

COLORADO STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

U.S. WORKS PROGRAM HIGHWAY PROJECT NO. W.P.H. 81F-UNIT 1 STATE HIGHWAY NO. 20 CLEAR CREEK COUNTY

INDEX OF SHEETS

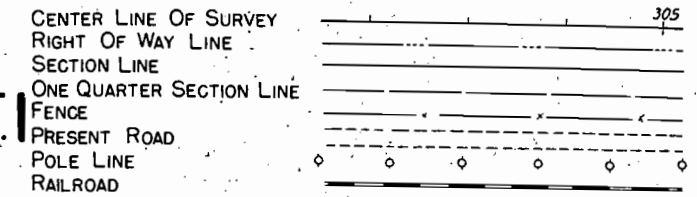
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- M-103-D
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FED. ROAD DIST. NO.	STATE	U.S.W.P.H. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	W.P.H. 81F-UNIT 1	1	1

Rev. 7-16-36 *Omni Guard Fence, Surfacing, & Correct Lengths. H.O.W.*
Rev. 12-30-36 *(New Sheet Added) G.C.D.*

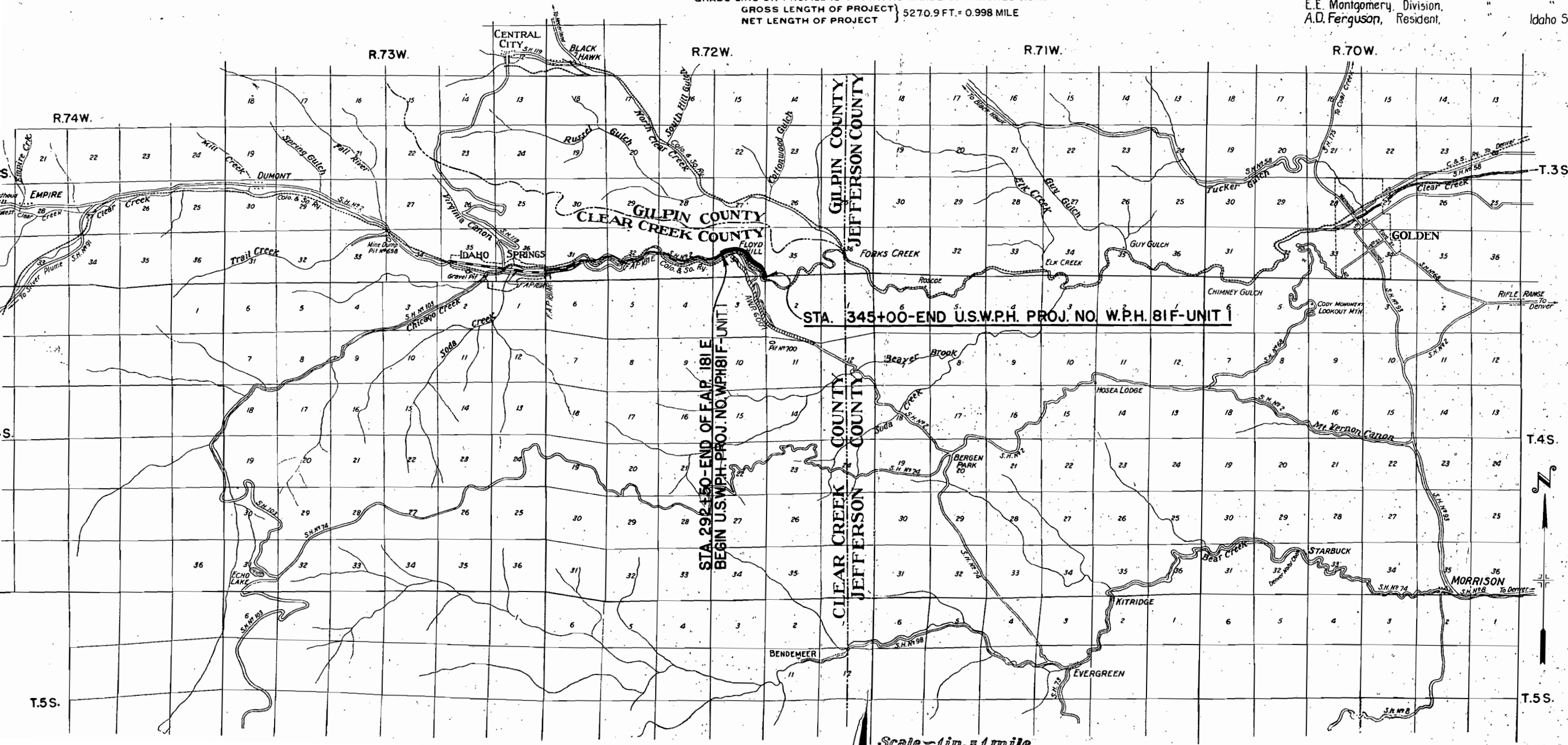
CONVENTIONAL SIGNS



SCALES
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 } 5270.9 FT. = 0.998 MILE
NET LENGTH OF PROJECT }

NOTE

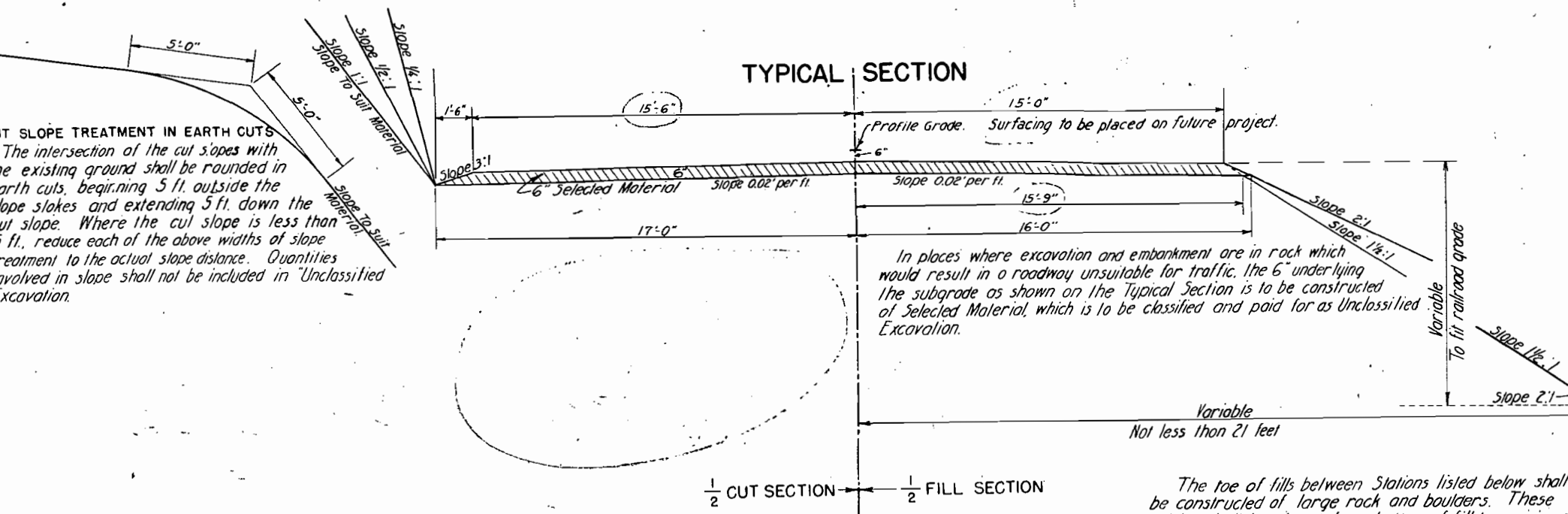
It is recommended that bidders on this project go over the plan details with one of the following field representatives of this department.
D.W. Ormsbee, Construction Engineer, Denver, Colorado.
E.E. Montgomery, Division, Idaho Springs, Colorado.
A.D. Ferguson, Resident, Idaho Springs, Colorado.



RECOMMENDED FOR APPROVAL 7/7/36
Chad Vair
ASSISTANT ENGINEER
APPROVED
STATE HIGHWAY ENGINEER
RECOMMENDED FOR APPROVAL
DIST. ENG. BUREAU PUBLIC ROADS
RECOMMENDED FOR APPROVAL
CHIEF ENG. BUREAU PUBLIC ROADS
APPROVED
DIRECTOR BUREAU PUBLIC ROADS

Scale - 1 in. = 1 mile.

