTERS AT INTERSECTIONS.
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M-31-A



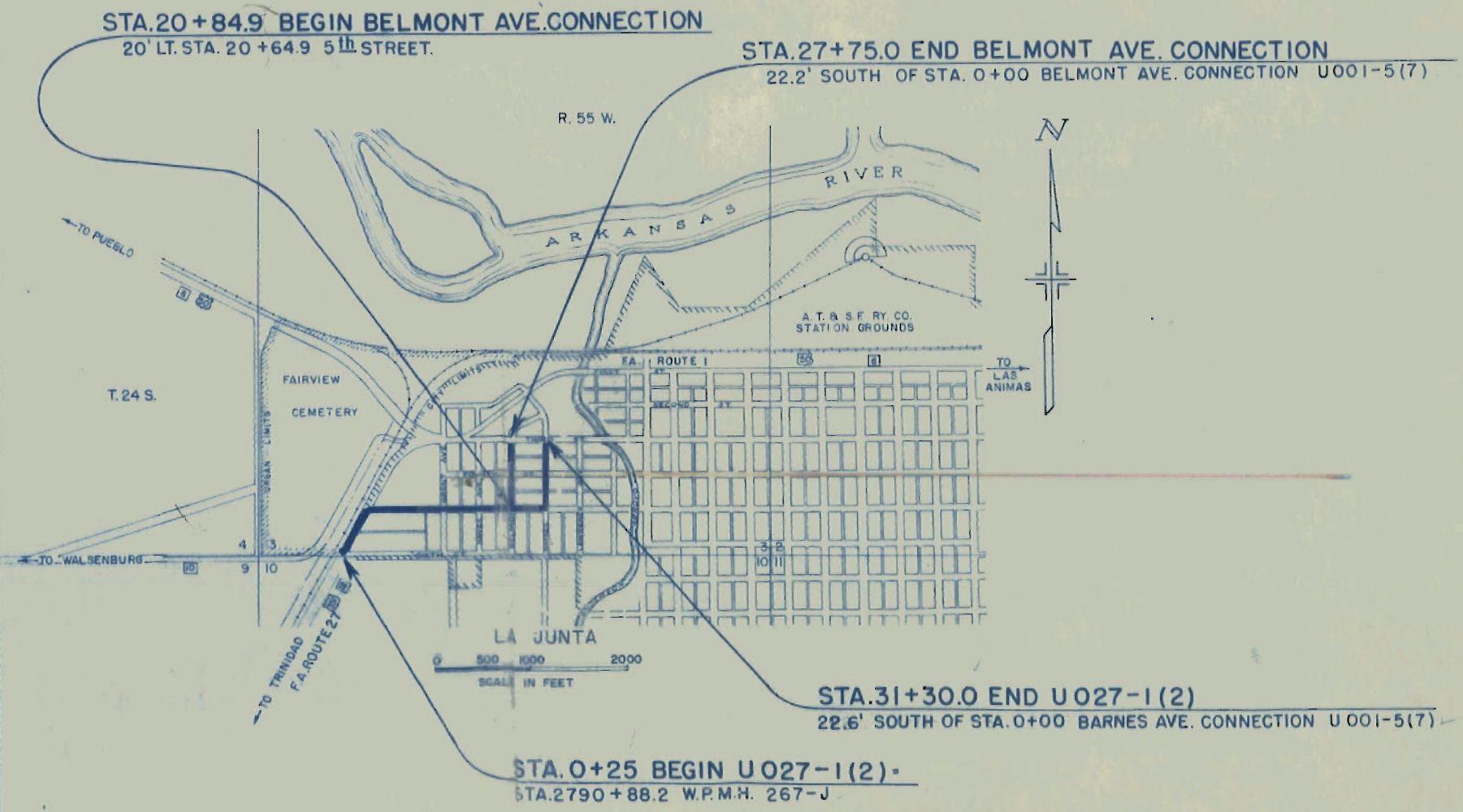
SCALES OF ORIGINAL DRAWINGS

ON PLAN. 1 IN. = 50 FT.
ON PROFILE. 1 IN. = 50 FT. HORIZONTAL
1 IN. = 10 FT. VERTICAL
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT } 3,777.3 FT. = 0.715 MI
NET LENGTH OF PROJECT }



TABULATION OF LENGTH & DESIGN DATA

STATION	22 FT.	40 FT.	30 FT.	36 FT.
	ROADWAY LIN. FT.	ROADWAY LIN. FT.	ROADWAY LIN. FT.	ROADWAY LIN. FT.
0+25 BEGIN UO27-1(2) = 2790+88.2 ON W.P.M.H. 267 J	603.7			
6+28.7 BK. = 6+46.5 AH.		1,773.5		
24+20.0			710.0	
31+30.0 END UO27-1(2) 22.6' SOUTH OF 0+00 BARNES AVE. CONNECTION ON U001-5(7)				690.1
20+84.9 BEGIN BELMONT AVE. CONNECTION 20' NORTH OF 20+64.9 ON 5th ST.				
27+75.0 END BELMONT AVE. CONNECTION 22.2' SOUTH OF 0+00 BELMONT AVE. CONNec- TION ON U001-5(7)				
TOTALS	603.7	1,773.5	710.0	690.1
SUMMARY	LIN. FT.	MILES		
22 FT. ROADWAY	603.7	0.114		
40 FT. ROADWAY	1,773.5	0.336		
30 FT. ROADWAY	710.0	0.134		
36 FT. ROADWAY	690.1	0.131		
TOTALS	3,777.3	0.715		
DESIGN DATA CITY STREETS				



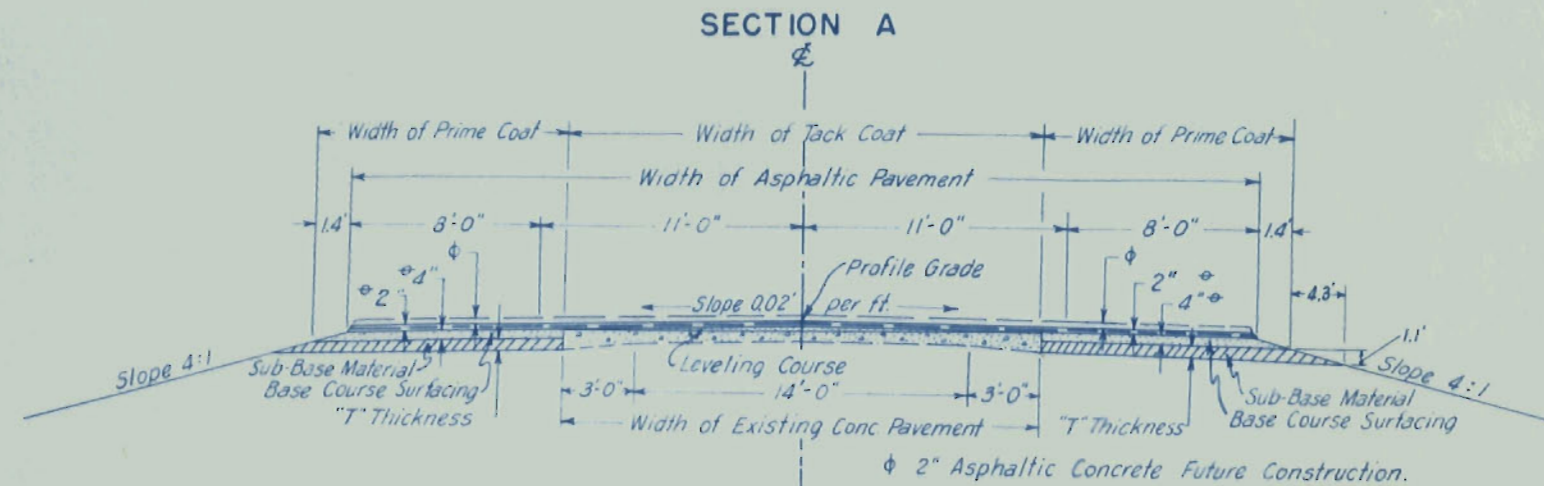
SEE SPECIAL PROVISIONS FOR
NOTICE TO BIDDERS

COLORADO
DEPARTMENT OF HIGHWAYS
APPROVED: *Mark L. Roberts* 2-15-62
CHIEF ENGINEER DATE

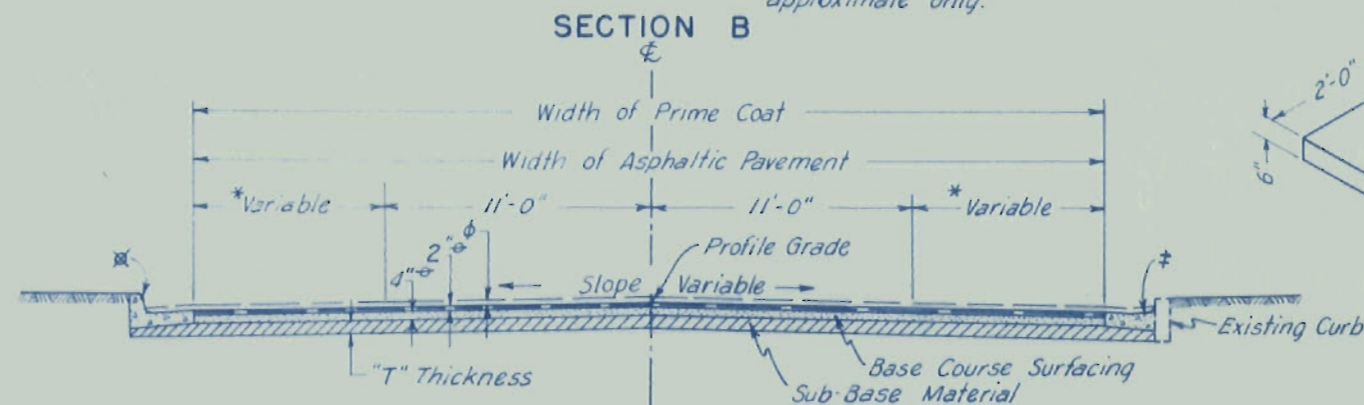
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED: _____
DIVISION ENGINEER DATE

FEDERAL ROAD REGION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	U 027-1(2)	2	

TYPICAL CROSS SECTIONS OF IMPROVEMENT



- 2" Asphaltic Concrete Future Construction.
- All thicknesses on Typical Sections are approximate only.



- * See tabulation of Typical Sections for Widths.
- * See Details of Combination Concrete Curb and Gutter on this sheet.
- * See Details of Concrete Gutter on this sheet.

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

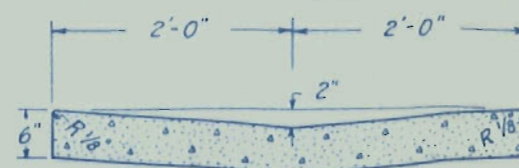
Approximate 6" compacted thickness of Gravel or Crushed Rock Surfacing shall be placed in separate courses at the following rates per 100 lin. ft. of roadway.

	SECTION A	SECTION B	SECTION C	SECTION D	
Asphaltic Pavement	44	30	37	41	tons
Base Course Surfacing	43	58	71	80	tons

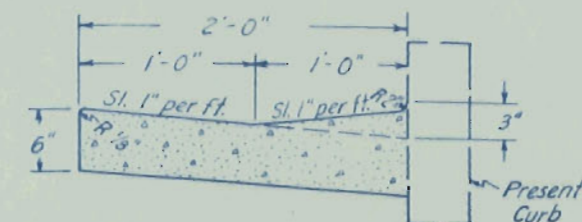
TABULATION OF TYPICAL SECTIONS

STATION	TYPICAL SECTION	*SHOULDER WIDTH	DESCRIPTION
0+25 to 4+66.1	A		Overlay Present Concrete
4+66.1 to 6+28.78k	A to B		Transition
6+46.5 to 24+20	B	7'	40' Curb to Curb (5th St.)
24+20 to 31+30	B	2'	30' Curb to Curb (Barnes Ave.)
20+84.9 to 27+75	B	5'	36' Curb to Curb (Belmont Ave.)

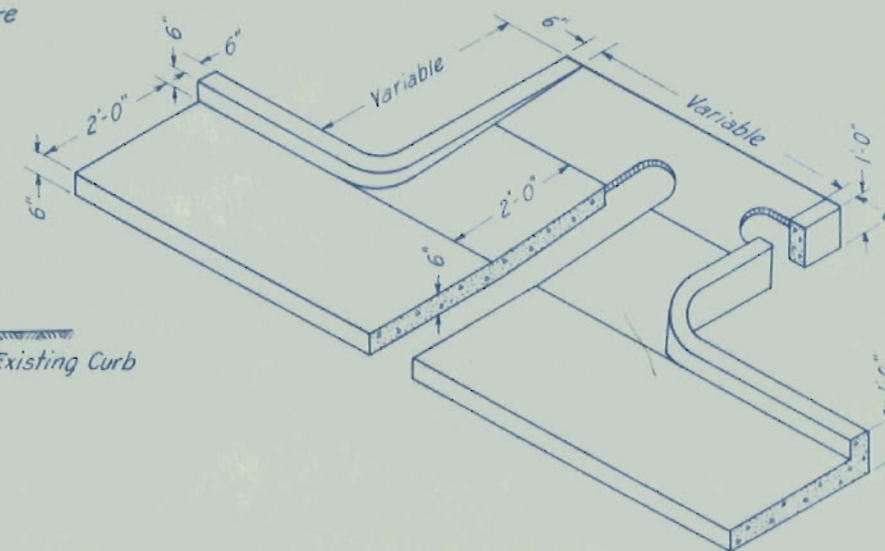
CONCRETE GUTTER 4 FOOT



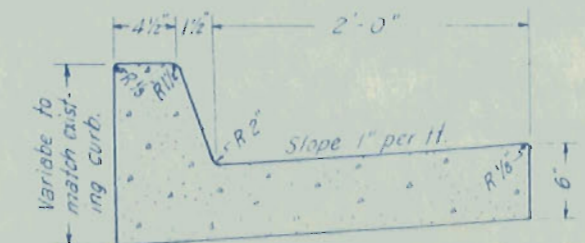
*CONCRETE GUTTER 2 FOOT



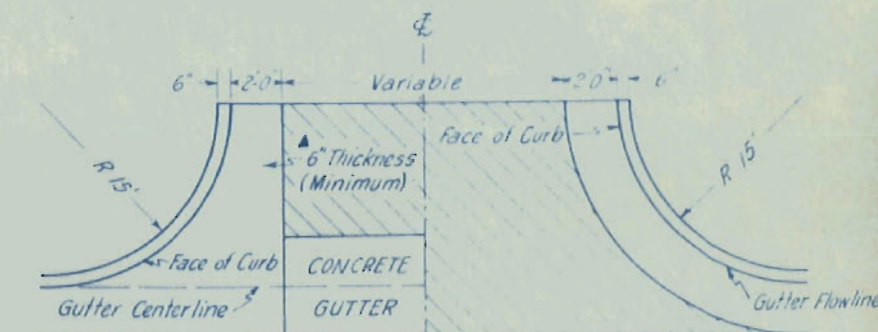
DETAILS OF CURB CUTS WITHOUT SIDEWALK



*CONCRETE COMBINATION CURB AND GUTTER (6" BARRIER - 2' GUTTER) (TYPE II)



CONSTRUCTION OF CONCRETE GUTTERS AT INTERSECTIONS



This section to be built when Concrete Gutter is required.

