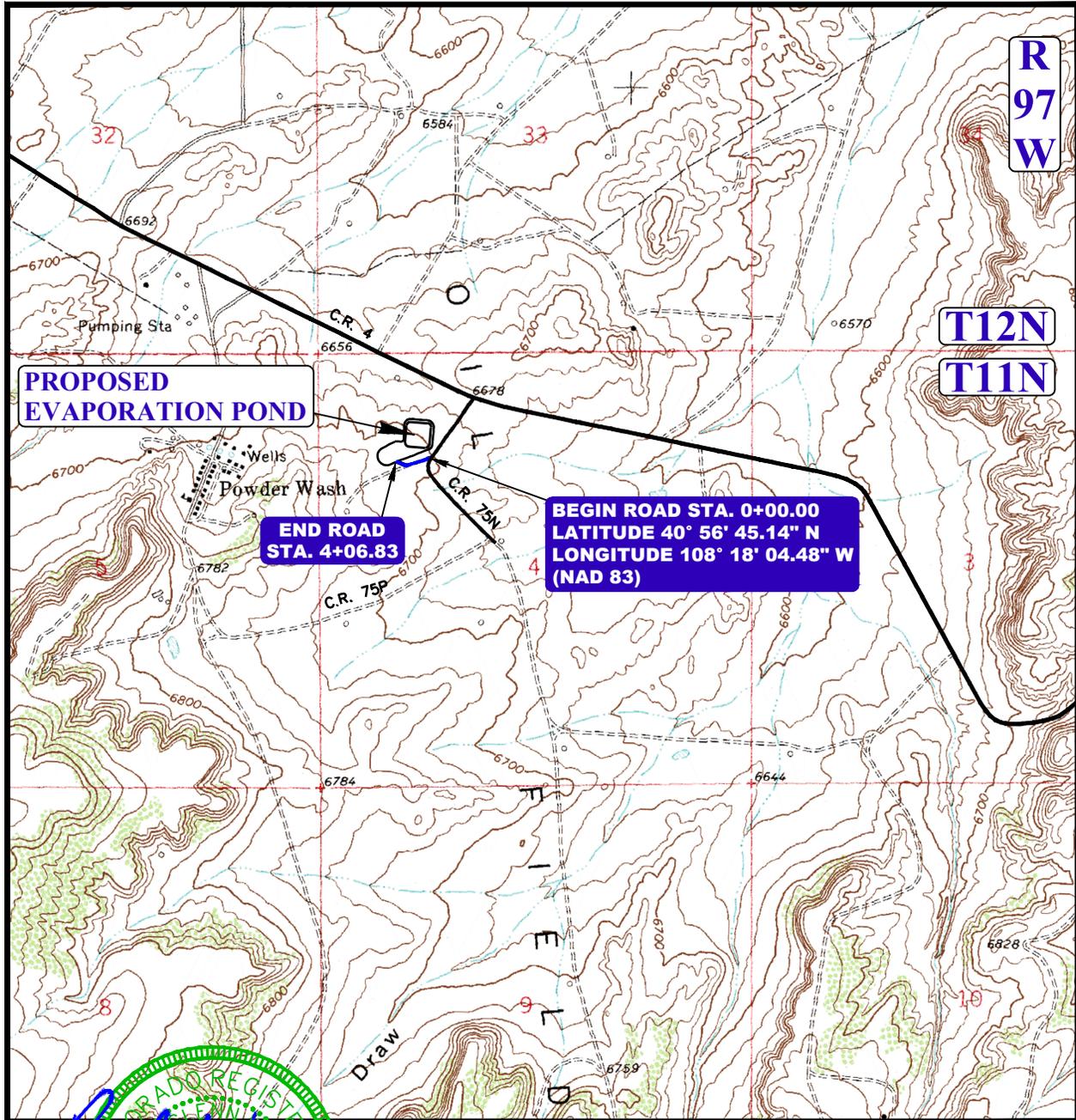


# Dominion Energy Wexpro POWDER WASH EVAPORATION FACILITY ACCESS ROAD

Facility ID 454586  
Document 2496401

LOCATED IN MOFFAT COUNTY, COLORADO  
SEC. 4, T11N, R97W, 6TH P.M.