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



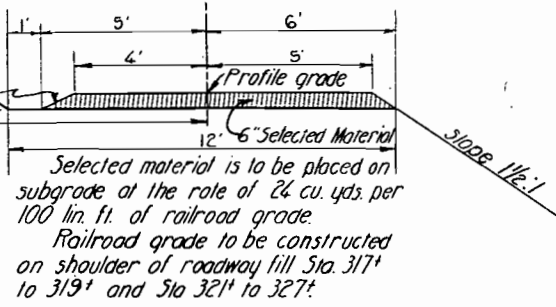
CUT SLOPE TREATMENT IN EARTH CUTS
 The intersection of the cut slopes with the existing ground shall be rounded in earth cuts, beginning 5 ft. outside the slope stakes and extending 5 ft. down the cut slope. Where the cut slope is less than 5 ft., reduce each of the above widths of slope treatment to the actual slope distance. Quantities involved in slope shall not be included in "Unclassified Excavation."

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 toe of fills between Stations listed below shall be constructed of large rock and boulders. These rocks shall be placed from bottom of fill to a minimum height of five feet above water level. Actual overhaul will be allowed and paid on this material, but the cost of placing rock shall be included in the contract unit bid price per cubic yard on "Unclassified Excavation."

SELECTED MATERIAL
 Selected Material shall be placed and spread on the subgrade approximately 6" in thickness at the rate of 70 cu. yds. per 100 lin. ft. of roadway thruout the entire project. This Selected Material shall be classified and paid for as "Unclassified Excavation." It is estimated that the material will be obtained in the vicinity of pit indicated in tabulation below. The estimated quantities involved in the placing of Selected Material are shown below.

MATERIAL TO BE PLACED	APPROXIMATE QUAN. REQD.	SOURCE OF MATERIAL	ESTIMATED OVERHAUL	
			STA. YD.	YD. MI.
292+50 to 345+00	3700	Pit 500' ft. Sta. 225 (On F.A.P. 181 E)	40,700	5170
R.R. Line change 321+60 to 327+	200	" " " " " " " "	2,200	300
TOTAL			42,900	6070



GENERAL NOTES

This Project is to be constructed in accordance 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 this project is to be obtained as indicated on the plans. Quantities involved beyond the limits of the ditch as shown on the Typical Section, either noted on Profile as "Borrow" or on List of Structures as "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 curves are to be superelevated and widened as provided for by the Standard Superelevation Sheet included with Plans.

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

The entire project is to be cleared for the full width of the Right of Way and the cost thereof included in the lump sum price for "Clearing and Grubbing The Entire Project."

All corrugated metal cross culverts are to be provided with one headwall on the inlet end unless otherwise noted on the plans.

Clearing and Grubbing shall be of variable widths and shall be held to the minimum required for the construction of the road, railroad line change, channel changes, borrow pits, and to accommodate visibility. Ordinarily the clearing shall not extend more than 5 feet beyond the toes of the fills or the tops of the cut slopes.

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

Where the new work lies along the present travelled roadway the contractor shall, at his own expense, so prosecute construction that traffic may readily pass over the road. Also the contractor shall, at his own expense, construct and maintain all temporary approaches to and crossings of intersecting roads.

GENERAL NOTES (CONTINUED)

Between Sta. 294' and 296' the portion of embankment enclosed in cross-hatching as indicated on the cross section sheets shall not be placed until the abutment on Clear Creek bridge is completed. This portion of the embankment shall be placed when and as directed by the Engineer.

Between Station 293+25 and 294+25 a transition in fill slopes will be made from 1 1/2 to 1 slopes at Sta. 293+25 to 1 to 1 slopes at 294+25. Similarly between Sta. 295+06 and 296+06 transition from 1 to 1 slopes at Sta. 295+06 to 1 1/2 to 1 slopes at 296+06 will be made. Slopes shall be protected with Heavy Riprap (3 ft. thick) as indicated on plans. (See Sheet No. 3)

Sta. 307+50 to 310+00	
" 317+30 " 319+20	
" 322+35 " 327+00	
" 296+06 " 299+00	

SUMMARY OF APPROXIMATE QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
10 a	Clearing And Grubbing The Entire Project	Lump Sum	•
11 c	Removing And Resetting Railroad Mile Post	Each	1
13 c	Unclassified Excavation	Cu. Yd.	54,000
13 d	Cut Slope Treatment	Mi.	0.9
14 a	Dry Rock Excavation (Structural)	Cu. Yd.	90
14 b	" Common " " "	" "	330
14 c	Wet Rock " " "	" "	60
14 d	Common " " "	" "	220
18 a	Station Yard Overhaul	Sta. Yd.	215,000
18 b	Yard Mile " "	Yd. Mi.	8500
46 a	Class "A" Concrete	Cu. Yd.	141
46 b	" " " " " "	" "	18
47	Reinforcing Steel	Lb.	9950
53 e	36" Corrugated Metal Culvert Pipe	Lin. ft.	144
53 g	48" " " " "	" "	200
63 b	Heavy Riprap	Cu. Yd.	910
81 a	Project Markers	Each	1
81 b	Right Of Way Markers		23
	FORCE ACCOUNT:		
	Moving 4 buildings off R.O.W. Sta. 301+	Lump Sum	•
	House " " " " 306+	" "	•
	" 4 bldgs., gas pump & tanks" 311+	" "	•
	off R.O.W.		
	FORCE ACCOUNT (WORK BY RAILROAD FORCES)		
	Moving Track And Teleg. Line Sta. 317' to 319' & Sta. 321' to 327'	Lump Sum	•