This section to be built when Concrete Gutter is not required.

▲ Area to be included in unit price bid for Concrete Combination Curb and Gutter.

SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM	UNIT	U 027-1(2)								S 0017(2) UNIT 2		C09-0010-07	C09-0006-29	COMBINED		
				22' ROADWAY		30' ROADWAY		36' ROADWAY		40' ROADWAY		PROJ. TOTAL		PROJ. TOTAL	PROJ. TOTAL	PROJ. TOTAL	
11	Removal of 8 Structures	L.S.															
11	Reset Mail Boxes	L.S.															
11	Reset Gates	Each															
11	Removal of Guard Posts	Each															
11	Removal of Concrete Slope & Ditch Paving	Sq.Yd.								40	40		7				40
11	Removal of Concrete Sidewalk	Sq.Ft.								1,620	1,620						1,620
11	Removal of Concrete Curb	Lin.Ft.				50				402	452						452
11	Removal of Asphaltic Material (Bridges)	Sq.Yd.															910
12	Removing Fence	Lin.Ft.											1,500	1,600			3,100
13	Unclassified Excavation (In Place)	Cu.Yd.													200		200
13	Unclassified Ditch Excavation	Cu.Yd.												200			200
13	Unclassified Excavation	Cu.Yd.		1,200		1,300			2,000	4,000	8,500		1,300	5,000			14,800
13	Stripping	Cu.Yd.		200		200			300	400	1,100		1,000	1,200		2,700	6,000
14	Unclassified Structural Excavation (Misc.)	Cu.Yd.												190			190
16	Structure Backfill (Class I)	Cu.Yd.												120			120
17	Compaction (Modified)	Cu.Yd.		1,100		1,000			1,200	2,900	6,200		6,800	12,000			25,000
17	Wetting	M.Gal.		50		50			70	160	330		240	520			1,090
18	Station Yard Overhaul	Sta.Yd.		12,800						37,200	50,000		34,000	33,000			117,000
18	Yard Mile Overhaul	Yd.Mi.		300						100	400		7,000	1,600			9,000
18	Ton Mile Overhaul	Ton.Mi.		15,900		15,900			21,600	50,900	104,300		33,200	123,300		31,000	291,800
23	Sub-Base Material (Class 2)	Ton		1,200		1,200			1,900	3,900	8,200		4,000	10,500			22,700
26	Gravel or Crushed Rock Surfacing (Grading C)	Ton		500		600			700	1,700	3,500		1,200	4,000		1,500	10,200
29	Asphalt (120 to 150 Penetration)	Ton		20		20			20	50	110		40	120		680	950
30	Asphaltic Road Material MC (Prime)	Gal.		900		1,100			1,300	3,300	6,600		2,100	3,600			18,300
30	Asphaltic Road Material RC	Gal.													6,800		6,800
32	Plant Mixed Asphaltic Surfacing	Ton		310		290			320	820	1,740		560	1,920		7,390	11,610
32	Plant Mixed Asphaltic Surfacing (Leveling Course)	Ton													3,780		3,780
51	Relaying 15" Pipe (C.M.P.)	Lin.Ft.													51		51
53	18" Corrugated Metal Culvert Pipe	Lin.Ft.													274		274
53	24" Corrugated Metal Culvert Pipe	Lin.Ft.													156		156
53	36" Corrugated Metal Culvert Pipe	Lin.Ft.													40		40
65	Concrete Slope & Ditch Paving	Cu.Yd.								28	28						36
76	Barbed Wire Fence with Metal Posts	Lin.Ft.											1,700	4,000			5,700
76	Barbed Wire Gates	Each											1	1			2
81	Right of Way Markers	Each											2	4			6
84	Concrete Gutter (2 Foot)	Lin.Ft.				892			1,044	2,721	4,657						4,657
84	Concrete Gutter (4 Foot)	Lin.Ft.				291			234	525	1,050						1,050
84	Concrete Combination Curb & Gutter (Type II)	Lin.Ft.				167			55	359	581						581
86	Concrete Sidewalks	Sq.Ft.								1,296	1,296						1,296
92	Timber Guard Posts	Each											26	16			42
95	24" Metal Aprons for C.M.P. Culverts	Each													3		3
95	36" Metal Aprons for C.M.P. Culverts	Each													2		2
95	58"x36" Metal Aprons for C.M.P. Arch Culverts	Each													2		2
134	58"x36" Corrugated Metal Pipe Arch Culverts	Lin.Ft.													46		46
142	Timber Barricade (Type I)	Each		1							1						1
	<u>FORCE ACCOUNT</u>																
	Signing & Striping (State Forces)	L.S.															
	Right of Way (Non Federal Aid)																

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

Alteration of the Surfacing and/or Sub-Base Plans, as here outlined, will be allowed only on written permission from the Department.

SURFACING PLAN

MATERIAL TO BE PLACED	SOURCE QUANTITY AVAILABLE R VALUE	QUANTITY		OVERHAUL	
		TONS USED		TON MILES	
		PLANT MIX	BASE COURSE GRADING C	PLANT MIX	BASE COURSE GRADING C
22 Ft. Roadway 0+25 to 4+66.1 4+66.1 to 5+49 (Tran.) 5+49 to 6+28.7 Bk. From List of Structures	PIT NO. 1 80,000 TONS R = 78	194 35 33 46	190 51 64 130	1,599 287 270 379	1,566 418 523 1,070
TOTALS 22 FT. ROADWAY		308	435	2,535	3,577
40 Ft. Roadway 6+46.5 Ah. to 24+20 From List of Structures		727 90	1,419 219	5,818 720	11,355 1,753
TOTALS 40 FT. ROADWAY		817	1,638	6,538	13,108
30 Ft. Roadway (Barnes Ave.) 24+20 to 31+30 From List of Structures		213 71	412 178	1,654 551	3,200 1,383
TOTALS 30 FT. ROADWAY		284	590	2,205	4,583
36 Ft. Roadway (Belmont Ave.) 20+84.9 to 27+75 From List of Structures		255 59	490 148	1,980 458	3,805 1,149
TOTALS 36 FT. ROADWAY		314	638	2,438	4,954

SUB - BASE PLAN

MATERIAL TO BE PLACED	SOURCE QUANTITY AVAILABLE R VALUE	* THICKNESS INCHES	QUANTITY	OVERHAUL
			TONS USED	TON MILES
			CLASS 2	
22 Ft. Roadway 0+25 to 4+66.1 4+66.1 to 5+49 (Tran.) 5+49 to 6+28.7 Bk. Est. for Corr. Irreg. in Subgrade	PIT NO. 1 80,000 TONS R = 72	12" 12" 9"	741 181 159 108	6,108 1,483 1,300 889
TOTALS 22 FT. ROADWAY			1,189	9,780
40 Ft. Roadway 6+46.5 Ah. to 24+20 Est. for Corr. Irreg. in Subgrade		9"	3,547 355	28,385 2,839
TOTALS 40 FT. ROADWAY			3,902	31,224
30 Ft. Roadway (Barnes Ave.) 24+20 to 31+30 Est. for Corr. Irreg. in Subgrade		9"	1,065 107	8,272 827
TOTALS 30 FT. ROADWAY			1,172	9,099
36 Ft. Roadway (Belmont Ave.) 20+84.9 to 27+75 Est. for Corr. Irreg. in Subgrade		12"	1,656 166	12,859 1,286
TOTALS 36 FT. ROADWAY			1,822	14,145

* Based on Curve D

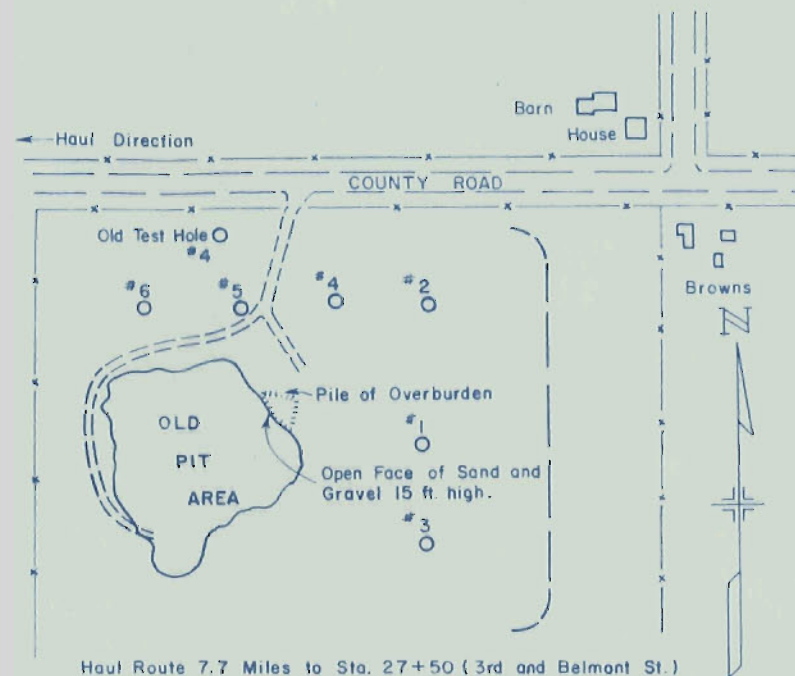
PIT NO. 1

SUB-BASE, SURFACING AND PLANT MIX

LOCATION - N.E. 1/4 SEC. 30, T. 23S., R. 55 W.

OWNER - JOE F. BROWNS

QUANTITY AVAILABLE - 80,000 TONS



GENERAL NOTES

This project is to be constructed in conformity with Standard Specifications of the Colorado Department of Highways, adopted January 1, 1958.

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

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

For preliminary plan quantities of Asphaltic Road Materials, the following rates of Application were used:

PRIME COAT-MC @ 0.40 Gals. per Sq. Yd.
PRIME COAT-(CONCRETE PAVEMENT)-MC @ 0.10 Gals. per Sq. Yd.
PAVING ASPHALT (120-150 PENETRATION) @ 5.84 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.

Thickness of Sub-Base and Surfacing Materials as shown on plans is approximate only. These materials are to be placed on the basis of tonnages shown on plans.

Road Approaches which require Plant Mixed Asphaltic Surfacing in the "Structure List" shall be primed and a 1 1/2" thickness of Asphaltic Surfacing placed as follows:

Public Approaches and Approaches to Houses and Appurtenances to be Surfaced 50 Ft. out from edge of Shoulder or to the ROW Line, whichever is less, and Field Approaches shall be Surfaced 4' out from edge of Shoulder.

During construction of this Project, traffic will use the present traveled roadway except where detours are shown on Plans.

Application methods, for liquid asphaltic road material which result in the discoloration of concrete pavement, curbs and gutters will not be permitted.

Field Sample No. 48380

TEST HOLE NO.	DEPTH IN FEET	DESCRIPTION
1	0.0 - 4.0	Overburden
1A	4.0 - 12+	Sand and Gravel
2	0.0 - 8.0	Overburden
2A	8.0 - 12+	Sand and Gravel
3	0.0 - 1.0	Overburden
3A	1.0 - 12+	Sand and Gravel
4	0.0 - 6.0	Overburden
4A	6.0 - 12+	Sand and Gravel
5	0.0 - 1.0	Overburden
5A	1.0 - 12+	Sand and Gravel
6	0.0 - 1.0	Overburden
6A	1.0 - 12+	Sand and Gravel

Estimated Stripping - 1,100 CU. YDS.