*David D. Weston*  
  
**PROFESSIONAL ENGINEER**

RESPONSIBLE ENGINEER

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**UELS, LLC**  
 Corporate Office \* 85 South 200 East  
 Vernal, UT 84078 \* (435) 789-1017

DRAWN BY: D.G.W.	DATE DRAWN: 07-17-18
SCALE: 1"=2,000'	REVISED:
<b>ACCESS ROAD</b>	<b>COVER</b>

DOMINION ENERGY WEXPRO  
GENERAL NOTES

SHEET \_\_\_1\_\_\_

DATE: 07-17-18

All materials for construction of the complete project including but not limited to rip-rap, water for dust control and compaction, culverts, bedding materials for culverts, surface course gravel, signs, etc. are to be provided by the contractor at his bid price unless other arrangements are made.

Construction of the approach from the county road must conform to current AASHTO and Moffat County standards. An access permit must be obtained for this approach prior to beginning construction. During construction, the contractor will follow all signing and flagging requirements as stated in the Manual of Uniform Traffic Control Devices latest edition.

Uintah Engineering and Land Surveying assumes no liability written or implied as to the location of pipelines or cable lines in the vicinity of this road design. Colorado 811 (public lines) and or the owner of the transportation line (Private/Corporate lines) must be contacted for identification and location before construction begins. Transportation lines that may be identified on these plans may not be the only transportation lines in the vicinity of the road. These plans are not intended to be used to identify the location of transportation lines. Extreme caution shall be used when constructing road near or over transportation lines.

EXPLANATIONS:

PLAN & PROFILE SHEETS

Plan & Profile sheets show the horizontal and vertical alignment of the road, sign placement if any, turnout placement if any, estimated culvert placements and sizes, estimated wing ditches, horizontal and vertical curve data, and the percent super for construction of horizontal curves.

SCOPE OF WORK:

SHAPING THE ROADWAY

The roadway is to be shaped to the dimensions shown on the typical cross section included in this document. Care shall be given to insure that the travel-way width is not less or significantly more than the dimensions given on the typical cross section. Where turnouts are indicated, the typical section widths shown on the typical cross section will need to be modified by the amounts shown on the typical turn-out. Where there are horizontal curves, super-elevations will be constructed to the percentages shown on the plan and profile sheets. One-third of the super transition occurs on the curve and two-thirds on the tangent.

Top soil will be handled in the manner agreed upon and stated within the permit and the conditions of approval. If top soil is to be moved; Top soil will be peeled back during construction. Some over-excavation of cut slopes and bar ditches will provide needed material for road construction. Top soil will then be spread back over the cut and fill slopes and bar ditches.

The road shall have a crown as shown on the typical cross section to insure that water will drain off of the travel-way surface.