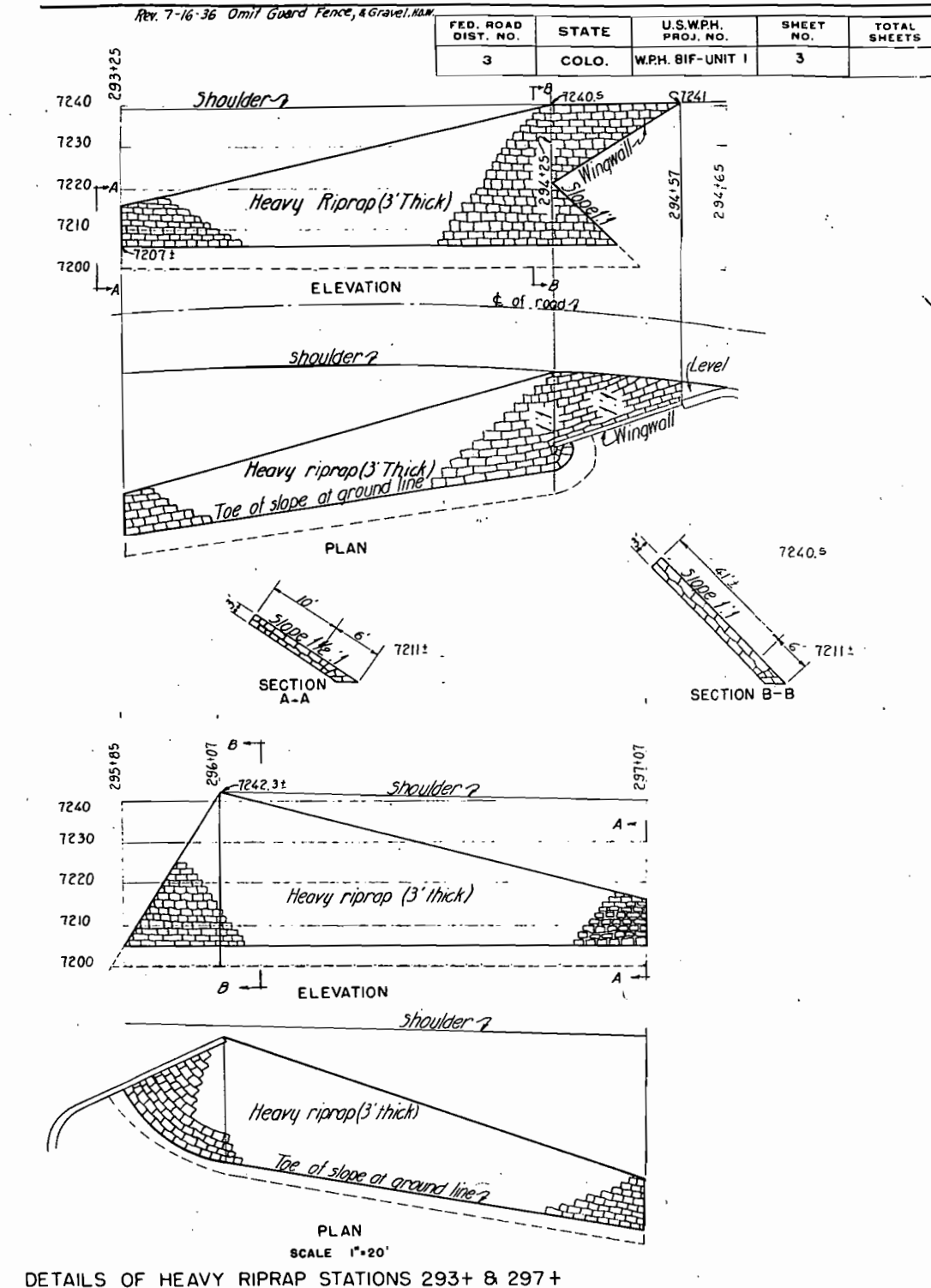
R.O.W. MARKERS

STATION	SIDE	NO.	STATION	SIDE	NO.
297+52	R	1	331+68.9	R	2
301+55.1	R	2	340+68.5 Ah.	L & R	4
302+00	L	2	314+00	L	2
307+10	L	1			
308+05	L	1			
308+97.0 Ah.	L	2			
317+63	L	2			
324+70.4	L & R	4	TOTAL		23

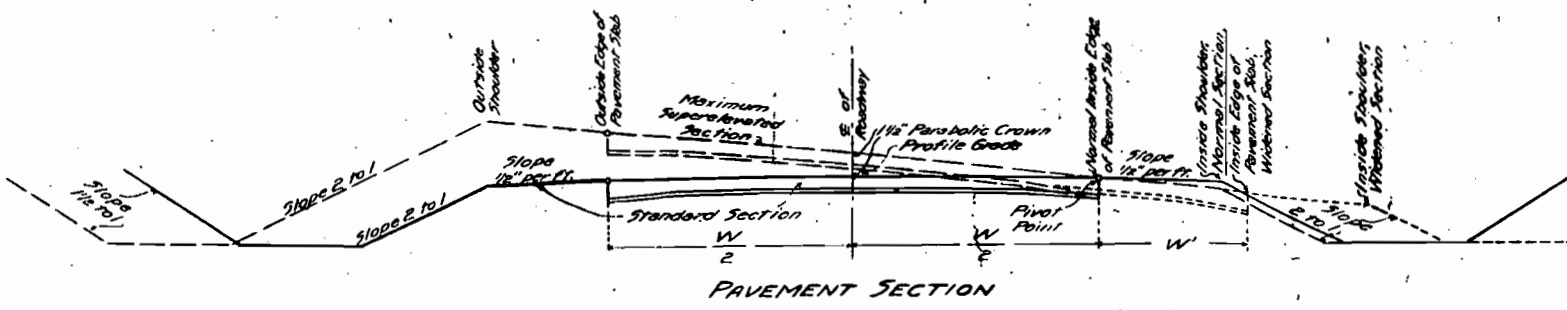
LIST OF STRUCTURES

STATION	DESCRIPTION	REMOVE STRUCT.		EXCAVATION CU. YD.		STRUCTURAL EXCAVATION CU. YD.		CONCRETE CU. YD.		CORRUGATED METAL CULVERT PIPE-LIN. FT.			REINF. STEEL	HEAVY RIPRAP 3' THICK CU. YD.	MISCELLANEOUS
		NO.	UNCL.	EMB.		*	CL. "A"	CL. "B"	18"	36"	48"	LB.			
292+50	Project marker & Approach to project														1 project marker
300+02 301+ 306+	6'x7'x36 C.B.C. & ditches Move 4 buildings off R.O.W. House			20				40	71.8					4611	
308+25 311+ 311+25	Cross culvert & ditches Move 4 buildings off R.O.W. Cross culvert & ditches			10				20				56			
				30				50				78			
317+48 321+60 to 327+ 321+65 323+00 to 327+00	Remove & reset railroad milepost Moving railroad track and telegraph line Cross culvert & ditches Channel change Rt.														Remove & reset railroad milepost.
				60											
				1000											
328+00 329+75	Road approach Lt. Duke Lt.			200											
				50											
333+42	Cross culvert & ditches			10				35				144			
340+56	6'x4'x64' C.B.C. & ditches			250				170	68.4					5327	
306+50 to 310+50 311+50 293+25 to 294+57 295+85 to 297+07	Channel improvement Rd. Approach Rt. Heavy Riprap (3' Thick) Heavy Riprap (3' Thick)			1500				125						445	
				100				145						465	
TOTAL				2880	350			660	140.2	18.0	144	200		9938	910

* Structural Excavation is estimated to be 20% rock, and 80% common, each of which is estimated to be 60% dry and 40% wet.
 * Railroad grade embankment to be built by Contractor. Embankment included in profile quantities for payment.



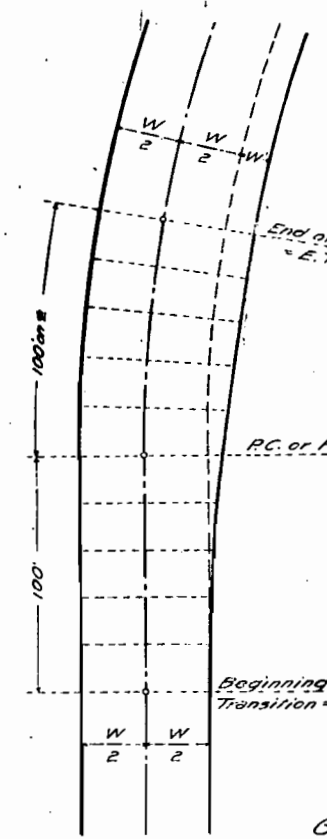
Revised 8-17-32 S.B.L. (200' Length)
 Revised 8-31-32 S.B.L.
 Revised 2-7-34 S.B.L.
 Revised 8-24-34 S.B.L. (Special Cases)
 Revised 3-11-36 A.G.K. (1935 Specifications)
 Revised 6-9-36 T.B.L. (Notes on Special Cases)



SUPERELEVATION AND WIDENING NOTES FOR PAVEMENT SECTION
 Curves on projects using the pavement section are to be super-elevated and widened as indicated in the accompanying drawings and Table.
 The normal inside edge of the pavement slab is to remain at the standard elevation of 0.125 ft. below the profile grade, and the outside edge of the slab is to be super-elevated at the rate per foot width of roadway given in the Table or graph. The section is to be rotated about the normal inside edge of the pavement.
 When the degree of curvature exceeds 10°, the inside portion of the pavement slab is to be widened from the normal inside edge as per the table below. Curves of 10° or less are not to be widened. The 1/4" parabolic crown is to be used for curves of 10° and under. The widened section is to have a flat crown.
 The slope of the shoulders shall conform to the rate per foot width of roadway required except that the inside shoulder shall maintain the standard slope of 0.0417 ft. per foot width until the super-elevation rate exceeds this standard slope.
 The outside ditch along a super-elevated section is to be modified from the standard where a deeper ditch is required to provide drainage. Details of plans for super-elevating and widening are shown on the General Plan for Widening and the Graph of Super-elevation Factors.
 The subgrade for future pavement is to be constructed to conform to the super-elevation and widening requirements for the pavement section.