TABULATION OF CONC. GUTTERS & CONC. CURB & GUTTERS

FEDERAL ROAD REGION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	U 027-1(2)	5	

STATION	CONC. GUTTER 4 FOOT LIN.FT.	CONC. GUTTER 2 FOOT LIN.FT.	CONC.COMB CURB&GUTTER TYPE II LIN. FT.	REMOVE CURB LIN.FT.	STATION	CONC. GUTTER 4 FOOT LIN.FT.	CONC. GUTTER 2 FOOT LIN.FT.	CONC.COMB CURB&GUTTER TYPE II LIN. FT.	REMOVE CURB LIN.FT.
LT SIDE					BELMONT AVE. LT SIDE				
6 + 16 TO 10 + 00				390	20 + 97.9 TO 23 + 96	70	298		
6 + 50 TO 8 + 99	12		249		23 + 96 TO 24 + 66		88		
8 + 99 TO 9 + 11			89		24 + 66 TO 25 + 54				
9 + 11 TO 10 + 00									
10 + 00 TO 10 + 86		86							
10 + 86 TO 11 + 07					25 + 54 TO 25 + 64			10	
11 + 07 TO 13 + 27					25 + 64 TO 26 + 00				
13 + 63 TO 14 + 33		243	21		26 + 00 TO 26 + 25	36		25	
14 + 93 TO 15 + 11	18	139			26 + 25 TO 26 + 78	53			
					26 + 78 TO 27 + 08	30			
15 + 11 TO 15 + 14		3							
15 + 14 TO 15 + 34	20	162			27 + 08 TO 27 + 30	22			
15 + 34 TO 16 + 87		85			27 + 30 TO 27 + 60	30			
17 + 23 TO 17 + 99					27 + 60 TO 27 + 65			5	
					27 + 65 TO 27 + 75	10			
17 + 99 TO 18 + 13	14	62			RT. SIDE				
18 + 13 TO 18 + 75	35	54			20 + 97.9 TO 21 + 77	12			
18 + 75 TO 19 + 10					21 + 77 TO 21 + 89				
19 + 10 TO 19 + 64					21 + 89 TO 22 + 03				
19 + 64 TO 19 + 78	14	78			22 + 03 TO 22 + 38	35			
19 + 78 TO 20 + 46.9		244		12	22 + 38 TO 22 + 78	40			
20 + 82.9 TO 23 + 18	12	84			22 + 78 TO 24 + 11	142			
23 + 18 TO 23 + 30					24 + 11 TO 25 + 85	143			
23 + 30 TO 24 + 05									
RT. SIDE									
5 + 50 TO 6 + 28.7BK		78			25 + 85 TO 26 + 25	40			
6 + 46.5AHTO 6 + 61.5	15	71			26 + 25 TO 26 + 54	12			
6 + 61.5 TO 7 + 32.5	15	7			26 + 54 TO 26 + 66	29			
7 + 32.5 TO 7 + 47.5					26 + 66 TO 27 + 75	109			
7 + 47.5 TO 7 + 54.5	15								
7 + 54.5 TO 7 + 69.5									
7 + 69.5 TO 8 + 85.5		116							
8 + 85.5 TO 9 + 00.5	15	7							
9 + 00.5 TO 9 + 07	16								
9 + 07 TO 9 + 23		26							
9 + 23 TO 9 + 49									
9 + 49 TO 9 + 61	12								
9 + 61 TO 11 + 53		192							
11 + 53 TO 11 + 71	18	165							
11 + 71 TO 13 + 27		96							
13 + 63 TO 14 + 50	10								
14 + 50 TO 14 + 60									
14 + 60 TO 15 + 14	20	54							
15 + 14 TO 15 + 34		34							
15 + 34 TO 15 + 67.5	13								
15 + 67.5 TO 15 + 80.5									
15 + 80.5 TO 15 + 87.5		7							
15 + 87.5 TO 15 + 98.5	11	27							
15 + 98.5 TO 16 + 25.5	15								
16 + 25.5 TO 16 + 40.5									
16 + 40.5 TO 16 + 51.5		11							
16 + 51.5 TO 16 + 66.5	15	30							
16 + 66.5 TO 16 + 87		161							
17 + 23 TO 18 + 75	20								
18 + 75 TO 18 + 95									
18 + 95 TO 19 + 35		40							
19 + 35 TO 19 + 49	14								
19 + 49 TO 20 + 31.9		83							
20 + 31.9 TO 20 + 97.9	66	137							
20 + 97.9 TO 22 + 35									
22 + 35 TO 22 + 75	40								
22 + 75 TO 24 + 05		139							
15 FT. E. 24 + 20 (ACROSS 5th. ST.)	70								
TOTAL RT. & LT. SIDE 40 FT. RDWY.	525	2,721	359	402					
BARNES AVE. LT.									
24 + 53 TO 25 + 77		124							
25 + 77 TO 26 + 13	36		18						
26 + 13 TO 26 + 30		56							
26 + 30 TO 26 + 85.5									
26 + 85.5 TO 27 + 00.5	15								
27 + 00.5 TO 27 + 51	70	51							
27 + 51.0 TO 28 + 21		139							
28 + 21 TO 29 + 60									
29 + 60 TO 29 + 80	20		17						
29 + 80 TO 29 + 97		137							
29 + 97 TO 31 + 30									
RT. SIDE									
24 + 55 TO 25 + 13		58							
25 + 13 TO 25 + 48	35		6						
25 + 48 TO 25 + 54									
25 + 54 TO 25 + 66	12								
25 + 66 TO 25 + 81			15						
25 + 81 TO 26 + 13	32	53							
26 + 13 TO 26 + 66	16								
26 + 66 TO 26 + 82									
26 + 82 TO 27 + 66		93							
28 + 06 TO 28 + 60		63							
28 + 60 TO 29 + 10		50		50					
29 + 10 TO 29 + 60									
29 + 60 TO 29 + 80	20								
29 + 80 TO 30 + 48	35	68	61						
30 + 48 TO 30 + 83									
30 + 83 TO 31 + 35									
TOTAL RT. & LT. SIDE 30 FT RDWY	291	892	167	50					

LIST OF STRUCTURES

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	U 927-1 (2)	6	

LOCATION	NOTE NO	DESCRIPTION	EXCAVATION		GRAVEL OR CRUSHED ROCK SURFACING	PLANT MIX	MISCELLANEOUS											
			CUBIC YARDS															
			UNCL.	EMB.										TONS	TONS			
0 + 25	1	Req'd Approach to Project.	25		88	28												
1 + 62	2	Req'd Road Approach, Rt.	5		14	6												
2 + 78	3	Req'd Road Approach, Rt.	5		11	5												
5 + 90	4	Req'd Barricade Type I, Lt.																
	5	Req'd Road Approach, Lt.		25		17	7											
Totals 22' Rdwy			35	25		130	46											
6 + 54	5A	Req'd 15' Driveway, Rt.	5		5	2												
7 + 62	6	Req'd 15' Driveway, Rt.	5		5	2												
8 + 93	7	Req'd 15' Driveway, Rt.	5		5	2												
9 + 05	8	Req'd 12' Driveway, Lt.	3		2	1												
9 + 15	8A	Req'd 16' Driveway, Rt.	5		5	2												
9 + 55	9	Req'd 12' Driveway, Rt.	3		2	1												
11 + 62	10	Req'd 18' Driveway, Rt.	5		5	2												
13 + 45	11	Req'd 36' Street Approach, Rt. & Lt. (Grant Ave.), Remove 40 Sq. Yds. of Conc. Slope and Ditch Paving, Req'd 28 Cu. Yds. of Concrete Slope and Ditch Paving. (Intersection 3rd & Grant)	40		32	13												40 Sq. Yds. - Removal of Concrete Slope and Ditch Paving. 28 Cu. Yds. of Concrete Slope and Ditch Paving.
14 + 55	12	Req'd 10' Driveway, Rt.	3		2	1												
15 + 02	13	Req'd 18' Driveway, Lt.	5		5	2												
15 + 24	14	Req'd 20' Approach, Lt. & Rt. (Alley)	15		12	5												
15 + 74	15	Req'd 13' Driveway, Rt.	6		5	2												
15 + 93	16	Req'd 11' Driveway, Rt.	3		2	1												
16 + 33	17	Req'd 15' Driveway, Rt.	5		5	2												
16 + 59	18	Req'd 15' Driveway, Rt.	5		5	2												
17 + 05	19	Req'd 36' Street Appr., Rt. & Lt. (Hayes Ave)	40		32	13												
17 + 23 to 20 + 47	20	Remove Sidewalk, Lt., Req'd 4' Side-walk, Lt.																1,620 Sq. Ft. Removal of Concrete Sidewalk.
18 + 06	21	Req'd 14' Driveway, Lt.	4		5	2												
18 + 85	22	Req'd 20' Approach, Rt. (Alley)	5		5	2												1,296 Sq. Ft. of Concrete Sidewalk.
18 + 93	23	Req'd 33' Driveway, Lt. (Alley & Driveway)	10		10	4												
19 + 42	23A	Req'd 14' Driveway, Rt.	5		5	2												
19 + 71	24	Req'd 14' Driveway, Lt.	5		5	2												
20 + 65	25	Req'd 36' Street Appr., Rt. (Belmont Ave.)	40		32	13												
22 + 55	26	Req'd 40' Driveway, Rt.	10		12	5												
23 + 24	27	Req'd 12' Driveway, Lt.	3		2	1												
24 + 20	28	Req'd 30' Street Appr., Rt. (Barnes Ave.)			14	6												
Totals 40' Rdwy			235		219	90												
24 + 20	29	Req'd 40' Street Appr., Rt. (5th St.)	20		18	8												
25 + 31	30	Req'd 35' Driveway, Rt.	15		12	5												
25 + 60	31	Req'd 12' Driveway, Rt.	3		2	1												
25 + 95	32	Req'd 36' Driveway, Lt.	15		12	5												
25 + 97	33	Req'd 32' Approach, Rt. (Alley & Driveway)	15		10	4												
26 + 74	34	Req'd 16' Driveway, Rt.	3		2	1												
26 + 93	35	Req'd 15' Driveway, Lt.	3		2	1												
27 + 86	36	Req'd 40' Street Appr., Rt. & Lt. (4th St.)	40		39	16												
29 + 70	37	Req'd 20' Approach, Rt. & Lt. (Alley)	10		7	3												
30 + 65.5	38	Req'd 35' Driveway, Rt.	10		7	3												
31 + 30	39	Req'd Approach to Project	80		67	24												
Totals 30' Rdwy			214		178	71												

(CONTINUED ON SHEET NO. 7)

LOCATION	NOTE NO.	DESCRIPTION	EXCAVATION					GRAVEL OR CRUSHED ROCK SURFACING	PLANT MIX							MISCELLANEOUS		
			CUBIC YARDS														TONS	TONS
			UNCL.	EMB.														
21+83	40	Req'd 12' Driveway, Rt.	3				2	1										
22+58	41	Req'd 40' Approach, Rt. (Alley & Driveway)	10				10	4										
24+31	42	Req'd 40' Street Appr., Rt. & Lt. (4 th St.)	50				39	16										
26+05	43	Req'd 40' Approach, Rt. (Alley & Driveway)	15				10	4										
26+60	44	Req'd 12' Driveway, Rt.	3				2	1										
26+93	45	Req'd 30' Driveway, Lt.	10				7	3										
27+45	46	Req'd 30' Driveway, Lt.	10				7	3										
27+75	47	Req'd Approach to Project	100				71	27										
Totals 36' Rdwy			201				148	59										

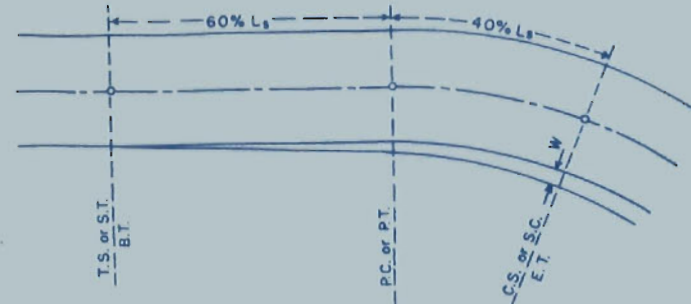
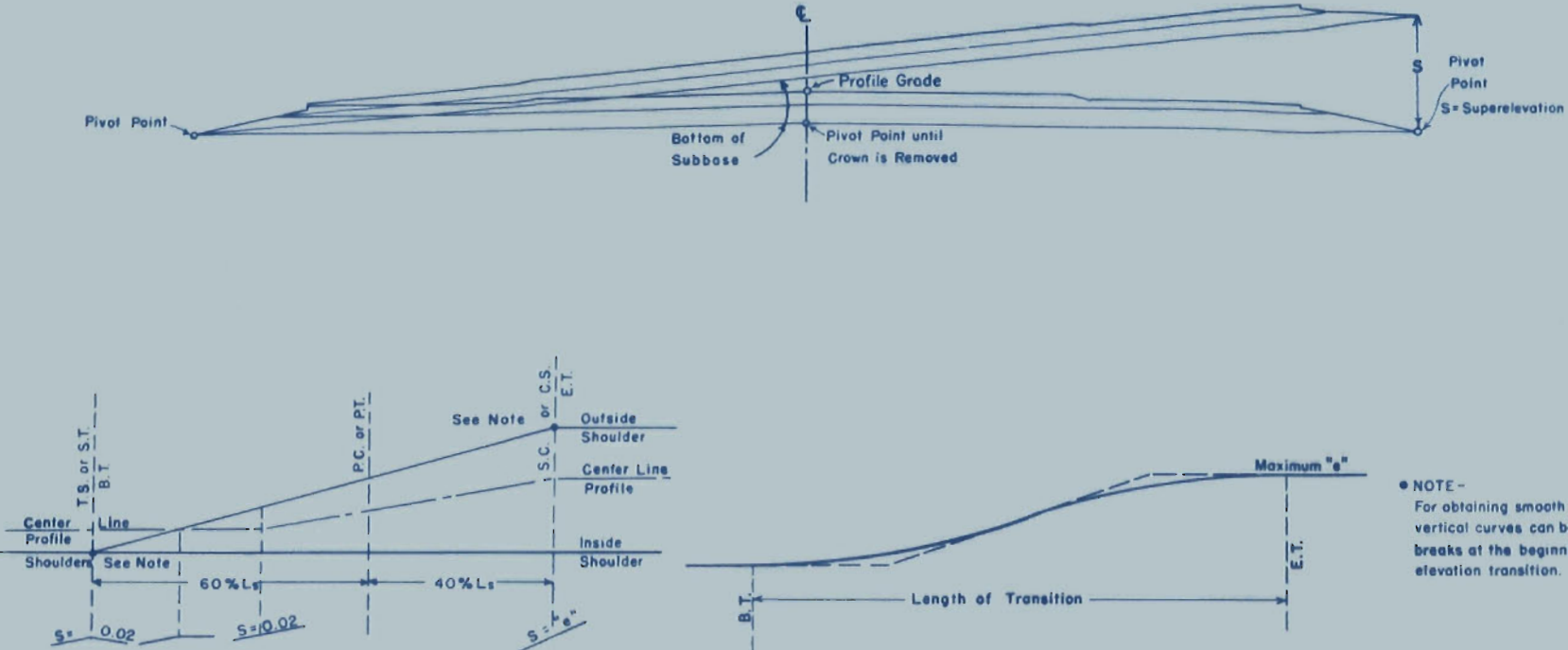
SUMMARY OF EARTHWORK QUANTITIES