# DOMINION ENERGY WEXPRO

## GEOMETRIC SPECIFICATIONS

SHEET   2  

DATE: 07-17-18

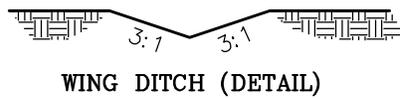
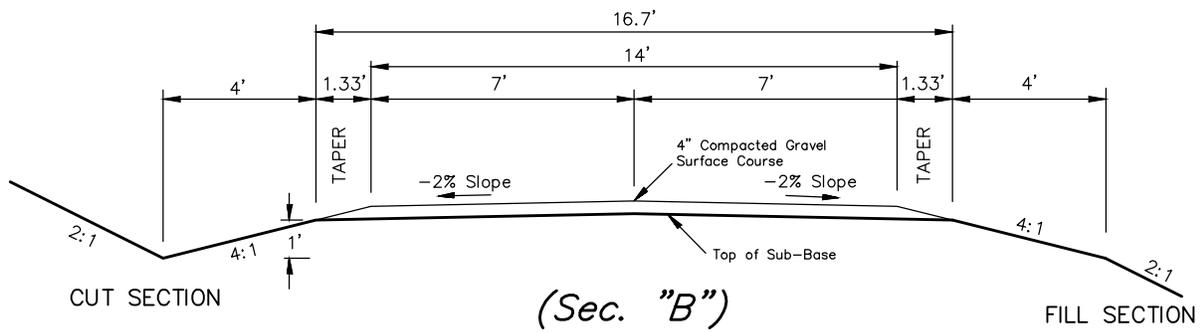
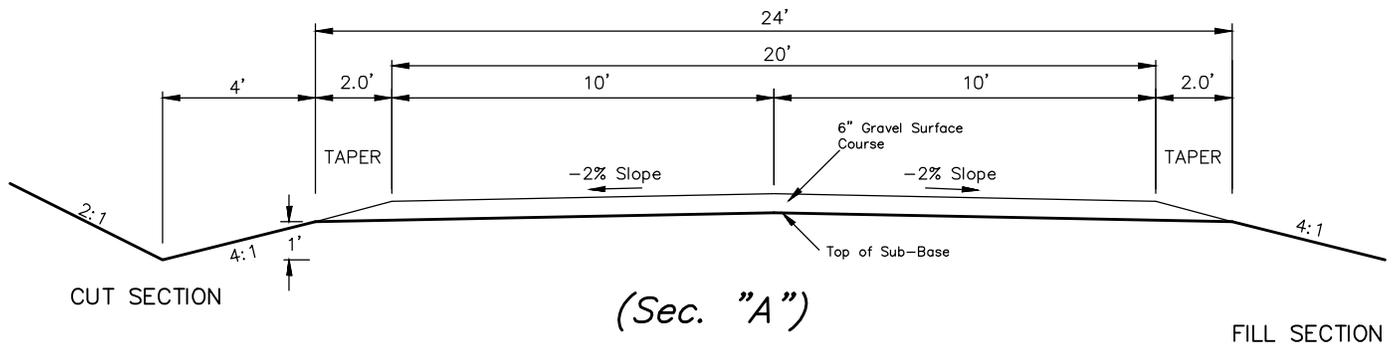
**GRAVEL SPECIFICATION:**

3" minus pit run gravel (AASHTO M145-49 A-1-a Soil)

Do not place gravel on road until Inspector/Engineer has approved the sub-grade.

Place gravel to full widened width on turnouts, curve widening, and intersection flares.

### TYPICAL CROSS SECTIONS (for Proposed Access Road)



## CULVERT CONSTRUCTION DETAILS

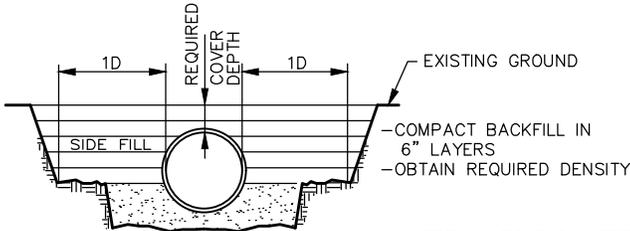
DATE: 07-17-18

THE PLANS SHOW AN ESTIMATE OF THE NUMBER AND THE SIZE OF THE CULVERTS TO BE PLACED ON THE ROAD. THERE MAY NEED TO BE SOME FIELD ADJUSTMENTS MADE BY THE CONTRACTOR, BLM, AND/OR INSPECTOR/ENGINEER TO THE PLACEMENT AND LENGTH OF THE CULVERTS AND WING DITCHES.

CULVERT INGRESS AND EGRESS DITCH LENGTHS ARE TO BE DETERMINED DURING CONSTRUCTION. ALL DITCHES ARE TO BE CONSTRUCTED WITH SUFFICIENT SLOPE SO THAT WATER WILL EXIT THE DOWNSTREAM SIDE AND NOT POND IN THE DITCH.

ALL CULVERTS SHALL BE OF SUFFICIENT STRENGTH TO SUPPORT AN HS-20 LOADING OR HEAVIER. CHECK WITH MANUFACTURER FOR INFORMATION ABOUT MINIMUM COVER AND LOAD RATINGS. IN NO CASE SHALL COVER OVER CULVERTS BE LESS THAN 1'. CULVERT LENGTHS ARE ESTIMATED ON THE PLANS BUT THERE MAY NEED TO BE SOME ADJUSTMENTS MADE TO THE LENGTHS OF THE CULVERTS DURING CONSTRUCTION.

RIP-RAP WILL BE PLACED AT CULVERT INLETS AND OUTLETS WHERE SPECIFIED ON THE PLAN & PROFILE SHEETS. RIP-RAP WILL BE SIZED DEPENDENT UPON PIPE DIAMETER AS SHOWN. RIP RAP SHALL BE WELL GRADED WITH A SUFFICIENT AMOUNT OF SMALLER STONES UNIFORMLY DISTRIBUTED THROUGHOUT.



