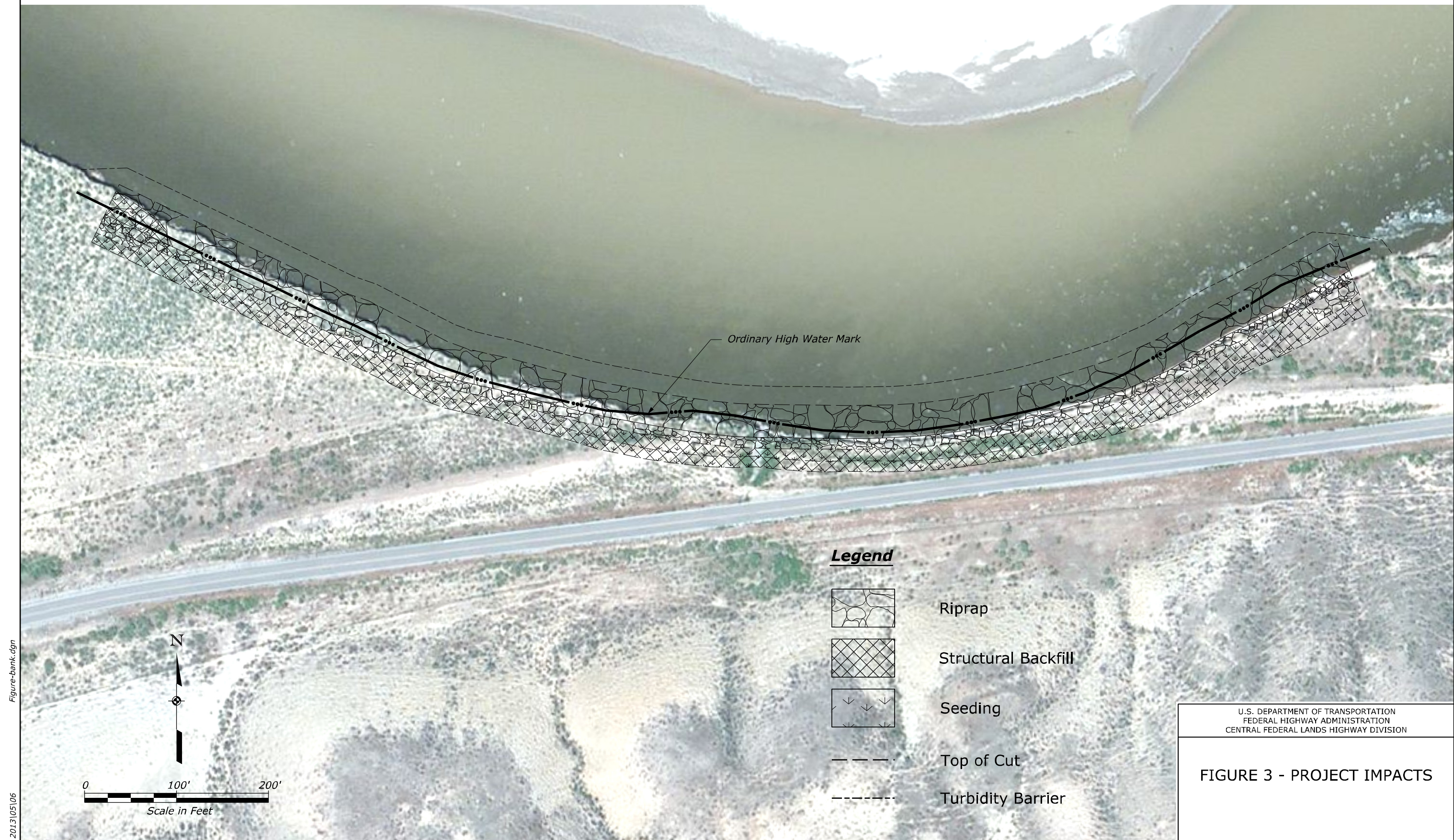


Figure 2. Western Portion of the Project Area.



REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS



**Legend**

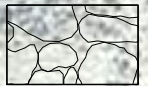


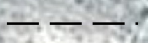

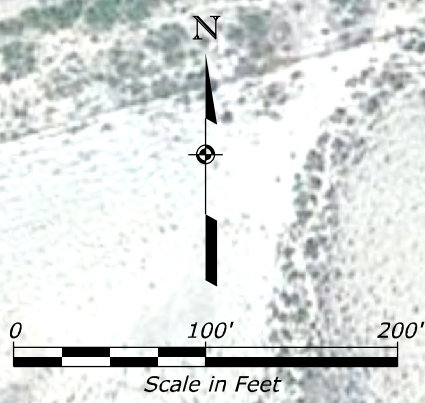
-  Riprap
-  Structural Backfill
-  Seeding
-  Top of Cut
-  Turbidity Barrier