EXCAVATION		22FT.RD.WY.	30FT.RD.WY.	36FT.RD.WY.	40FT.RD.WY.	PROJECT TOTAL
FROM CROSS SECTIONS	CU.YDS.	1,139	*1,057	*1,619	3,586	7,401
ESTIMATED FOR SUBSIDENCE	CU.YDS.					
LIST OF STRUCTURES AS EXCAVATION	CU.YDS.	35	214	201	235	685
LIST OF STRUCTURES AS EMBANKMENT	CU.YDS.	25				25
TOTALS	CU.YDS.	1,199	1,271	1,820	3,821	8,111
EXCAVATION						
FROM CROSS SECTIONS	CU.YDS.	1,139	1,057	1,619	3,586	7,401
EMBANKMENT						
FROM CROSS SECTIONS		77			7	84
EMBANKMENT X FACTOR	CU.YDS.	89			8	97
EXCESS EXCAVATION		1,050	1,057	1,619	3,578	7,304
TOTALS	CU.YDS.	1,139	1,057	1,619	3,586	7,401
STATION YARD OVERHAUL						
FROM MASS DIAGRAM	STA.YDS.	11,550			33,616	45,166
ESTIMATED FOR SUBSIDENCE	STA.YDS.	1,155			3,362	4,517
TOTALS		12,705			36,978	49,683
YARD MILE OVERHAUL						
FROM MASS DIAGRAM	YD.MI.	240			91	331
ESTIMATED FOR SUBSIDENCE	YD.MI.	24			9	33
TOTALS		264			100	364
COMPACTION						
TOTAL UNCLASSIFIED EXCAVATION	CU.YDS.	149	214	201	243	807
BASE OF CUTS & FILLS	CU.YDS.	895	789	920	2,628	5,232
TOTALS		1,044	1,003	1,121	2,871	6,039

* To Be Placed On SOO17(2) UNIT 2

1,050 Cu.Yds.To Be Placed in Area of Intersection of S.H. 6 and Barnes St.

▲ 82 Cu.Yds. To Be Placed on SOO17(2) UNIT 2 & 3496 Cu. Yds. To Be Placed At. Intersection of S.H. 6 and Barnes St.



PAVEMENT WIDENING

Pavement Width	20 Ft.	22 Ft.	24 Ft.
Degree of Curve			
0° - 3°	0 Ft.	0 Ft.	0 Ft.
4° - 6°	2.0 Ft.	0 Ft.	0 Ft.
7° - 10°	2.5 Ft.	0 Ft.	0 Ft.
11° - 17°	3.0 Ft.	2.0 Ft.	0 Ft.
18° - 21°	3.5 Ft.	2.5 Ft.	0 Ft.
22° - Up	4.0 Ft.	3.0 Ft.	2.0 Ft.

Widening is to be on the inside edge of the pavement and the transition is to extend over the same transition length as the superelevation.

REVISIONS		
4-20-60	e=0.10 & GENERAL	S.B.L.
5-1-61	GENERAL	S.B.L.

SUPERELEVATION RATES FOR TWO LANE CROWNED SECTION TABLE 1

Degree of Curve	Maximum Superelevation = 0.08			Maximum Superelevation = 0.10		
	Super. Rate Ft./Ft.	Maximum Design Speed M.P.H.	Minimum Transition or Spiral Length	Super. Rate Ft./Ft.	Maximum Design Speed M.P.H.	Minimum Transition or Spiral Length
0°15'	R C	70	200'	R C	70	200'
0°30'	R C	70	200'	R C	70	200'
0°45'	.021	70	200'	.021	70	200'
1°00'	.028	70	200'	.028	70	200'
1°30'	.042	70	200'	.042	70	200'
2°00'	.056	70	200'	.055	70	200'
2°30'	.069	70	200'	.069	70	200'
3°00'	.076	70	250'	.083	70	250'
3°30'	.080	70	250'	.096	70	300'
4°	.080	65	250'	.100	65	300'
5°	.080	60	250'	.100	60	300'
6°	.080	55	200'	.100	55	250'
7°	.080	50	200'	.100	50	250'
8°	.080	45	200'	.100	45	250'
9°	.080	45	200'	.100	45	250'
10°	.080	40	200'	.100	45	250'
11°	.080	40	200'	.100	40	200'
12°	.080	40	200'	.100	40	200'
13°	.080	35	150'	.100	40	200'
14°	.080	35	150'	.100	35	200'
15°	.080	35	150'	.100	35	200'
16°	.080	35	150'	.100	35	200'
17°	.080	30	150'	.100	35	200'
18°	.080	30	150'	.100	30	200'
19°	.080	30	150'	.100	30	200'
20°	.080	30	150'	.100	30	200'
21°	.080	30	150'	.100	30	200'
22°	.080	30	150'	.100	30	200'
23°	.080	30	150'	.100	30	200'
24°				.100	30	200'
25°				.100	30	200'

NOTES—Plains Areas use 0.10 Maximum Superelevation Rate.
Mountainous Areas & areas where icing conditions frequently exist, use 0.08 Maximum Superelevation Rate.

SUPERELEVATION RATES FOR SPECIAL CASES TABLE 2

Degree of Curve	30 M.P.H.			35 M.P.H.			40 M.P.H.			45 M.P.H.			50 M.P.H.			55 M.P.H.			60 M.P.H.			Degree of Curve
	Required Superelevation Rate Ft./Ft.		Minimum Length of Transition or Spiral	Required Superelevation Rate Ft./Ft.		Minimum Length of Transition or Spiral	Required Superelevation Rate Ft./Ft.		Minimum Length of Transition or Spiral	Required Superelevation Rate Ft./Ft.		Minimum Length of Transition or Spiral	Required Superelevation Rate Ft./Ft.		Minimum Length of Transition or Spiral	Required Superelevation Rate Ft./Ft.		Minimum Length of Transition or Spiral	Required Superelevation Rate Ft./Ft.		Minimum Length of Transition or Spiral	
0°15'	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	0°15'
0°30'	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	0°30'
0°45'	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	0°45'
1°00'	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	NC	NC	0	1°00'
1°30'	RC	RC	100'	RC	RC	150'	RC	RC	150'	.023	.024	150'	.027	.027	150'	.031	.031	200'	.035	.034	200'	1°30'
2°00'	RC	RC	100'	RC	RC	150'	RC	RC	150'	.025	.027	150'	.030	.032	150'	.035	.036	150'	.041	.042	200'	2°00'
2°30'	RC	RC	100'	.025	.026	150'	.030	.033	150'	.036	.039	150'	.043	.045	150'	.050	.052	200'	.057	.059	200'	2°30'
3°00'	.023	.024	100'	.029	.031	150'	.035	.038	150'	.042	.046	150'	.050	.054	150'	.057	.062	200'	.066	.070	200'	3°00'
3°30'	.026	.027	100'	.033	.035	150'	.040	.045	150'	.048	.053	150'	.056	.063	150'	.064	.072	200'	.072	.081	250'	3°30'
4°	.029	.030	100'	.037	.040	150'	.044	.050	150'	.053	.060	150'	.062	.070	200'	.069	.079	200'	.076	.090	300'	4°
5°	.035	.038	100'	.044	.048	150'	.053	.060	150'	.062	.071	200'	.070	.083	200'	.077	.091	250'	.080	.099	300'	5°
6°	.041	.044	100'	.050	.056	150'	.060	.068	150'	.069	.080	200'	.076	.093	250'	.080	.098	250'		.100	250'	6°
7°	.045	.050	100'	.056	.063	150'	.066	.076	150'	.074	.088	200'	.079	.097	250'							7°
8°	.050	.055	100'	.061	.069	150'	.071	.084	200'	.078	.094	200'	.080	.100	250'							8°
9°	.054	.061	100'	.065	.075	150'	.074	.089	200'	.080	.097	250'										9°
10°	.058	.065	150'	.069	.081	150'	.077	.093	200'	.080	.100	250'										10°
11°	.061	.070	150'	.072	.085	200'	.079	.096	200'													11°
12°	.065	.074	150'	.075	.089	200'	.080	.098	200'													12°
13°	.067	.078	150'	.077	.092	200'																13°
14°	.070	.082	150'	.078	.095	200'																
15°	.072	.085	150'	.079	.097	200'																
16°	.074	.087	150'	.080	.099	200'																
17°	.076	.090	150'		.100	200'																
18°	.077	.093	200'		.100	200'																
19°	.078	.095	200'																			
20°	.079	.096	200'																			
21°	.080	.098	200'																			
22°	.080	.099	200'																			
23°	.080	.099	200'																			
24°		.100	200'																			
25°		.100	200'																			

NOTES—Transition or Spiral Lengths are shown in the tables for 2 Lane Crowned Highways.
For 3 Lane Crowned Highways use 1.2 times the lengths shown, rounded to the nearest 50 feet.
Width of Crowned Highway to be figured for Superelevation—left pivot point to right pivot point.

Table 2 data may be used for City Streets & Interchanges.
NC=Normal Crown section.
RC=Remove adverse crown, superelevate at normal crown slope.

COLORADO DEPARTMENT OF HIGHWAYS
METHODS FOR SUPERELEVATION & WIDENING OF CURVES CROWNED HIGHWAYS
Designed by S.B.L. Made by S.B.L. Checked by L.E.O.
Approved by *[Signature]* Date 5-4-61

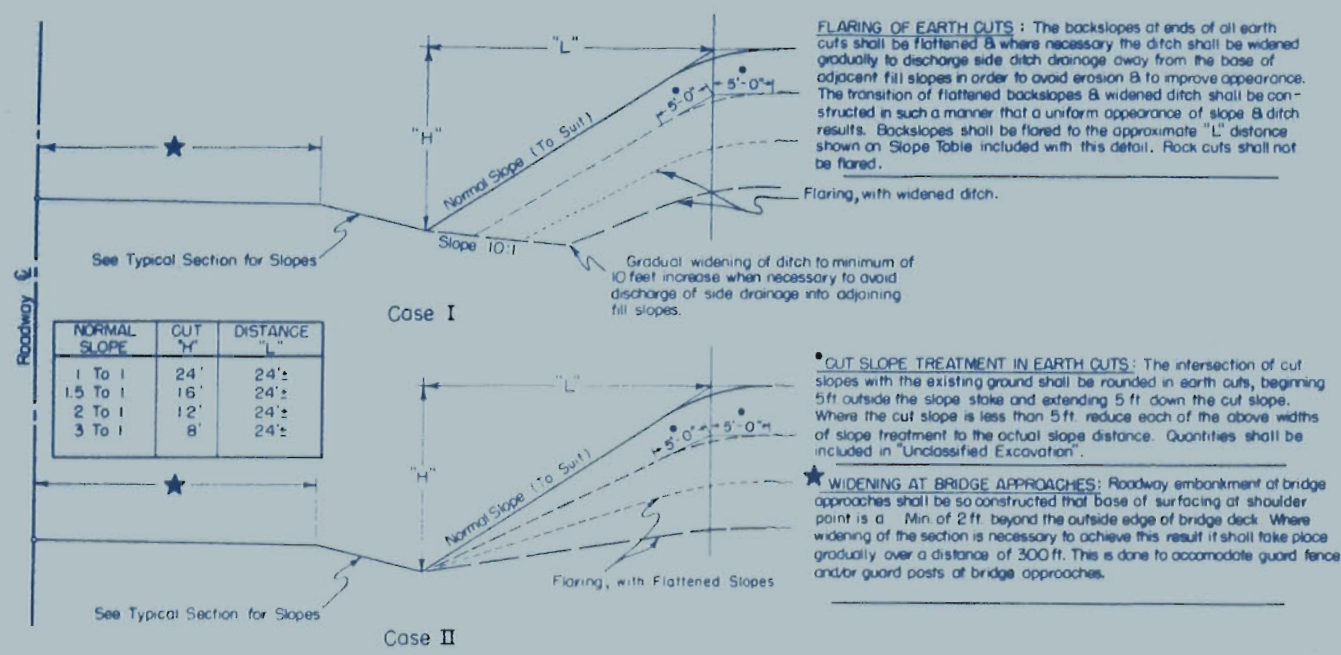
STANDARD SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT & WIDENING AT BRIDGES AND AT CREST OF GRADES