**BACKFILL DETAIL**

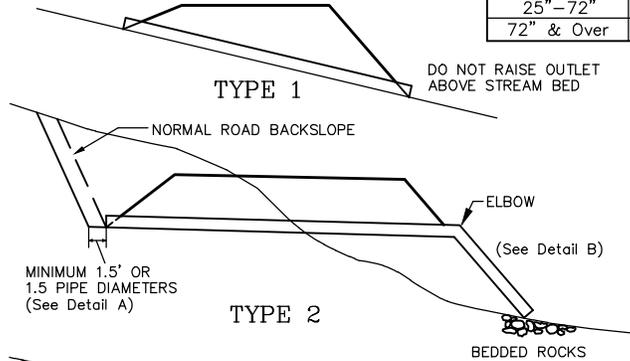
PIPE DIAM.-D	RIP-RAP SIZE	L	M	YARDAGE
0"-24"	60% shall be 8" in diameter or larger	5'	12"	±1 cyds
25"-48"	60% shall be 12" in diameter or larger	10'	18"	±6 cyds
49"-72"	60% shall be 18" in diameter or larger	15'	24"	±19 cyds

\*Larger than 72", consult engineer.

WHERE MULTIPLE CULVERTS ARE SPECIFIED ON THE PLANS, THERE SHALL BE NO LESS THAN THE FOLLOWING CLEARANCE BETWEEN THE CULVERTS.

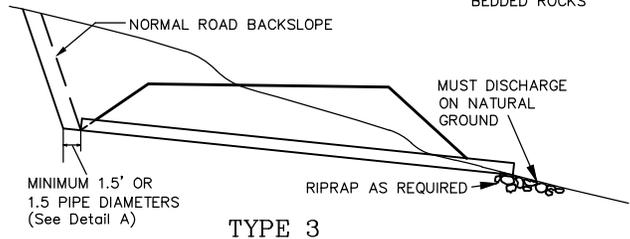
PIPE DIAM.-D	CLEARANCE
0"-24"	12"
25"-72"	1/2 Pipe Diam.
72" & Over	36"