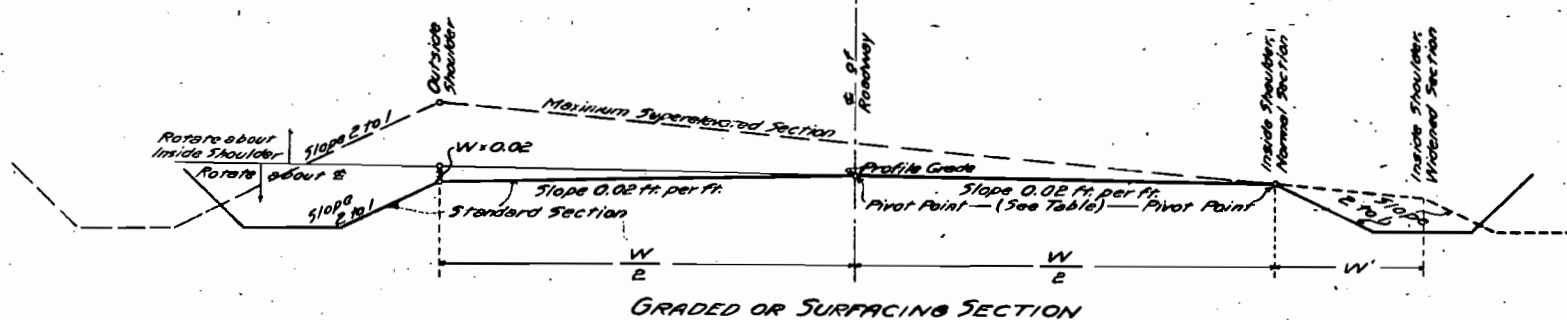
SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR PAVEMENT SECTION

Distance from B.T. Factor	20 Ft.	40 Ft.	60 Ft.	80 Ft.	100 Ft. + P.C.	120 Ft.	140 Ft.	160 Ft.	180 Ft.	200 Ft. + E.T.	On Curve
	0.02	0.08	0.18	0.32	0.50	0.68	0.82	0.92	0.98	1.00	1.00
Degree of Curve	Rate of Super-elevation (in Feet) per Foot Width of Roadway										
2° and Under	0.0004	0.0017	0.0038	0.0067	0.0105	0.0143	0.0172	0.0193	0.0206	0.0210	0.0210
3°	0.0006	0.0025	0.0057	0.0101	0.0158	0.0214	0.0258	0.0290	0.0309	0.0315	0.0315
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0286	0.0344	0.0386	0.0412	0.0420	0.0420
5°	0.0010	0.0042	0.0094	0.0168	0.0262	0.0357	0.0430	0.0483	0.0514	0.0525	0.0525
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0428	0.0517	0.0580	0.0617	0.0630	0.0630
7°	0.0015	0.0059	0.0132	0.0235	0.0368	0.0500	0.0603	0.0676	0.0720	0.0735	0.0735
8°	0.0017	0.0067	0.0151	0.0269	0.0420	0.0571	0.0689	0.0773	0.0823	0.0840	0.0840
9°	0.0019	0.0076	0.0170	0.0302	0.0472	0.0643	0.0775	0.0869	0.0926	0.0945	0.0945
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0820	0.0920	0.0980	0.1000	0.1000
	Offsets for Widening - W' (in Feet)										
Over 10° - Under 12°	0.06	0.24	0.54	0.96	1.50	2.04	2.46	2.76	2.94	3.00	3.00
12° - " 15°	0.08	0.32	0.72	1.28	2.00	2.72	3.28	3.68	3.92	4.00	4.00
15° - " 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.10	4.60	4.90	5.00	5.00
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00	6.00



Curves of over 10° are to have the inside portion of the pavement slab and shoulder, or the inside portion and shoulder in a graded or surfacing section, widened in accordance with the plan, offsets for widening, and cross sections. In the graph below the values for the graph labeled "10° and Over," multiplied by 1,000 gives the percentage of the total widening at any point on the transition.

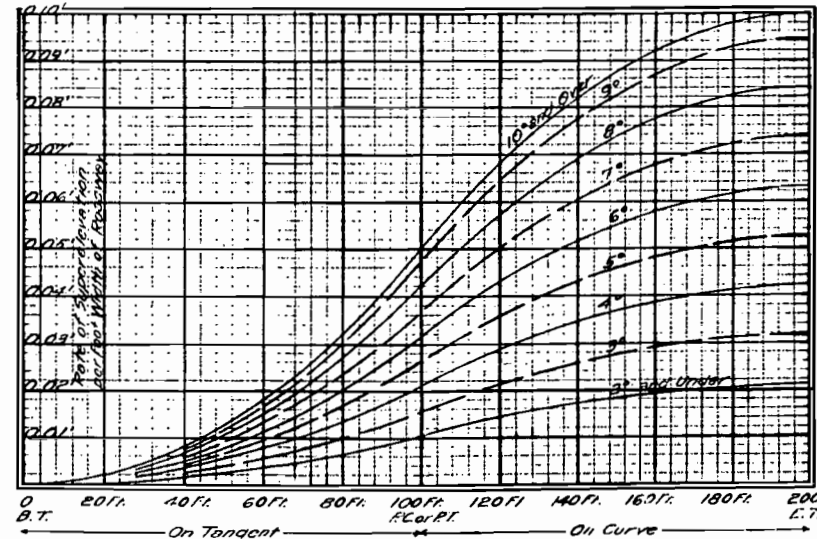
GENERAL PLAN FOR WIDENING



SUPERELEVATION AND WIDENING NOTES FOR GRADED OR SURFACING SECTIONS
 Curves on projects using the graded or surfacing section are to be super-elevated and widened as indicated in the accompanying sketches and Table.
 The normal inside shoulder and ditch are to remain as shown in the typical section shown on sheet #2. The outside shoulder is to be the high point of the section.
 The outside ditch along a super-elevated section is to be modified from the standard where a deeper ditch is required to provide drainage.
 The center line pivot point is to be used as long as the super-elevation does not exceed 0.02 feet per foot width of roadway. The normal inside shoulder pivot point is to be used for a super-elevation rate in excess of 0.02 ft. per foot width of roadway.
 When the degree of curvature exceeds 10° the inside shoulder is to be widened from the normal inside shoulder line as shown by the table and cross section. Curves of 10° and less are not to be widened.
 Details of plans for super-elevating and widening are shown on the General Plan for Widening and the Graph of Super-elevation Factors.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR GRADED OR SURFACING SECTIONS

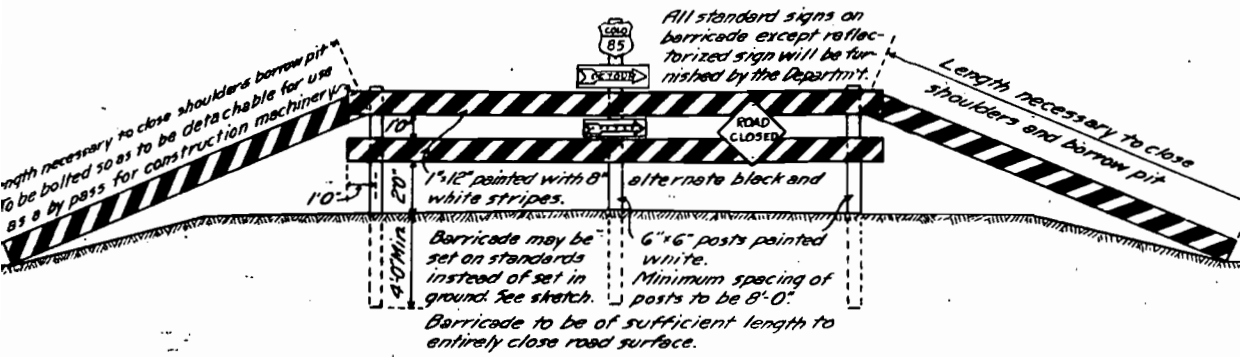
Distance from B.T. Factor	20 Ft.	40 Ft.	60 Ft.	80 Ft.	100 Ft. + P.C.	120 Ft.	140 Ft.	160 Ft.	180 Ft.	200 Ft. + E.T.	On Curve	Length of Transition Rotated about
	0.02	0.08	0.18	0.32	0.50	0.68	0.82	0.92	0.98	1.00	1.00	
Degree of Curve	Rate of Super-elevation (in Feet) per Foot Width of Roadway											
2° and Under	0.0004	0.0017	0.0038	0.0067	0.0105	0.0143	0.0172	0.0193	0.0206	0.0210	0.0210	169 ft.
3°	0.0006	0.0025	0.0057	0.0101	0.0158	0.0214	0.0258	0.0290	0.0309	0.0315	0.0315	115 "
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0286	0.0344	0.0386	0.0412	0.0420	0.0420	90 "
5°	0.0010	0.0042	0.0094	0.0168	0.0262	0.0357	0.0430	0.0483	0.0514	0.0525	0.0525	87 "
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0428	0.0517	0.0580	0.0617	0.0630	0.0630	80 ft.
7°	0.0015	0.0059	0.0132	0.0235	0.0368	0.0500	0.0603	0.0676	0.0720	0.0735	0.0735	74 "
8°	0.0017	0.0067	0.0151	0.0269	0.0420	0.0571	0.0689	0.0773	0.0823	0.0840	0.0840	69 "
9°	0.0019	0.0076	0.0170	0.0302	0.0472	0.0643	0.0775	0.0869	0.0926	0.0945	0.0945	65 "
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0820	0.0920	0.0980	0.1000	0.1000	63 "
	Offsets for Widening - W' (in Feet)											
Over 10° - Under 12°	0.06	0.24	0.54	0.96	1.50	2.04	2.46	2.76	2.94	3.00	3.00	
12° - " 15°	0.08	0.32	0.72	1.28	2.00	2.72	3.28	3.68	3.92	4.00	4.00	
15° - " 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.10	4.60	4.90	5.00	5.00	
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00	6.00	