STANDARD M-2-EN

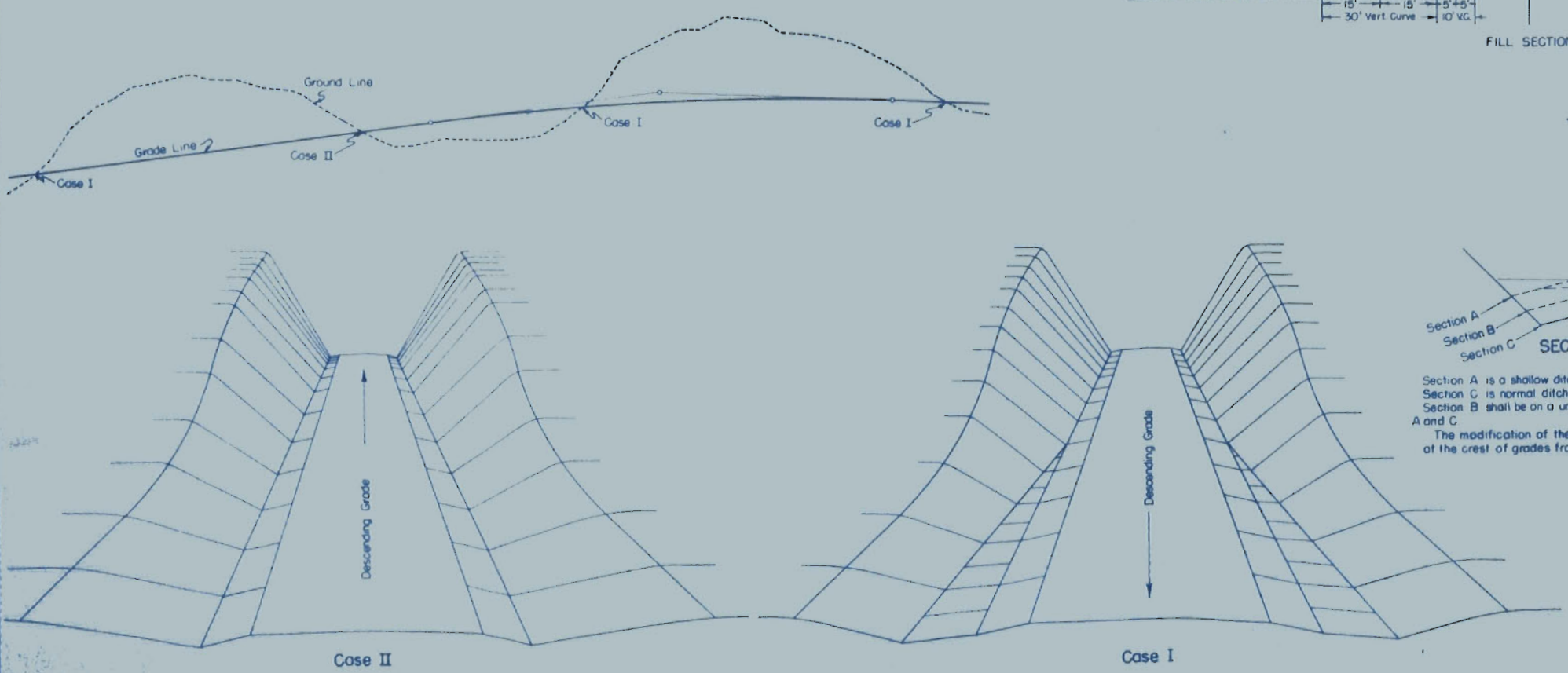
FED. ROAD RES. NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLO.	24027-1(2)	9

REVISIONS	
11-1-61	General

GENERAL DETAILS FOR FLARING OF EARTH CUTS, CUT SLOPE TREATMENT & WIDENING AT BRIDGES



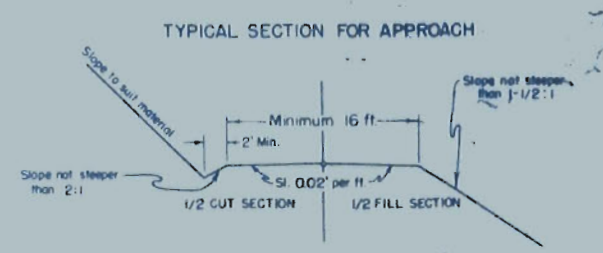
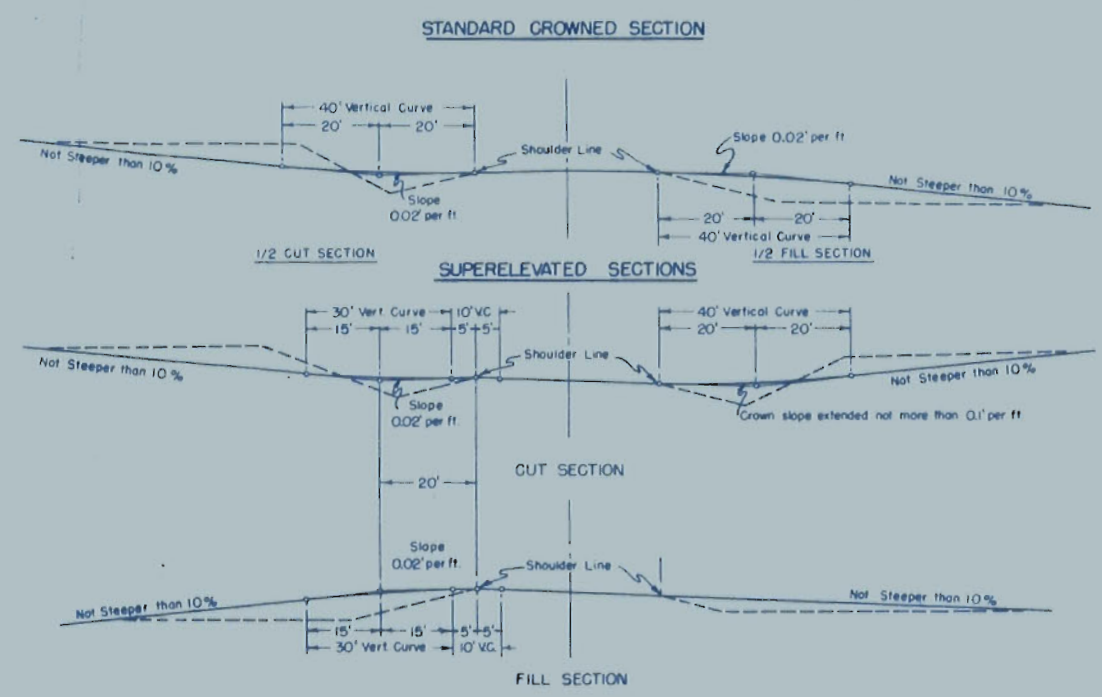
PLAN OF FLARING IN EARTH CUTS



TYPICAL PLANS FOR SIDE APPROACH ROADS

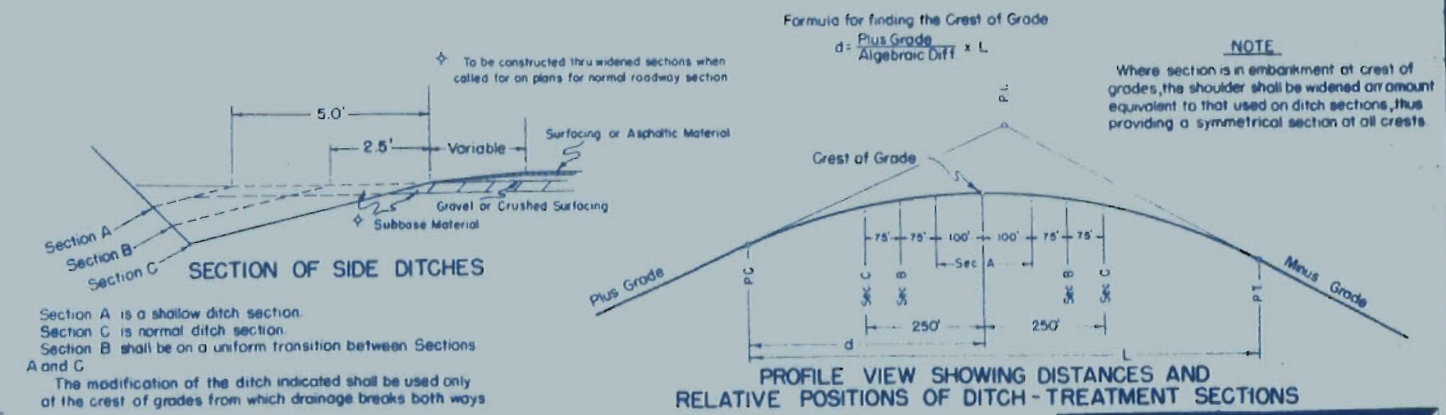
Where practical Side Drains are to be placed in line with the roadway ditches.

50' Radii to be used on all intersecting roads except private approaches. Radii may be varied to suit field conditions.



NOTE:
ROAD APPROACHES: To conform to the above details unless otherwise indicated on plans by Special Details. The width of the crowned section shall be not less than the width of the crowned section of the existing approach road and in no case shall the new construction be less than sixteen (16) feet in width.

DETAILS FOR DITCH & WIDENED SHOULDERS AT CREST OF GRADES (TO BE USED ONLY WHERE SIGHT DISTANCE AT CREST OF GRADE IS 600 FT. OR LESS)



GENERAL NOTES

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

All side approach roads to the Project shall be Gravel Surfaced with a four (4) inch thickness of "Gravel or Crushed Rock Surfacing" extending approximately to the Right of Way Line. Estimated tonnage & type of material required for this operation are shown in the Surfacing Plan.

The maximum grades shown are to be the limiting grades for all road approaches. Modifications of grades will be permitted where adherence to the grades as shown would cause damage to property or create other unsatisfactory conditions. Grades less than the maximum shown are to be used wherever feasible.

COLORADO DEPARTMENT OF HIGHWAYS
STANDARD SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT, AND WIDENING AT BRIDGES AND AT CREST OF GRADES

Designed by A. Z.
Made by S.J.M. & A.B.H.
Checked by C.R.S.
Approved by A. Julian
Date: November 1, 1953

STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS

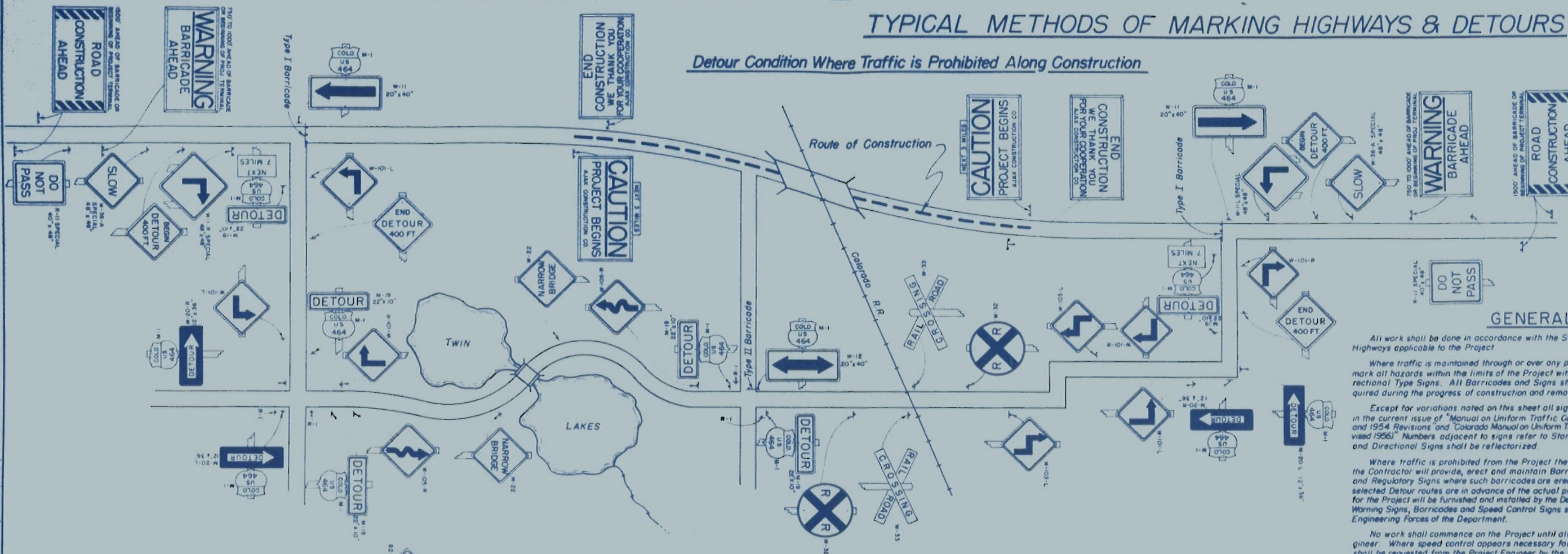
STANDARD M-29-C
(SHEET 1 OF 2 SHEETS)

FED. ROAD REG. NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLO.	U027-1(2)	10

TYPICAL METHODS OF MARKING HIGHWAYS & DETOURS

REVISIONS		
10-23-50	General	J.C.R.

Detour Condition Where Traffic is Prohibited Along Construction



GENERAL NOTES

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

Where traffic is maintained through or over any part of the Project, the Contractor will be required to mark all hazards within the limits of the Project with well maintained Barricades, Warning Signs and Directional Type Signs. All Barricades and Signs shall be moved, added to, changed or removed as required during the progress of construction and removed entirely when project is completed.

Except for variations noted on this sheet all signs will be in conformity with the specification outlined in the current issue of "Manual on Uniform Traffic Control Devices for Streets & Highways, PRA August 1948 and 1954 Revisions" and "Colorado Manual on Uniform Traffic Control Devices for Streets & Highways CDOH 1952 (Revised 1956)". Numbers adjacent to signs refer to Standards in the manual. Standard Warning, Regulatory and Directional Signs shall be reflectorized.

Where traffic is prohibited from the Project the Detour will be marked by the Department except that the Contractor will provide, erect and maintain Barricades complete with approved Directional Arrows and Regulatory Signs where such barricades are erected and maintained at the ends of the Project or where selected Detour routes are in advance of the actual project terminal. U.S. or State Route Markers required for the Project will be furnished and installed by the Department. The location and positioning of Advance Warning Signs, Barricades and Speed Control Signs shall be as recommended by the appropriate District Engineering Forces of the Department.