Figure-bank.dgn  
2013/05/06



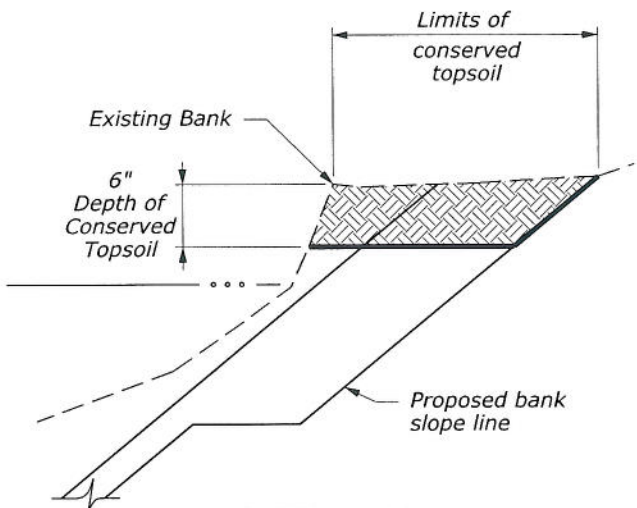
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CENTRAL FEDERAL LANDS HIGHWAY DIVISION

**FIGURE 3 - PROJECT IMPACTS**

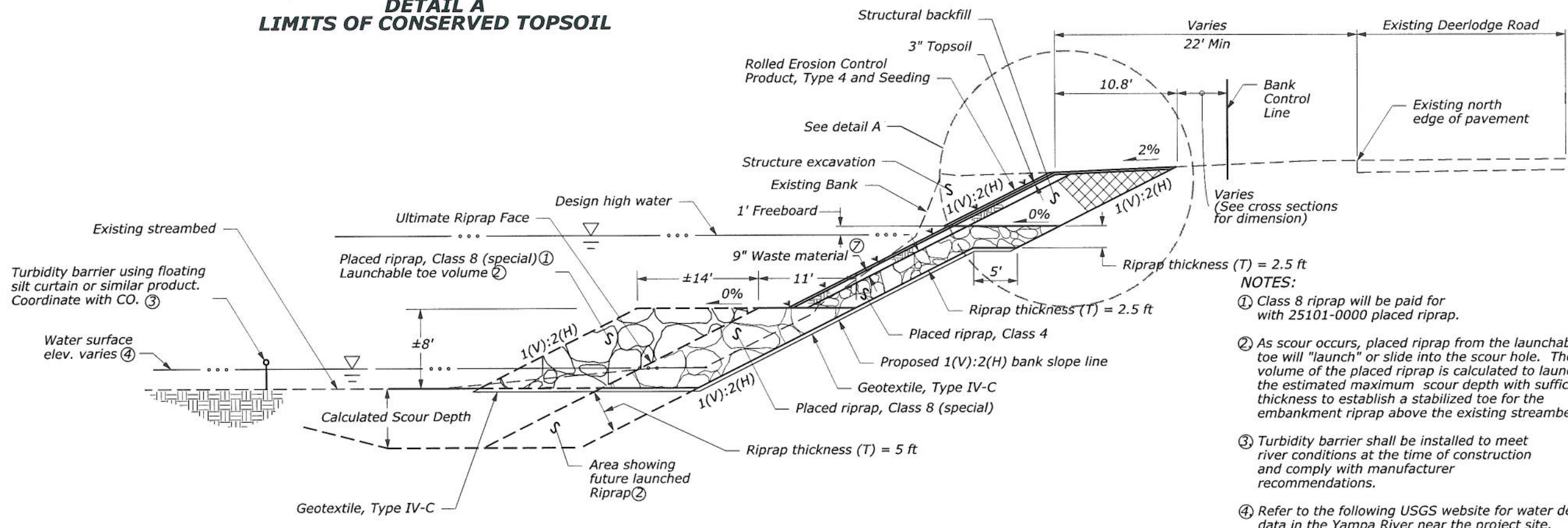
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REG	STATE	PROJECT	SHEET NO.	TOTAL SHEETS
IMR	CO	CO FTNP DINO 101(1)	A7	A8



**DETAIL A  
LIMITS OF CONSERVED TOPSOIL**



**BANK STABILIZATION  
TYPICAL SECTION**

- NOTES:**
- ① Class 8 riprap will be paid for with 25101-0000 placed riprap.
  - ② As scour occurs, placed riprap from the launchable toe will "launch" or slide into the scour hole. The volume of the placed riprap is calculated to launch to the estimated maximum scour depth with sufficient thickness to establish a stabilized toe for the embankment riprap above the existing streambed.
  - ③ Turbidity barrier shall be installed to meet river conditions at the time of construction and comply with manufacturer recommendations.
  - ④ Refer to the following USGS website for water depth data in the Yampa River near the project site.  
Link:  
[http://nwis.waterdata.usgs.gov/nwis/measurements/?site\\_no=09260050](http://nwis.waterdata.usgs.gov/nwis/measurements/?site_no=09260050)
  5. A preconstruction survey with a 2 week review period is required prior to construction. See Section 152 in the SCR's.
  6. This typical also applies to riprap tie-in detail.
  - ⑦ Waste material is excess structural backfill.



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CENTRAL FEDERAL LANDS HIGHWAY DIVISION

**TYPICAL SECTION  
BANK STABILIZATION  
AT MP 9.5**

NO SCALE

A07\_TypP1DINO.dgn 2013104103

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