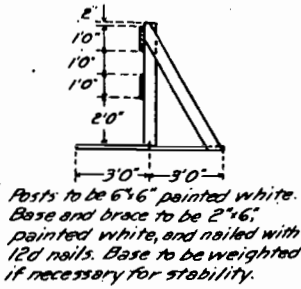
GRAPH OF SUPERELEVATION TRANSITION FACTORS

The rate of super-elevation per foot width of roadway to be applied at the outside edge of the pavement slab, and at the outside shoulder of the roadway is computed as follows:
 The full super-elevation per foot width of roadway rate for a given degree of curvature is
 0.0105 ft. x Degree of Curvature.
 The maximum super-elevation of 0.10 ft. per foot width, applying to curves of 10° and over, is not to be exceeded.
 The above graph has been prepared from the rates of super-elevation shown in the table above.
SPECIAL CASES - When the roadway alignment does not permit the use of the 200 ft. transition length, the segment lengths may be proportionately shortened. A minimum distance of 200 ft. plus the length of the tangent between the curves shall be used between the points of full super-elevation.
 Where the length of the curve is less than 200 ft., the rate of super-elevation and the widening required for a distance of one-half the length of the curve plus 100 ft. (1/2 L + 100 ft.) as shown for the regular 200 ft. transition for that degree of curve shall be used. This maximum of super-elevation and widening will be reached at the center of the curve.
 When the tangent distance between two curves in the same direction is less than 400 ft., the super-elevation and widening required by the curve of lesser degree is to be carried across the connecting tangent in such a way that good appearance and riding qualities will be maintained.

COLORADO STATE HIGHWAY DEPARTMENT
STANDARD METHODS FOR SUPERELEVATION AND WIDENING OF CURVES
 Designed by S.B.L. Approved by
 Made by S.B.L. Checked by G.M. Date: Aug. 17, 1932.

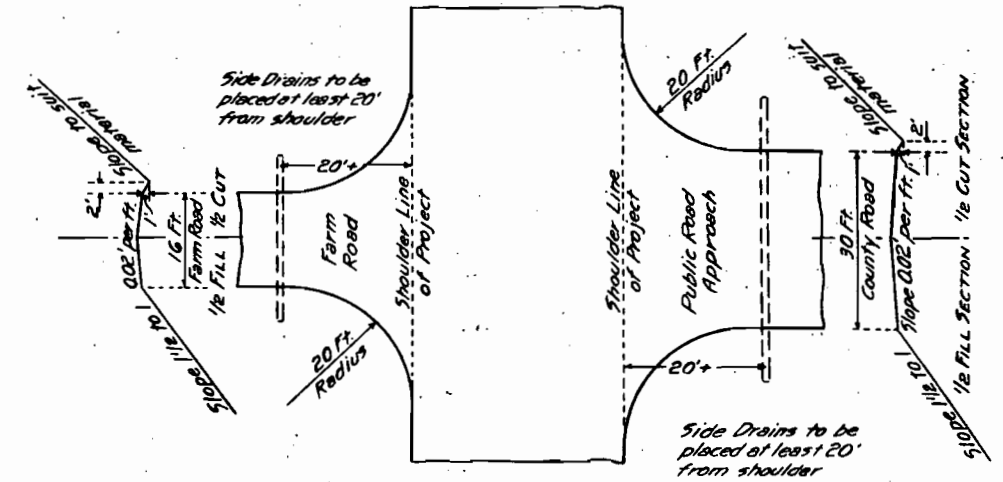


END VIEW OF PORTABLE BARRICADE



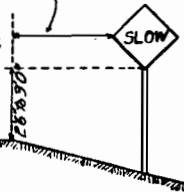
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	81F	10	

TYPICAL PLAN FOR SIDE APPROACH ROADS



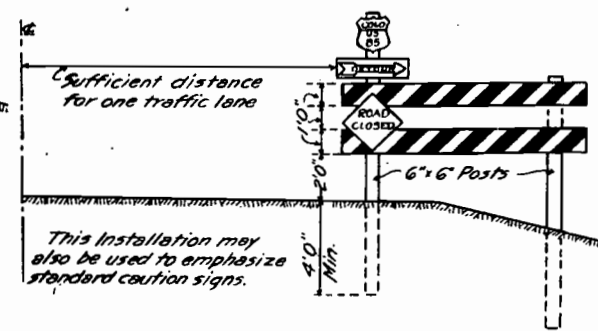
POSITION OF SIGNS RELATIVE ROAD BED

This distance to be governed by the maximum day and night visibility which is influenced by grade, curvature, interference of local signs, shrubbery, fences, etc. Exact location is to be staked by the Engineer, but in no case shall it be more than 8 feet from the travelled zone.

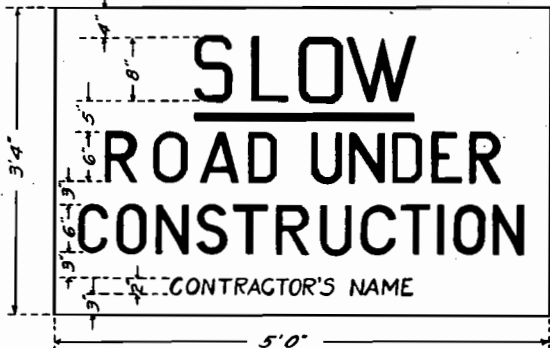


Barricades to be placed as construction conditions require.

DETAILS OF PARTIAL BARRICADE

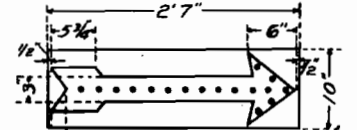


DETAILS OF ROAD UNDER CONSTRUCTION SIGN



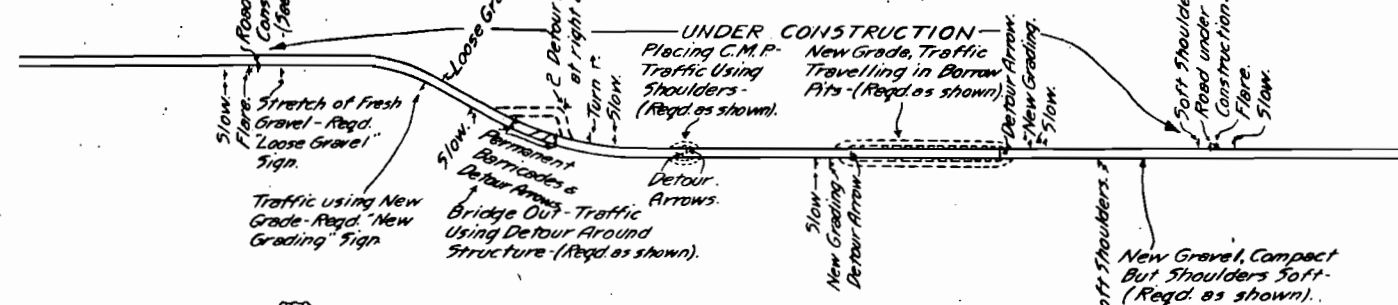
Sign to be made on 1" material with at least three cleats on the back. Background to be white, SLOW and underline to be red, and other lettering to be black. Sign to be set on 2-6x6 posts 4 ft. in the ground.