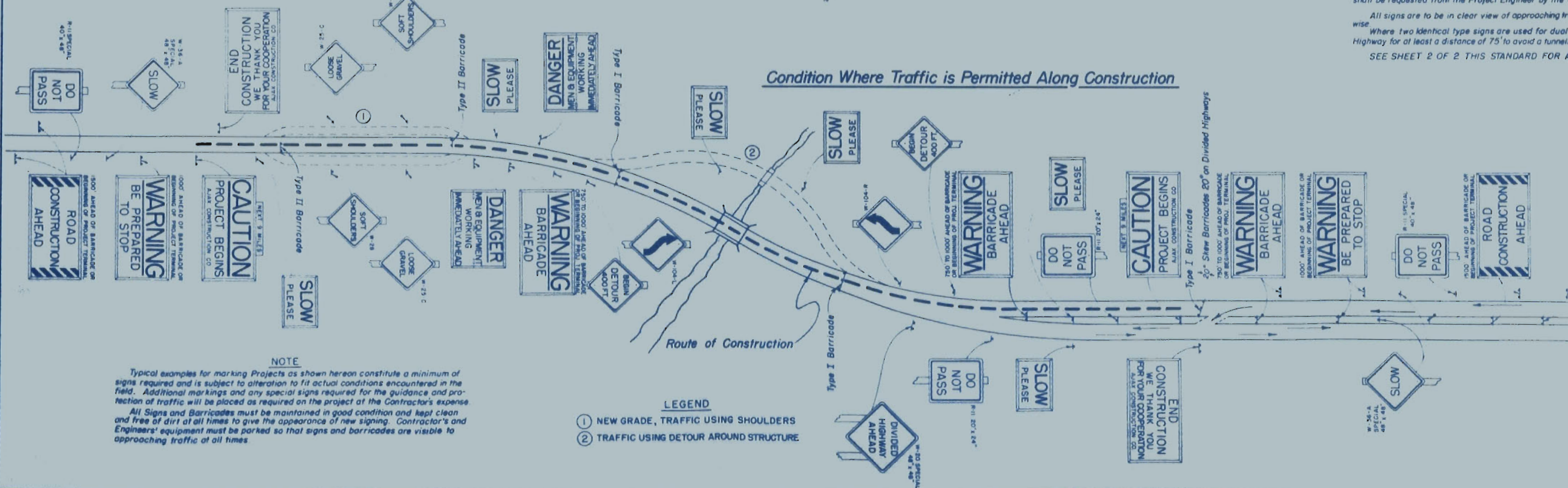
No work shall commence on the Project until all Warning Signs are in place and approved by the Engineer. Where speed control appears necessary for protection of the travelling public, such speed control shall be requested from the Project Engineer by the Contractor.

All signs are to be in clear view of approaching traffic and are not to be obstructed by equipment, weeds or otherwise.

Where two identical type signs are used for dual posting they are to be staggered on the two sides of the Highway for at least a distance of 75' to avoid a tunneling effect.

SEE SHEET 2 OF 2 THIS STANDARD FOR ADDITIONAL NOTES AND DETAILS.

Condition Where Traffic is Permitted Along Construction



NOTE
Typical examples for marking Projects as shown hereon constitute a minimum of signs required and is subject to alteration to fit actual conditions encountered in the field. Additional markings and any special signs required for the guidance and protection of traffic will be placed as required on the project at the Contractor's expense.
All Signs and Barricades must be maintained in good condition and kept clean and free of dirt at all times to give the appearance of new signing. Contractor's and Engineers' equipment must be parked so that signs and barricades are visible to approaching traffic at all times.

LEGEND

- NEW GRADE, TRAFFIC USING SHOULDERS
- TRAFFIC USING DETOUR AROUND STRUCTURE

COLORADO
DEPARTMENT OF HIGHWAYS

Standard Roadway
Construction Traffic Signs

Designed by J.C.R. Approved by L. Julian
Made by J.C.R. Engineer, Survey & Plans
Checked by Date: July 22, 1955

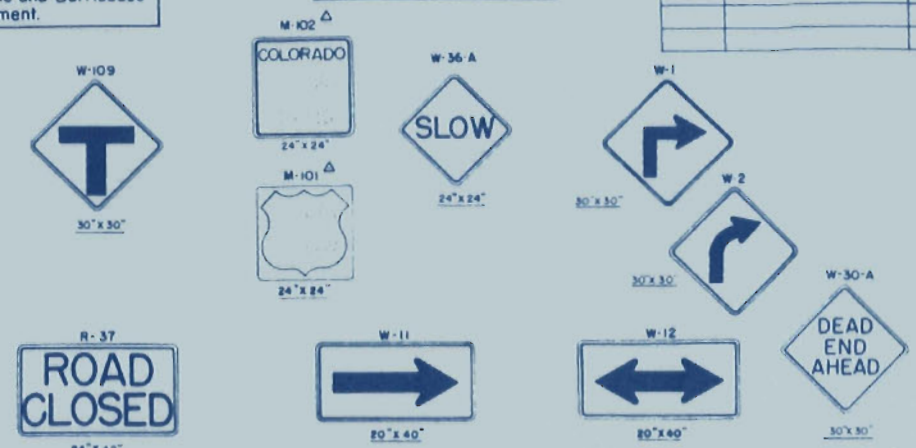
STANDARD TIMBER BARRICADES

STANDARD M-30-B

FED. ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLO.	4027-12	12

REVISIONS		
10-23-58	General	JCR

SIGN DETAILS



SPECIFICATIONS

PAINT - All paint and methods of painting shall be in conformity with the Standard Specifications for painting of Timber Structures.

STRIPING - Planking and Wings shall be painted with Maintenance Flat Black on both sides before adding any one of the following acceptable Reflective Stripes:

- (a) Wide Angle White, 7" strip, spaced 8" apart.
- (b) Flat Top Silver, 3" strip, spaced 7" apart.
- (c) Direct Process of Glass Beads on Paint, 3" strip, spaced 7" apart.

Stripes shall be applied on both front and back of barricades where necessary to control traffic for opposite direction use. Diversion of traffic will be accomplished as follows:

- 1- Stripes for barricades diverting traffic to the left shall start on the right hand side of the lower plank and progress up to the left. Traffic diversion to the right will be just the opposite.
- 2- Stripes on barricades diverting traffic in both directions shall begin at the center of the lower plank and progress up in both directions.

TIMBER - All timber used shall conform to the Standard Specifications for Miscellaneous Untreated Timber:

- Planking 2" x 12" S4S
- Posts (Barricades) 6" x 6" S4S
- Posts (Signs) 4" x 4" S4S

SIGNS - All signs shall be constructed and marked in conformity with the Specifications of the following publications:

- a. Colorado Manual on Uniform Traffic Control Devices for Streets and Highways GDOH 1952 (Revised 1956)
- b. Manual on Uniform Traffic Control Devices for Streets and Highways PRA August 1948 and 1954 Revisions

The Contractor shall be required to furnish and install, to line and grades as staked by the Engineer. Barricades of the Types shown on plans complete with R-37 and W-11 or W-12 signs as required. All advance warning signs shall be furnished and installed by State Forces.

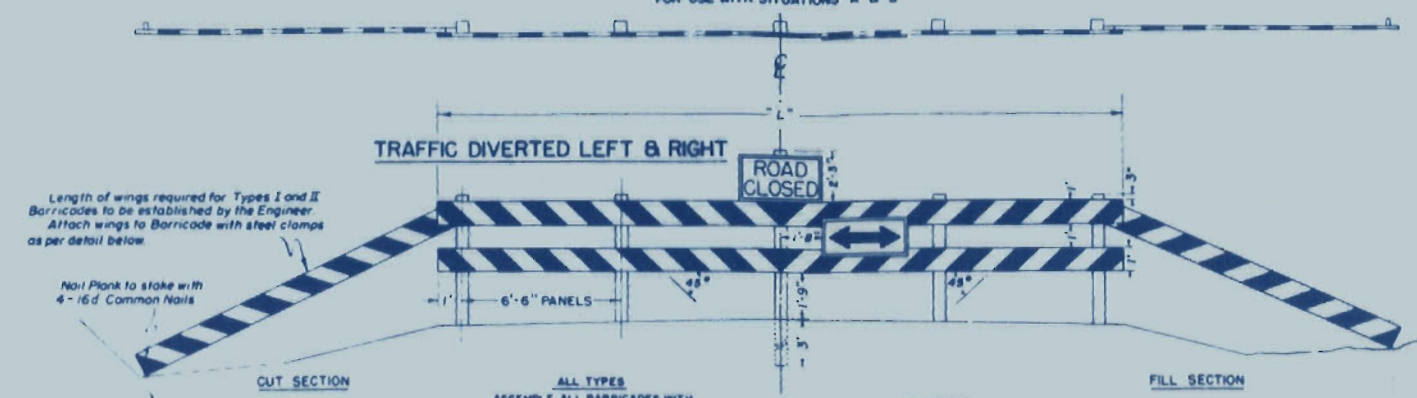
All Warning and Directional Signs (Series "R" and "W" shown above) shall be reflectorized with a type of reflective material acceptable to the Department.

ALTERNATE STEEL PANELS - Steel Barricade Panels 12" wide, min. 16 gauge electro-galvanized and bonderized steel with White or Silver Reflective Material, as described above for Timber Planking, (Sentry All Steel) or acceptable equivalent, may be substituted for Timber Planking. Steel Panels shall conform to face dimensions & lengths (as near as possible) as shown for Timber Barricades. Metal panels may be fastened to wood posts and stakes in a manner similar to Timber Planking, except that care must be exercised to prevent flexing of panel against posts or stakes. Steel Panels may be mounted on Steel Stands when barricade is used in a semi-permanent nature.

NOTE: Alternate materials or other reflective elements on Traffic Signs and Barricades will be permitted only after approval of such material by the Department.

TYPES I AND II

FOR USE WITH SITUATIONS "A" & "B"



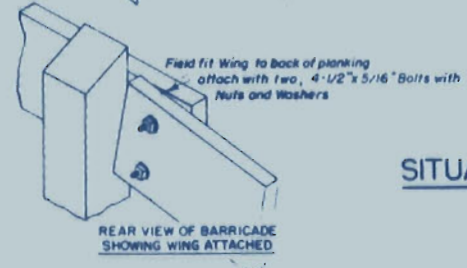
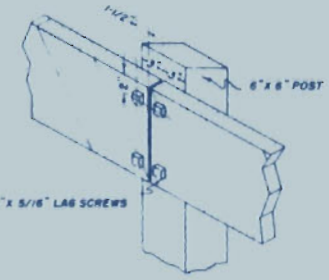
TRAFFIC DIVERTED TO LEFT



TRAFFIC DIVERTED TO RIGHT



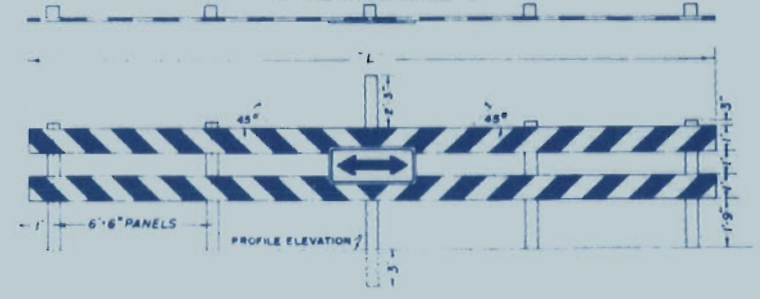
METHOD OF ATTACHING PLANKING TO POSTS AT JOINTS



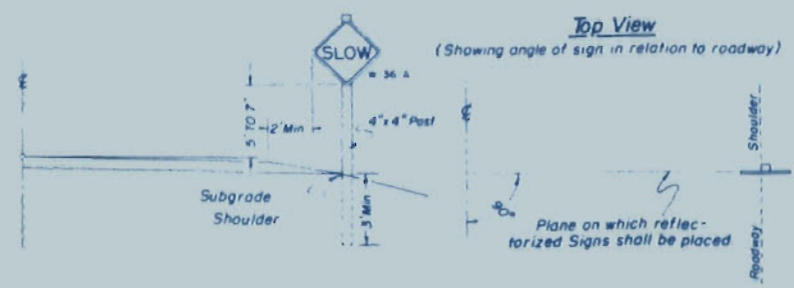
DETAIL OF WING ATTACHED

TYPE III

FOR USE WITH SITUATION "C"



Position of Signs Relative to Roadbed & Hazards



BILL OF MATERIALS

(CONTRACTORS ITEMS ONLY)

TYPE	RANGE ROADWAY WIDTHS	L	NO. PANELS	DESCRIPTION OF MATERIAL	NO. REQ'D	BOARD FEET
I	26'-34'	28'	4	Miscellaneous Untreated Timber		
				6" x 6" x 8'-0"	4	96.00
				6" x 6" x 10'-0"	1	30.00
				2" x 12" x 14'-0"	4	112.00
				2" x 12" (Wings) (Includes 2 - 2' x 4' x 3'-0" Stakes)	2	
				Signs		
				W-11 or W-12	1	
				R-37	1	
				4-1/2" x 5/16" Bolts with Nuts and Washers	4	
				3" x 5/16" Lag Screws	24	
II	35'-44'	41'	6	Miscellaneous Untreated Timber		
				6" x 6" x 8'-0"	6	144.00
				6" x 6" x 10'-0"	1	30.00
				2" x 12" x 7'-6"	4	60.00
				2" x 12" x 13'-0"	4	104.00
				2" x 12" (Wings) (Includes 2 - 2' x 4' x 3'-0" Stakes)	2	
				Signs		
				W-11 or W-12	1	
				R-37	1	
				4-1/2" x 5/16" Bolts with Nuts and Washers	4	
III	-	28'	4	Miscellaneous Untreated Timber		
				6" x 6" x 8'-0"	4	96.00
				6" x 6" x 10'-0"	1	30.00
				2" x 12" x 14'-0"	4	112.00
				Signs		
				W-11 or W-12	1	
				Misc.		
				3" x 5/16" Lag Screws	24	
				2" x 1/4" Lag Screws	2	
				16d Common Nails	8	

GENERAL NOTES

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

The Reflectorized Stripes on planking and wings on all barricades shall be reflectorized with White or Silver Reflective Material of a type acceptable to the Department.

Timber barricades shown hereon are designed for uses that are semi-permanent or permanent in nature. Barricades as shown with necessary signs as noted above, will be furnished and installed by the Contractor complete with necessary wings, hardware & stakes as required. Posts shall be set and tamped in, plumb and true.

Situations arising which require signs to be furnished by State Forces other than shown above, will be determined by the appropriate District Engineering Forces of the Department. All State installed signs shall be included for cost in the Traffic Control Plan for the Project.

When this method is used as described above or when white binder and beads are applied to planking and wings, alternate black stripes using Maintenance Flat Black paint shall be applied over the reflective material in the prescribed pattern. All measurements for striping are to be made along the horizontal axis of the board.