IN LIVE FISH BEARING STREAMS LOWER BOTTOM OF CULVERT 6" BELOW NATURAL CHANNEL SURFACE

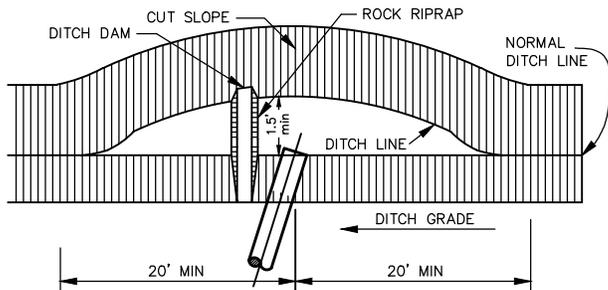


**TYPE 1**

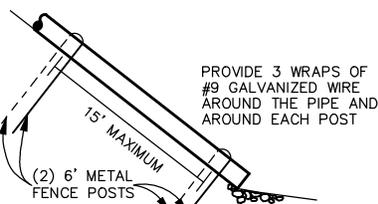
**TYPE 2**



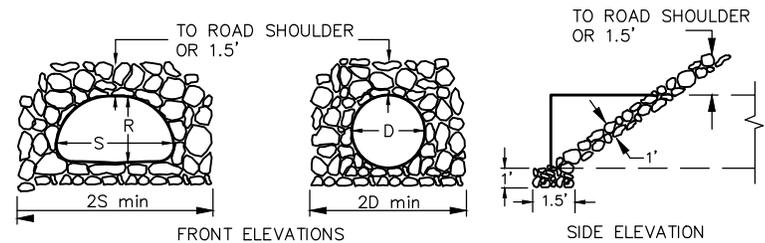
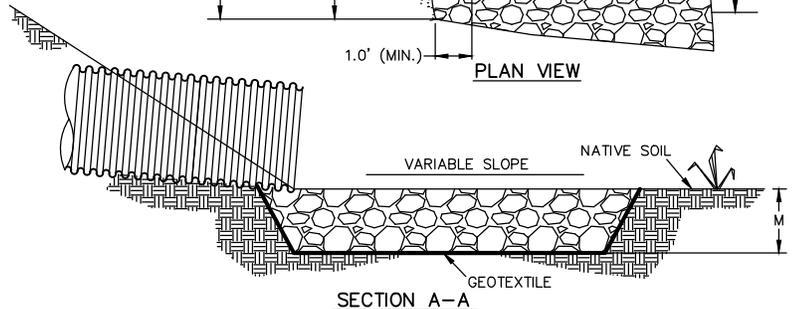
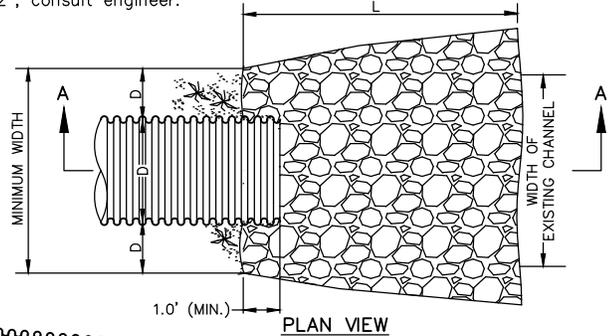
**TYPE 3**



**CATCH BASIN PLAN VIEW (TYPES 2 AND 3) (DITCH DAM ONLY TYPE 1) DETAIL A**



**SPECIAL ANCHORING TYPE 2 DOWNDRAINS DETAIL B**

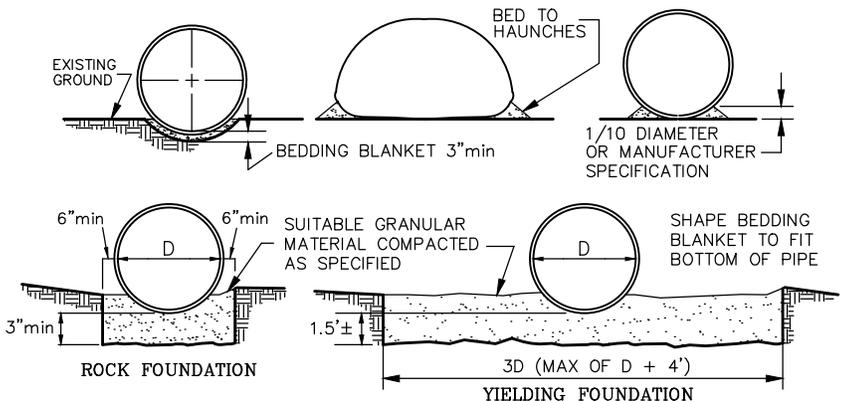


**FRONT ELEVATIONS**

**SIDE ELEVATION**

IN NARROW CHANNELS ADJUST RIPRAP TO FIT ORIGINAL STREAM BANKS.