SUGGESTED DETAIL OF REFLECTORIZED ARROW

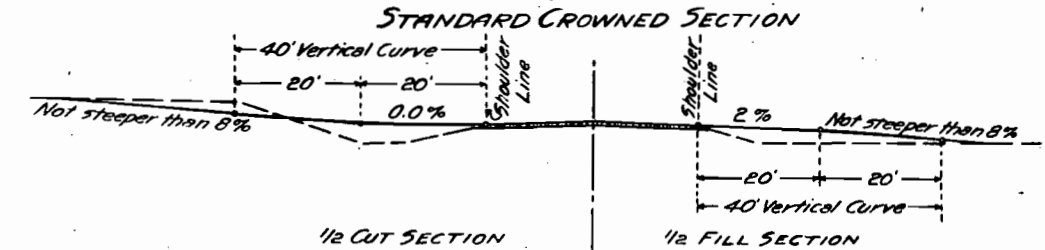


Contractor shall be required to have at least two such arrows for use on barricades at the ends of each project. Reflector Buttons shall be of a type and size, and the sign shall be subject to Department approval.

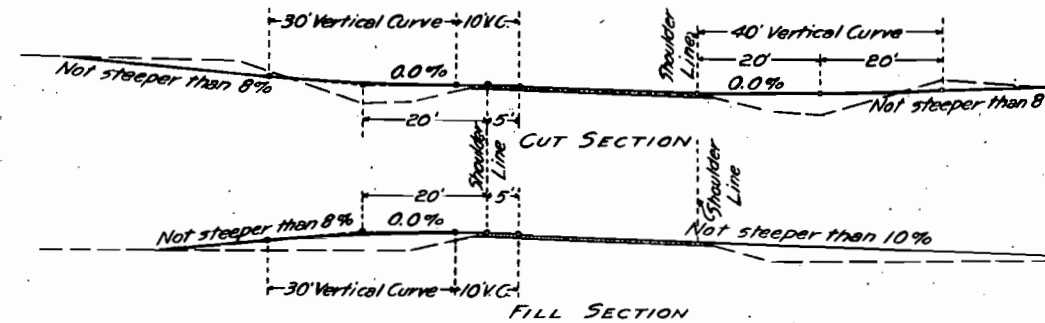
TYPICAL METHOD OF MARKING HIGHWAY TRAFFIC PERMITTED ON ROAD UNDER CONSTRUCTION



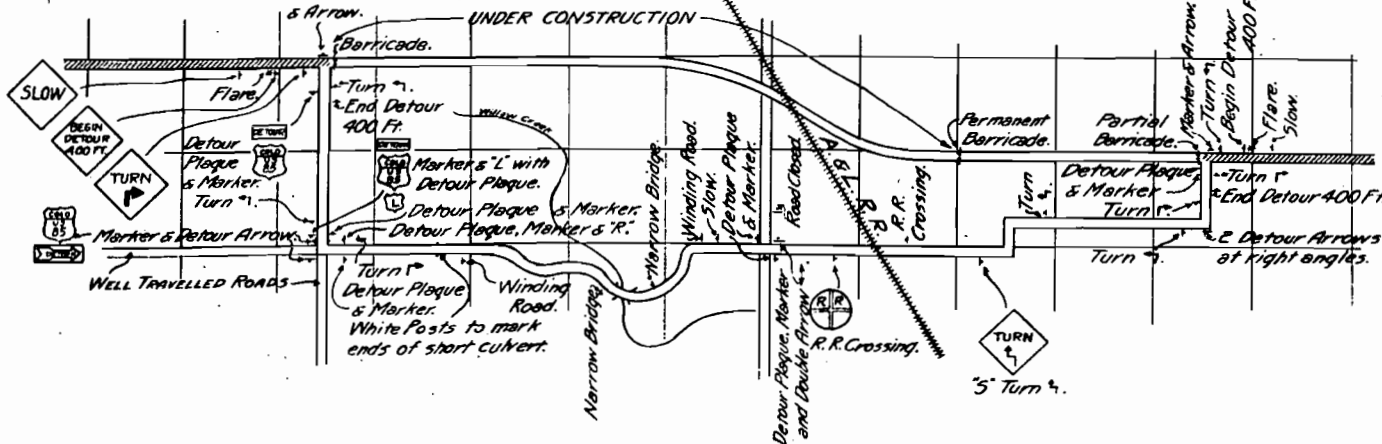
GENERAL NOTES ON APPROACHES
The maximum grades shown are to be the limiting grades for all except extreme cases. When the length of the approach as determined by the intersection of these grades with the natural ground is such as to damage the property so served, or cause unreasonable conditions, the grades may be modified. In such cases, methods used, and maximum grades, shall be as indicated on the plans, or provided by work order.



SUPERELEVATED SECTION



TYPICAL METHOD OF MARKING DETOUR TRAFFIC PROHIBITED ON ROAD UNDER CONSTRUCTION



GENERAL NOTES FOR ROADWAY CONSTRUCTION TRAFFIC SIGNS

All Work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department adopted August 1, 1935. Whenever traffic is permitted on a road while under construction, the Contractor shall at all times adequately and appropriately mark any and all hazards on the Project with well painted, well maintained barricades, and standard caution and warning signs. The Contractor shall also mark with standard directional signs any places where the direction of the flow of traffic is not plain. Whenever traffic is prohibited from a Project under construction, the Detour will be marked by the Department and the barricades at either end of the Project shall be erected and maintained by the Contractor. All signs and barricades shall be immediately moved, added to, removed, or changed to appropriately mark hazards, or conditions altered, corrected, or changed by construction progress. The Contractor shall furnish:
(1) All barricade material. It shall always be well painted, as per sketch, and well maintained.
(2) A reflectorized arrow of an approved type for each barricade at the ends of the Project, and at other barricades required where traffic is permitted on road under construction.
(3) "SLOW ROAD UNDER CONSTRUCTION" signs as required.
(4) Any special signs the Department may deem necessary for the protection of traffic over the Project.
(5) At least three (3) flares or torches for each barricade, and other flares to illuminate such signs as are called for on these plans, or as the Department may direct. Flares or torches shall be placed between 3 and 5 feet ahead of the sign or object to be illuminated, and shall be kept burning from sunset to sunrise. Costs of all of the foregoing materials and work by the Contractor shall be included in the original contract prices for the Project. The Highway Department will furnish all standard signs not required to be furnished by the Contractor.

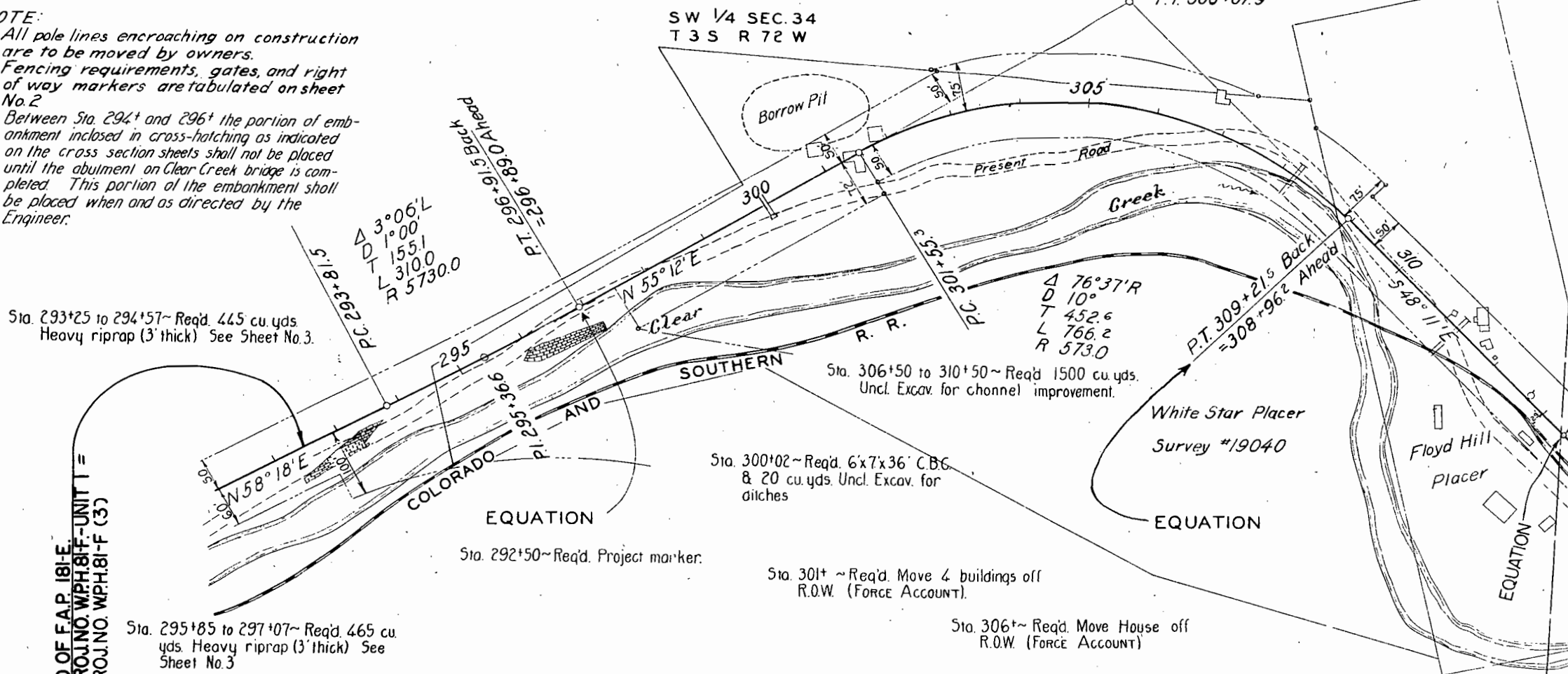
COLORADO STATE HIGHWAY DEPARTMENT
TYPICAL SIDE APPROACH ROADS ROADWAY CONSTRUCTION TRAFFIC SIGNS