COLORADO
DEPARTMENT OF HIGHWAYS

STANDARD
TIMBER BARRICADES

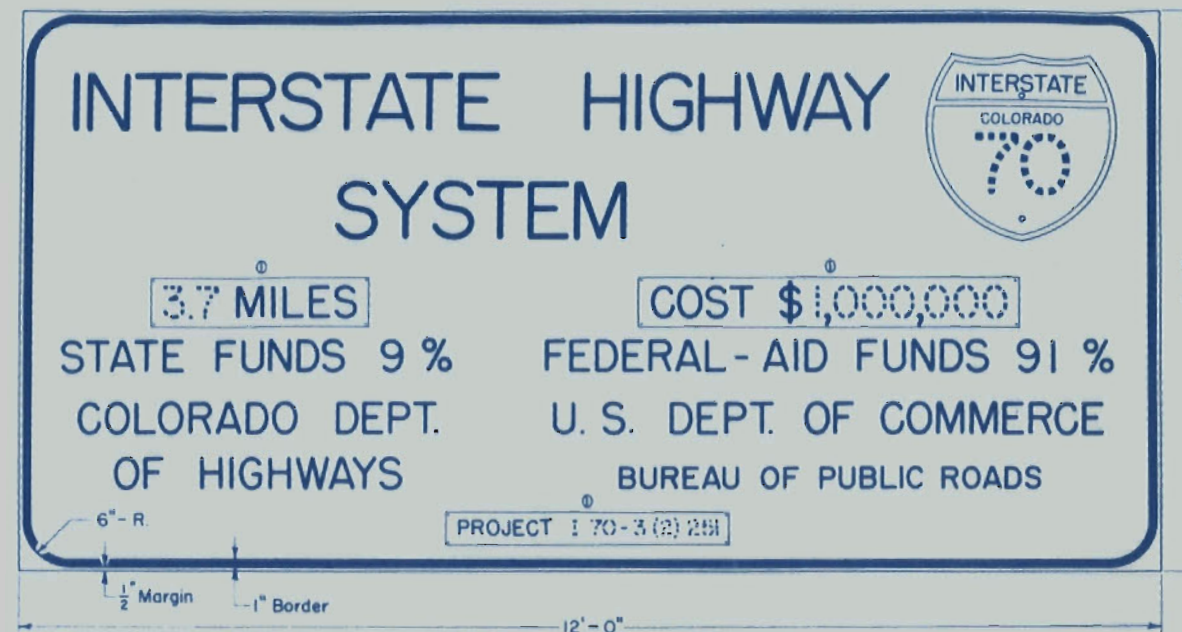
Designed by	Approved by
Made by	Engineer, Surveys and Plans
Checked by	Date

TYPICAL SIGNS

STANDARD M-31-A

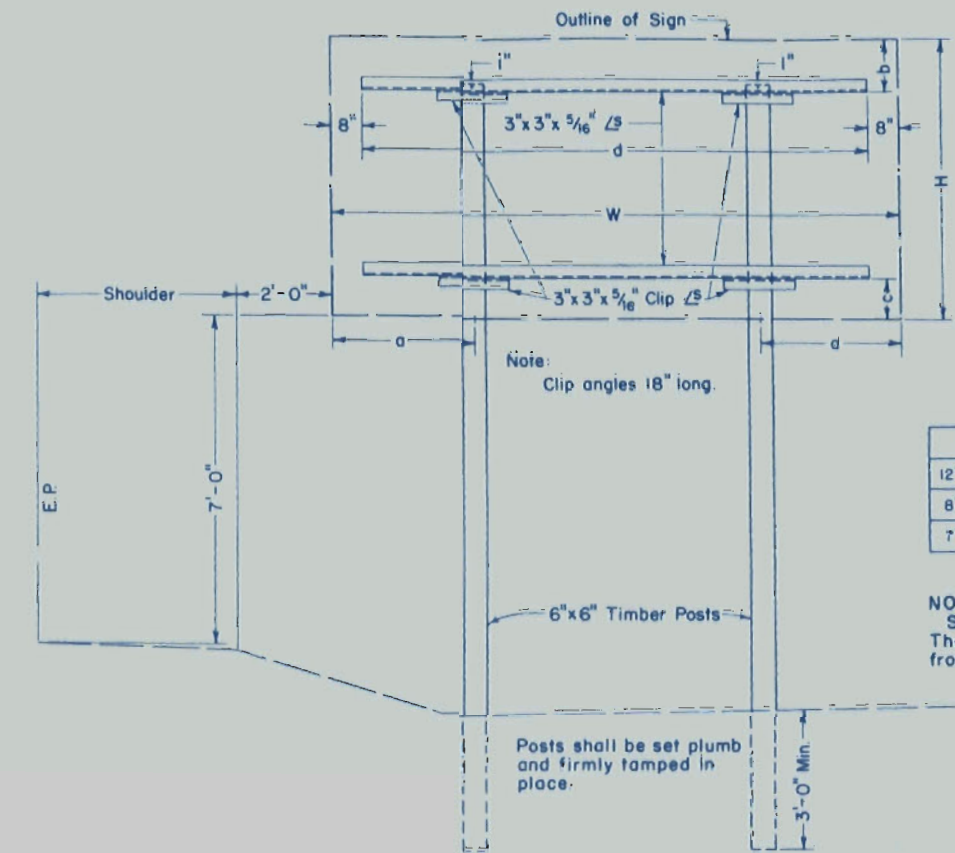
FED. ROAD REG. NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLO.	4027-1(2)	13

INTERSTATE SYSTEM



① Plaque length variable, as determined by message.
24" Standard Interstate Shield, for dimensions see "Interstate Signing Manual." Background, letters and numerals plain (nonreflective - Red, White and Blue). (Removable Plaque)

INSTALLATION DETAIL



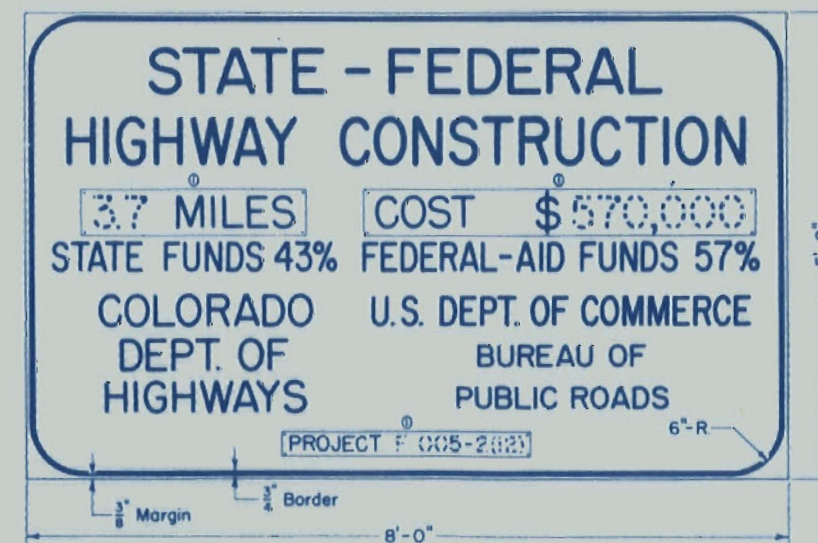
REVISIONS		
1-9-61	GENERAL	E.E.Q.
1-27-61	GEN. NOTES	E.E.Q.

W	H	a	b	c	d
12'-0"	6'-0"	3'-0"	1'-1 1/2"	0'-10 1/2"	10'-8"
8'-0"	5'-0"	2'-0"	1'-1 1/2"	0'-10 1/2"	6'-8"
7'-0"	4'-0"	1'-9"	1'-1 1/2"	0'-10 1/2"	5'-8"

NOTE:
Signs are to be placed facing traffic approaching the work. These signs should be located so as not to obscure or detract from the effectiveness of other official signs.

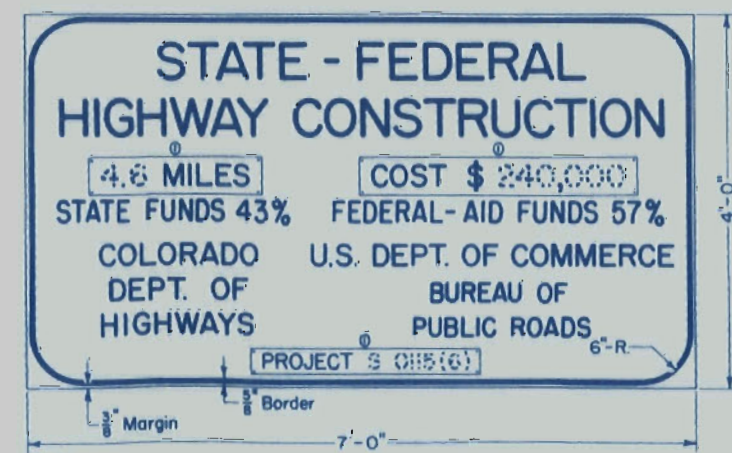
Posts shall be set plumb and firmly tamped in place.

PRIMARY SYSTEM



① Plaque length variable, as determined by message.

SECONDARY SYSTEM



① Plaque length variable, as determined by message.

GENERAL NOTES

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

Signs shall be made of 3/4" Plywood or other material approved by the Department.

Background to be painted plain white with stencil black letters, numerals and border.

Posts shall be 6" X 6" S4S timber or other material approved by the Department and shall be painted white.

Layout of signs will be furnished the Contractor by the Traffic Operations Section indicating the details as to letter size, symbols, spacing, etc. which are required for these signs.

Figure for cost of project to be furnished contractor by Department.

If signs are for a single structure or interchange, name will be used in lieu of mileage. Such as: COLORADO RIVER BRIDGE or ARAPAHOE INTERCHANGE.

COLORADO
DEPARTMENT OF HIGHWAYS

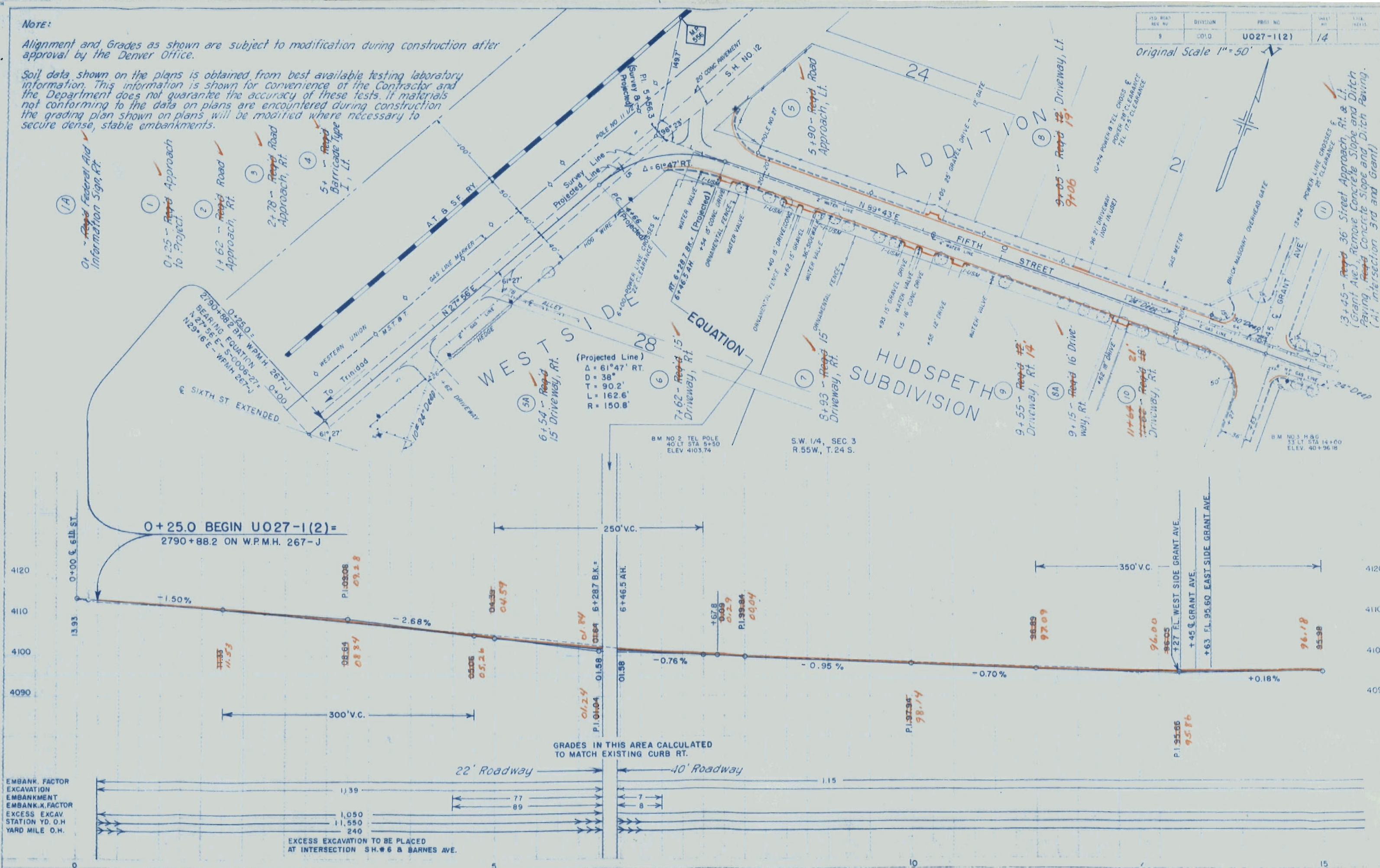
STANDARD
IDENTIFICATION
SIGNS

Designed by V.H. Approved by J. J. Julian
Made by D.M.E. Engr. Surveys & Plans
Checked by E.E.Q. Date: Nov 15 1960

Soil data shown on the plans is obtained from best available testing laboratory information. This information is shown for convenience of the Contractor and the Department does not guarantee the accuracy of these tests. If materials not conforming to the data on plans are encountered during construction the grading plan shown on plans will be modified where necessary to secure dense, stable embankments.