Designed by J.S.M.
Made by S.B.C.
Check J.S.M.
Check K.A.K.

Approved by J.L. Marshall
Date: Aug. 20, 1935

NOTE:
 All pole lines encroaching on construction are to be moved by owners. Fencing requirements, gates, and right of way markers are tabulated on sheet No. 2.
 Between Sta. 294+ and 296+ the portion of embankment inclosed in cross-hatching as indicated on the cross section sheets shall not be placed until the abutment on Clear Creek bridge is completed. This portion of the embankment shall be placed when and as directed by the Engineer.

FED. ROAD DIST. NO.	STATE	U.S.W.P.H. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	W.P.H. 81-F UNIT I	11	
		W.P.H. 81-F(3)	24	



SE 1/4 SEC. 34
 T 3 S R 72 W

Sta. 308+25 - Req'd. 48'x56' C.M.P. cross culvert & 10 cu. yds. Uncl. Excav. for ditches.

Sta. 311+ - Req'd. Move 4 buildings off R.O.W. (FORCE ACCOUNT)

Sta. 311+25 - Req'd. 48'x78' C.M.P. cross culvert & 30 cu. yds. Uncl. Excav. for ditches.

Sta. 311+50 - Req'd. 100 cu. yds. Emb. for Rd. Appr. Rt.

W.P.H. 81-F(3)

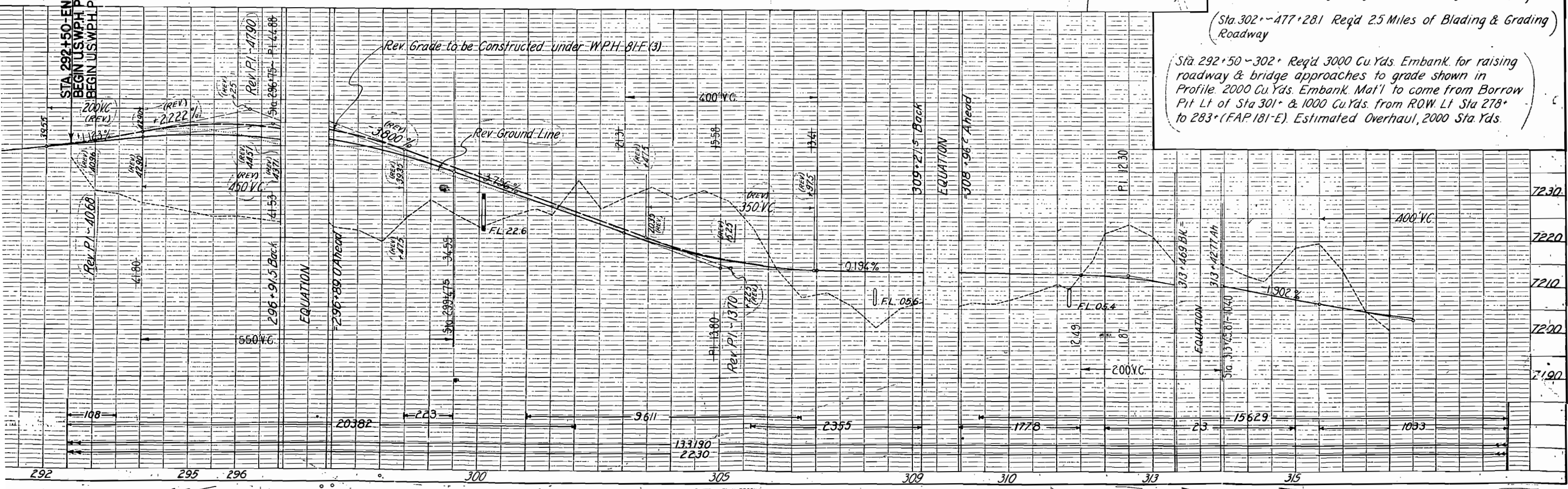
This Project consists of surfacing operations and incidental grading work, placing of guard fences & posts, tunnel portals, paving and drainage work.

Surfacing Plan on Sheet No. 6 of Plans.
 Selected Material Plan on Sheet No. 6 of Plans.
 Guard Fencing Req'd. on Sheet No. 6 of Plans.
 Guard Posts Req'd. on Sheet No. 6 of Plans.

Sta. 292+50 ~ 345+ Req'd 1900 Cu.Yds. of Selected Material for topping subgrade & levelling roadway.

(Sta. 302+ ~ 477+ 2.81 Req'd 2.5 Miles of Blading & Grading) Roadway

Sta. 292+50 ~ 302+ Req'd 3000 Cu.Yds. Embank. for raising roadway & bridge approaches to grade shown in Profile. 2000 Cu.Yds. Embank. Mat'l to come from Borrow Pit Lt of Sta 301+ & 1000 Cu.Yds. from R.O.W. Lt Sta 278+ to 283+ (FAP. 181-E). Estimated Overhaul, 2000 Sta. Yds.



SE 1/4 SEC. 34
T 3 S R 72 W

Rev. 7-16-36 Omit Guard Fence 110W.
Rev. 7-28-39 for WPH-F(3) E.M.S.
Rev. 10-11-39 T.T.

FED. ROAD DIST. NO.	STATE	U.S.W.P.H. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	W.P.H. 81F-UNIT I	12	
		W.P.H. F(3)	(25)	

NE 1/4 SEC. 3
T 4 S R 72 W

Sta. 317+48~ Req'd. Remove and reset
Railroad mile post.