YTD ROAD REQ NO	DIVISION	PRGT NO	SHEET NO	DATE 10/24/15
9	COLD	UO27-1(2)	14	

Original Scale $1'' = 50'$ 

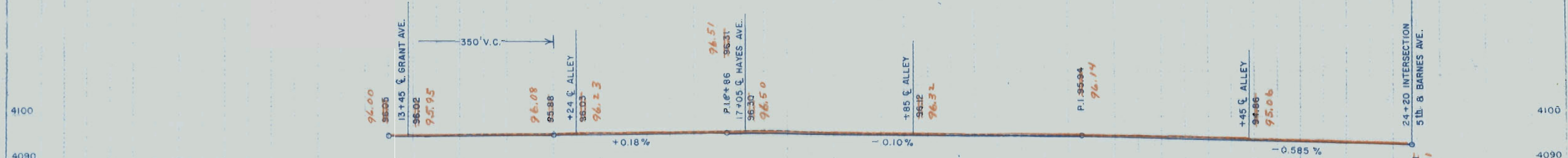


EMBANK. FACTOR
EXCAVATION
EMBANKMENT
EMBANK.X.FACTOR
EXCESS EXCAV.
STATION YD. O.H
YARD MILE O.H.

EXCESS EXCAVATION TO BE PLACED
AT INTERSECTION S.H.# 6 & BARNES AVE.

EMBANK. FACTOR	3.504
EXCAVATION	
EMBANKMENT	
EMBANK. X. FACTOR	3.496
EXCESS EXCAV.	33,616
STATION YARD O.H.	91

EXCESS EXCAVATION TO BE PLACED AT INTERSECTION SH. 6 & BARNES AVE.



EMBANK. FACTOR	3.504
EXCAVATION	
EMBANKMENT	
EMBANK. X. FACTOR	3.496
EXCESS EXCAV.	33,616
STATION YARD O.H.	91

EXCESS EXCAVATION TO BE PLACED AT INTERSECTION SH. 6 & BARNES AVE.



NOTE: All curb radii are 15' at corners & 2' at drives unless otherwise noted.
All sidewalks are 5' in width unless otherwise noted.

FILE NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	CO. 0	U027-1(2)	15	

Original Scale 1" = 50'

LOFLAND

ADD.

INGES ADDITION

SE 1/4, SEC. 3
R. 55 W., T. 24 S.

B.M. NO. 6, H. & G.
32' LT. STA 24+00
ELEV. 4094.11

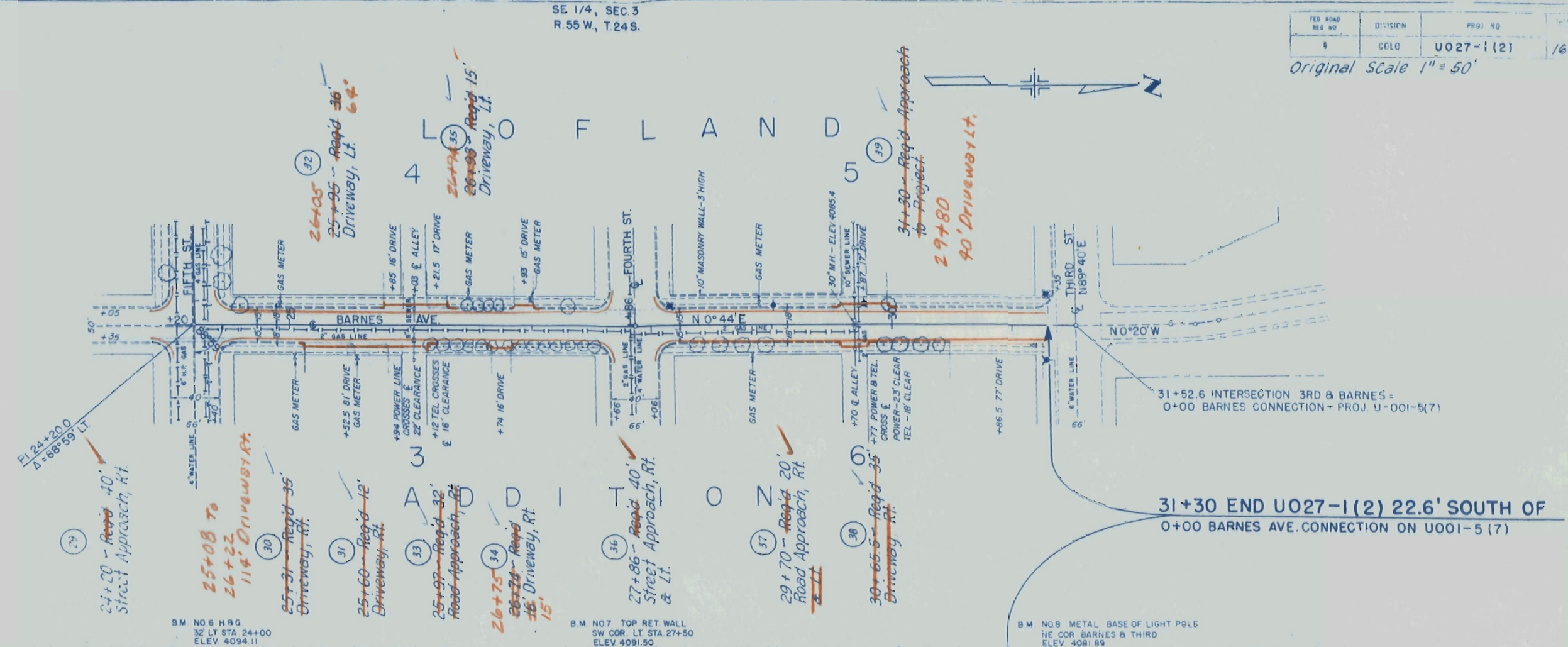
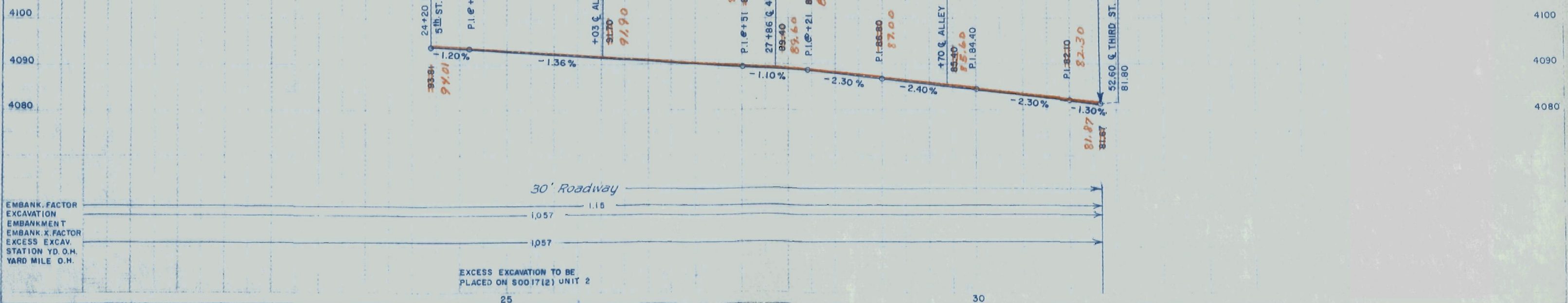
40' Roadway 30' Roadway

EXCESS EXCAVATION TO BE PLACED ON SOO17(2) UNIT 2

PLAN	DATE	BY	CHKD
U027-1(2)	10/1/80	J. H. HARRIS	J. H. HARRIS
U027-1(2)	10/1/80	J. H. HARRIS	J. H. HARRIS
U027-1(2)	10/1/80	J. H. HARRIS	J. H. HARRIS

PROFILE	DATE	BY	CHKD
U027-1(2)	10/1/80	J. H. HARRIS	J. H. HARRIS
U027-1(2)	10/1/80	J. H. HARRIS	J. H. HARRIS
U027-1(2)	10/1/80	J. H. HARRIS	J. H. HARRIS

EMBANK. FACTOR
EXCAVATION
EMBANKMENT
EMBANK. X. FACTOR
EXCESS EXCAV.
STATION YD. O.H.
YARD MILE O.H.



FED. ROAD DIST. NO.	DIST. NO.	PRG. NO.	SHEET NO.	TOTAL SHEETS
9	COLO	U027-1(2)	16	

Original Scale 1" = 50'

SE 1/4, SEC. 3
R. 55 W, T. 24 S.

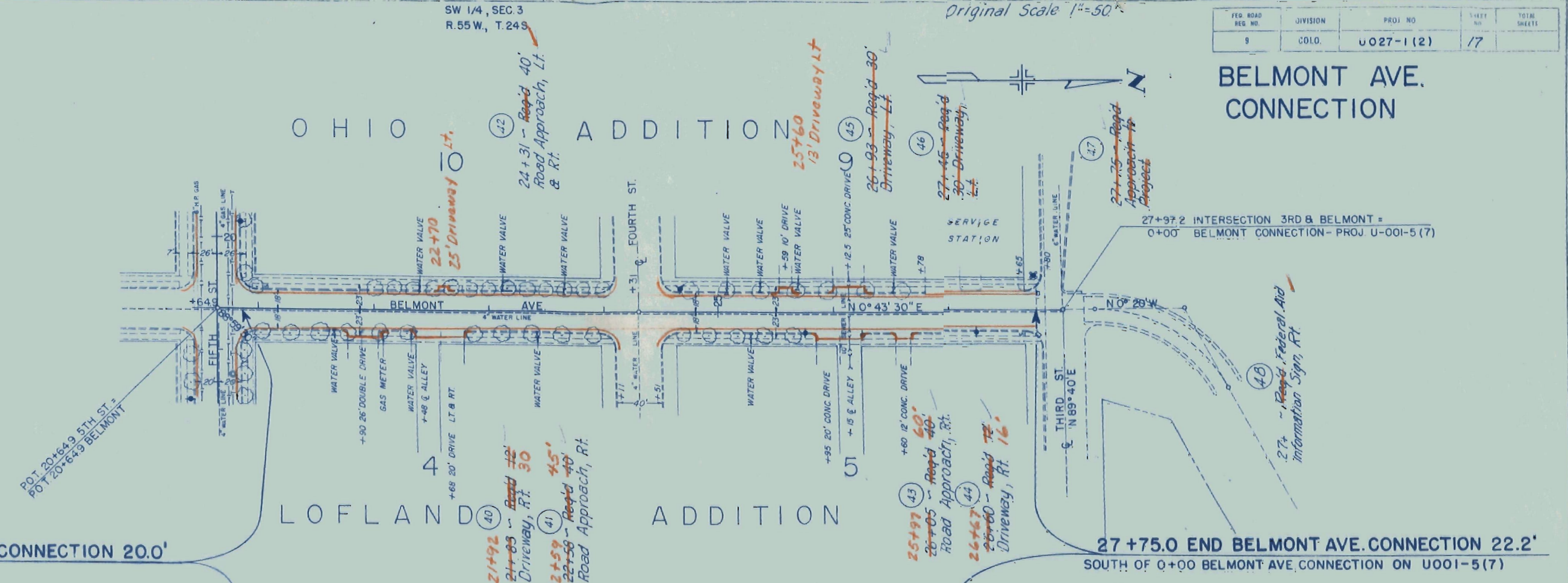
EXCESS EXCAVATION TO BE
PLACED ON S0017(2) UNIT 2

SW 1/4, SEC. 3
R.55 W., T.24 S.

Original Scale 1"=50'

FED. ROAD REG. NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	U027-1 (2)	17	

BELMONT AVE. CONNECTION



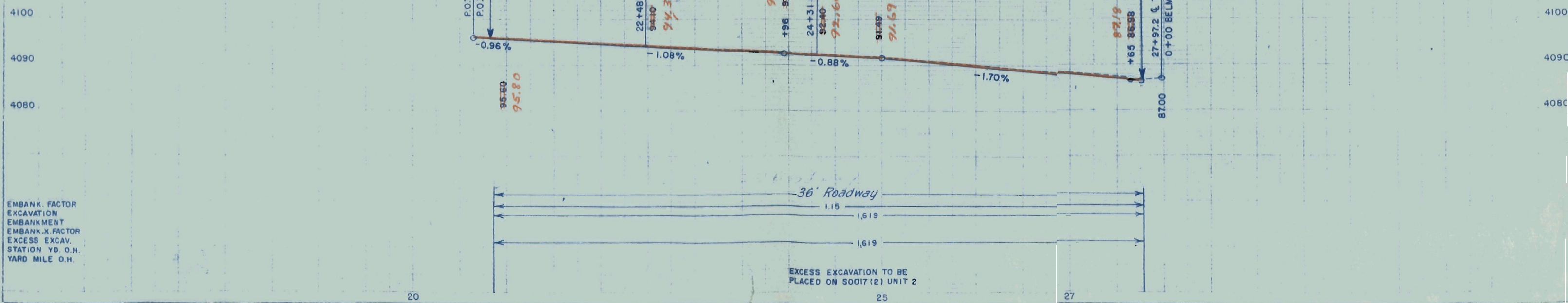
20+84.9 BEGIN BELMONT AVE. CONNECTION 20.0'
NORTH OF 20+64.9 ON 5th ST.

27+75.0 END BELMONT AVE. CONNECTION 22.2'
SOUTH OF 0+00 BELMONT AVE. CONNECTION ON U001-5(7)

SE 1/4, SEC. 3
R.55 W., T.24 S.

B.M. NO. 5A TOP RET. WALL
30' RT. STA. 24+00, SE COR 4TH & BELMONT
ELEV. 4093.66

B.M. NO. 5B TOP CONC. COR. POST, RET. WALL
SE COR. 3RD & BELMONT
ELEV. 4089.21



EMBANK. FACTOR
EXCAVATION
EMBANKMENT
EMBANK. X. FACTOR
EXCESS EXCAV.
STATION YD. O.H.
YARD MILE O.H.