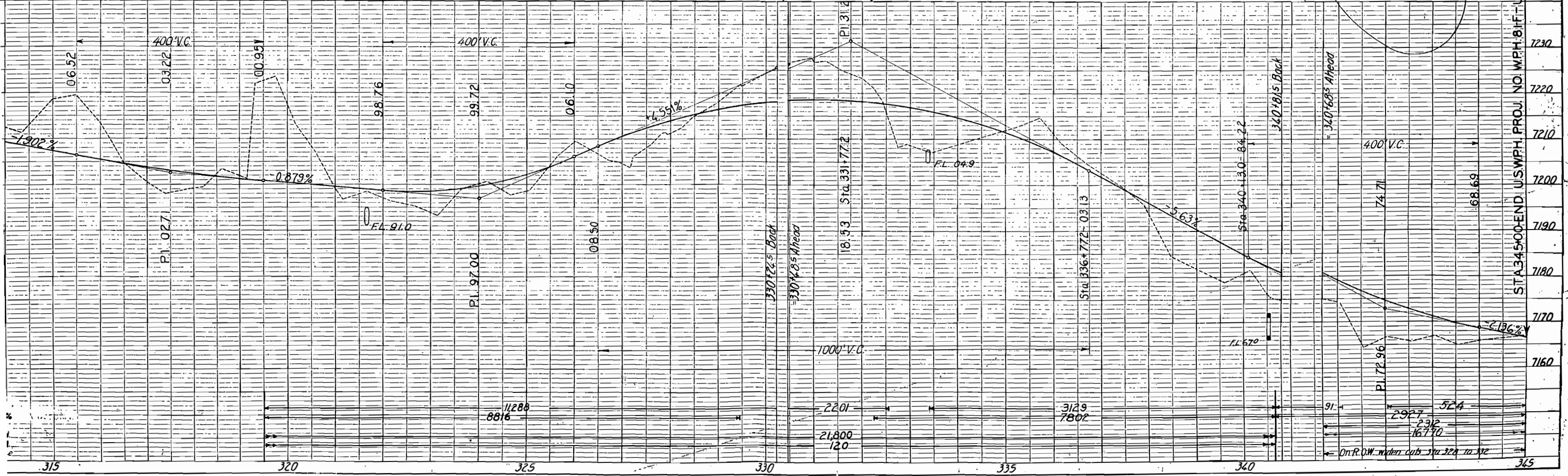
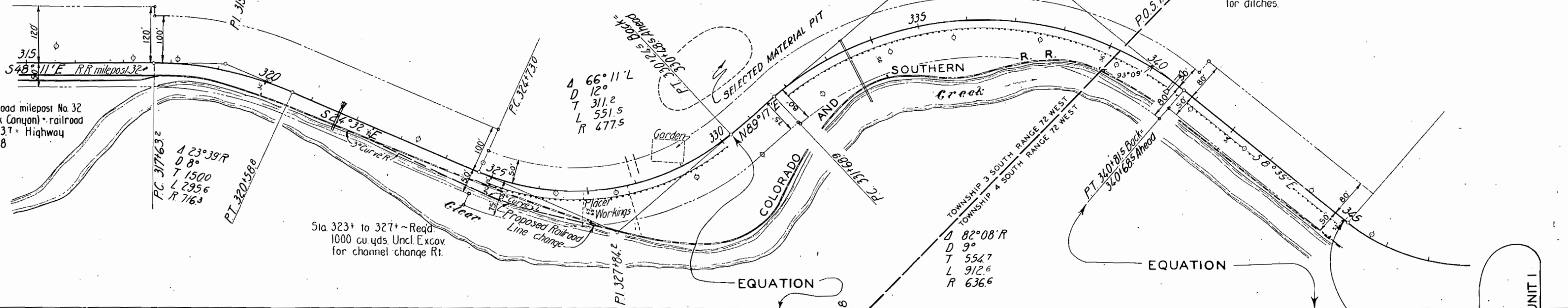
Sta. 321+60 to 327+ ~ Req'd. move railroad track
& telegraph lines (FORCE ACCOUNT- WORK
TO BE DONE BY RAILROAD CO. FORCES.)

Sta. 328+00~ Req'd. 200 cu yds.
Emb. for Rd. Appr. Lt.

Sta. 329+75~ Req'd. 50 cu yds.
Emb. for dyke Lt.

Sta. 333+42~ Req'd. 36"x144" C.M.P. cross culvert
& 10 cu yds. Uncl. Excav. for ditches

Sta. 340+56~ Req'd. 6'x4'x64' C.B.C.
& 250 cu yds. Uncl. Excav.
for ditches.



COLORADO STATE HIGHWAY DEPARTMENT
LAND MAP

FOR
RIGHT OF WAY & SOURCE OF MATERIAL

SCALE 1" = 200'

Rev. 12-30-49. Stations at Curve Points added R.D.C.

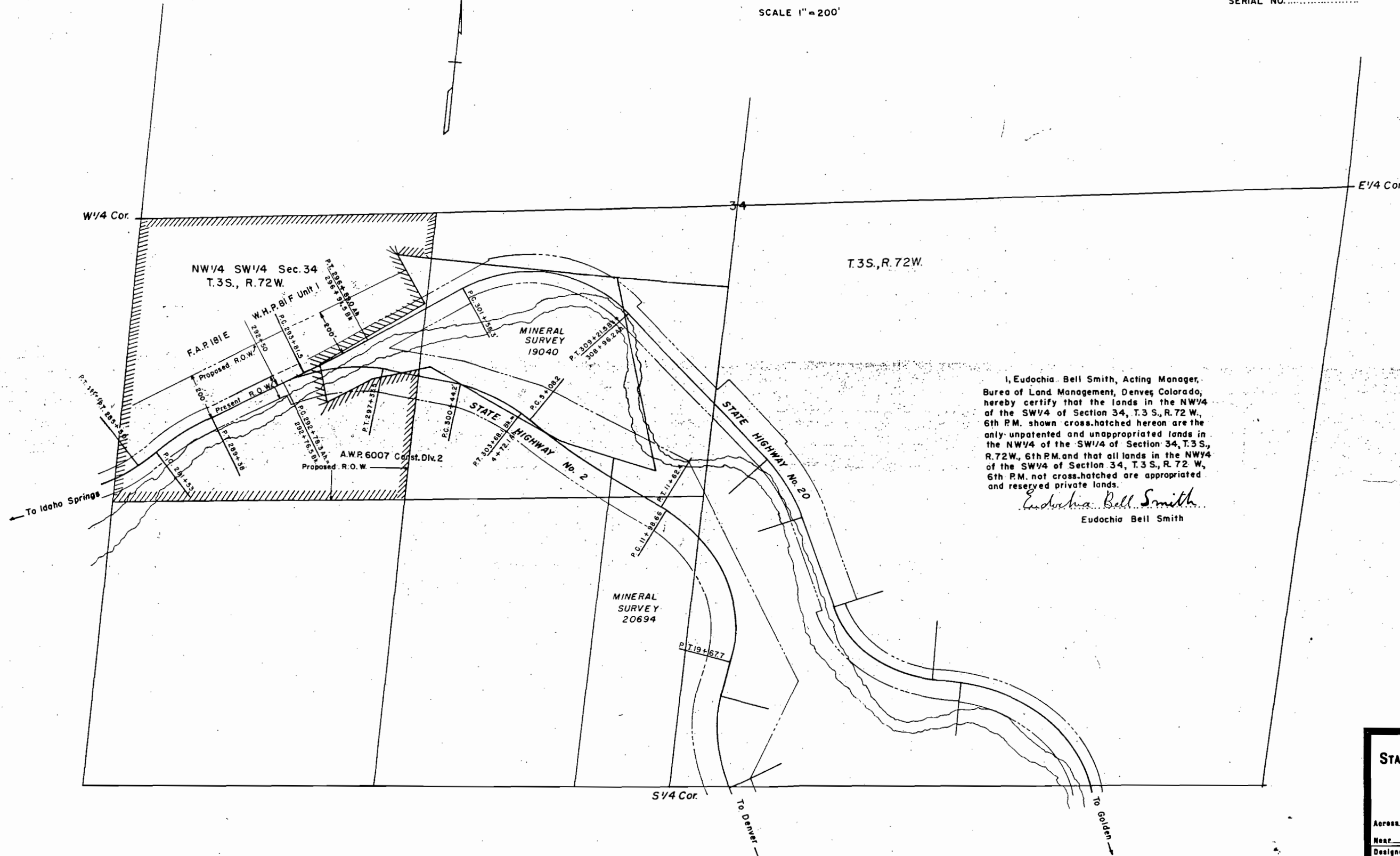
FED. ROAD DIST. NO.	STATE	Proj. No.	SHEET NO.	TOTAL SHEETS
3	COLO.	W.P.H. 81-F		

VACANT PUBLIC LAND MAP

Sheet 1 of 1 Sheet

SERIAL NO. 0495

DEC 13 1949
BUREAU OF LAND MANAGEMENT
COLORADO



I, Eudochia Bell Smith, Acting Manager, Bureau of Land Management, Denver, Colorado, hereby certify that the lands in the NW 1/4 of the SW 1/4 of Section 34, T.3 S., R.72 W., 6th P.M. shown cross-hatched hereon are the only unpatented and unappropriated lands in the NW 1/4 of the SW 1/4 of Section 34, T.3 S., R.72 W., 6th P.M. and that all lands in the NW 1/4 of the SW 1/4 of Section 34, T.3 S., R.72 W., 6th P.M. not cross-hatched are appropriated and reserved private lands.

Eudochia Bell Smith
Eudochia Bell Smith

MICROFILM

COLORADO STATE HIGHWAY DEPARTMENT				
Across	Sta.	Sec.	T.	R.
Near				
Designed by	Approved by			
Made by	Date:		194	
Checked by				