**RIP RAP DETAILS**

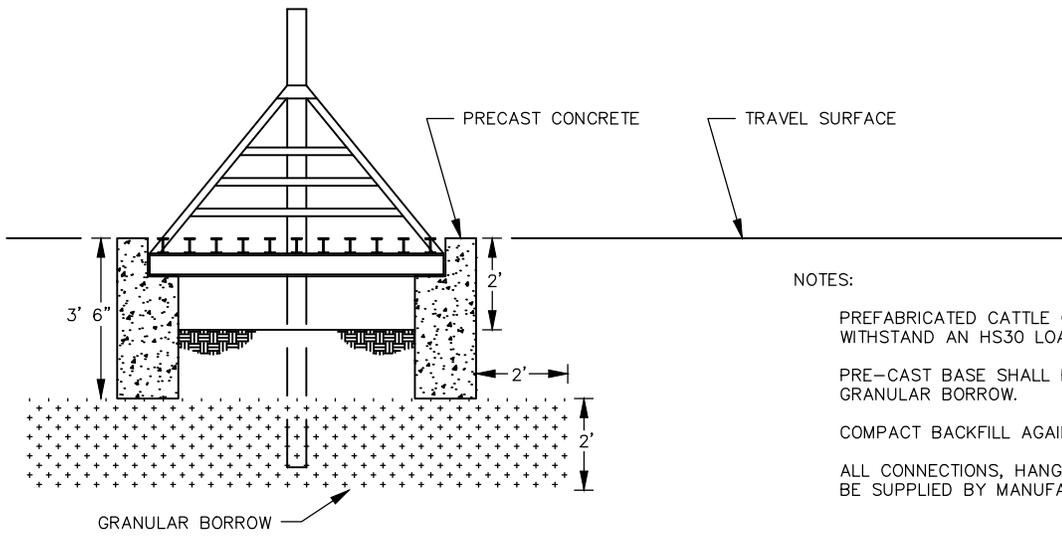


**BEDDING DETAILS**

# DOMINION ENERGY WEXPRO CATTLE GUARD & GATE

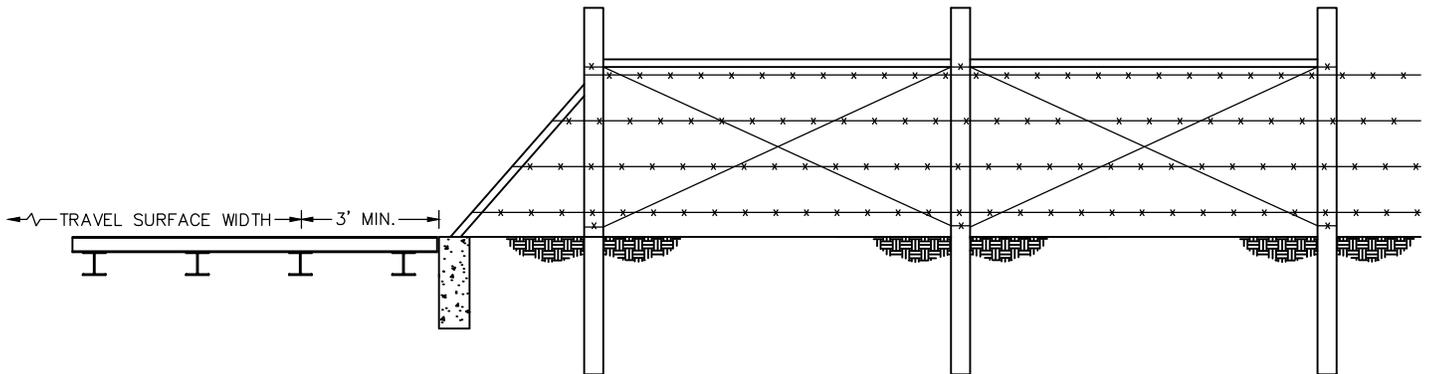
SHEET   4  

DATE: 07-17-18

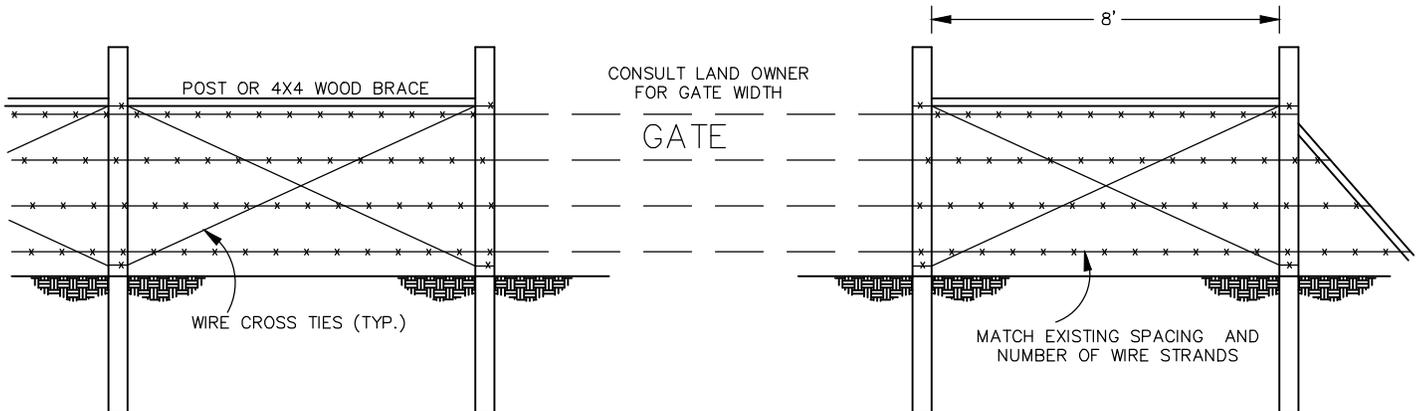


**NOTES:**

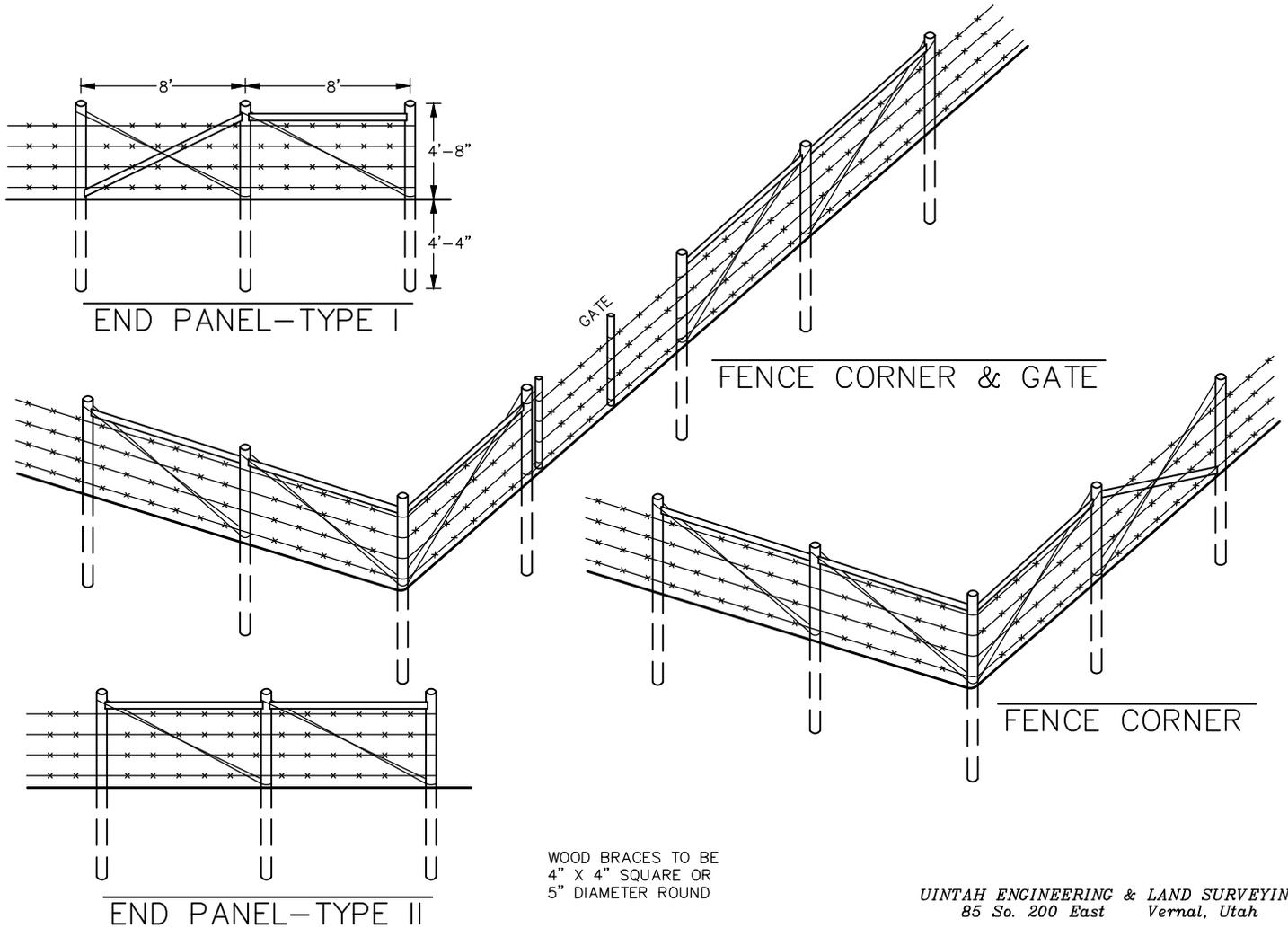
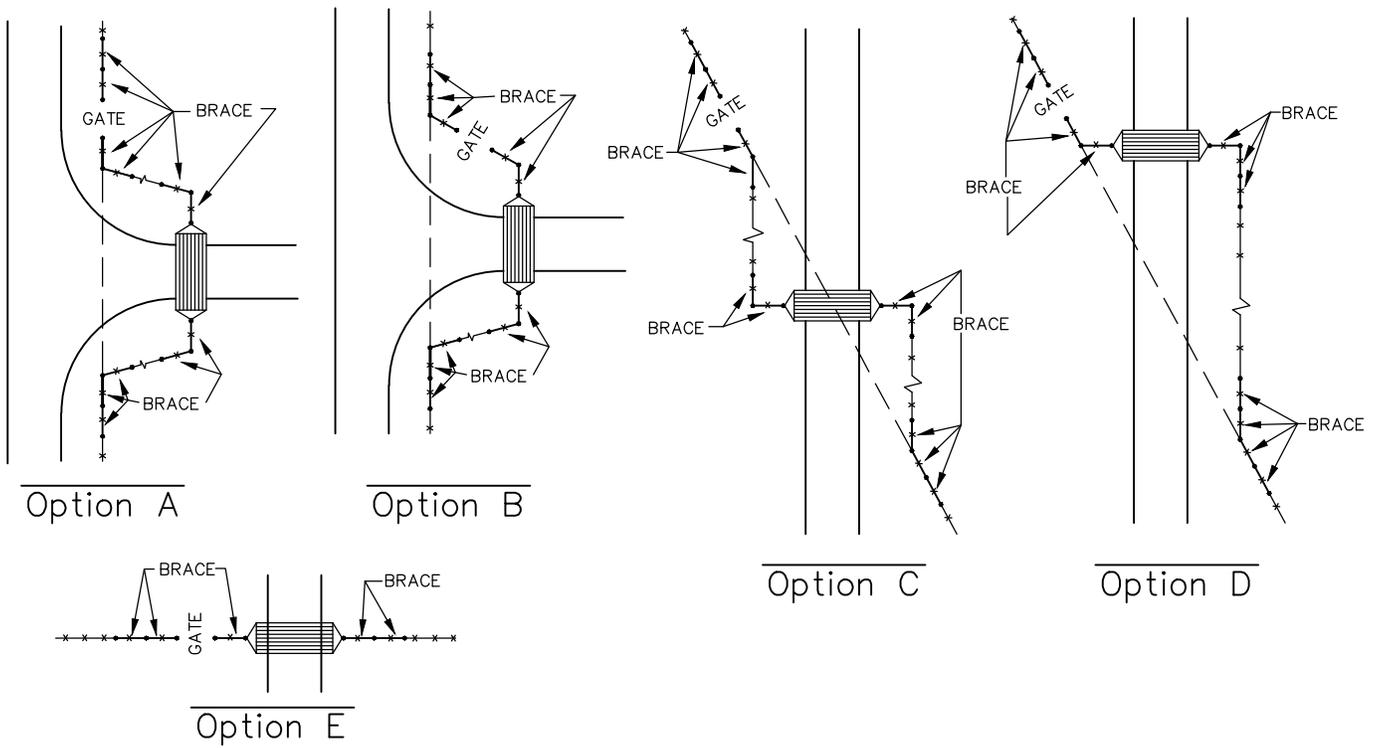
- PREFABRICATED CATTLE GUARD SHALL BE DESIGNED TO WITHSTAND AN HS30 LOADING.
- PRE-CAST BASE SHALL BE PLACED ON COMPACTED GRANULAR BORROW.
- COMPACT BACKFILL AGAINST SIDES OF PRE-CAST BASE.
- ALL CONNECTIONS, HANGERS, FASTENERS, ETC., SHALL BE SUPPLIED BY MANUFACTURER.



## FENCE / GATE



# DOMINION ENERGY WEXPRO CATTLE GUARD & FENCE



BASIS OF BEARINGS IS THE WEST LINE OF THE NW 1/4 OF SECTION 4, T11N, R97W, 6th P.M. WHICH WAS ASSUMED TO BEAR N00°20'02"W FOR 2649.46'.

BEGIN ROAD  
STA: 0+00

LATITUDE 40° 56' 45.14" N  
LONGITUDE 108° 18' 04.48" W  
(NAD 83)

CURVE	RADIUS	LENGTH	DELTA ANGLE
C1	100.00'	77.40'	44°20'54.85"
C2	150.00'	116.78'	44°36'23.96"

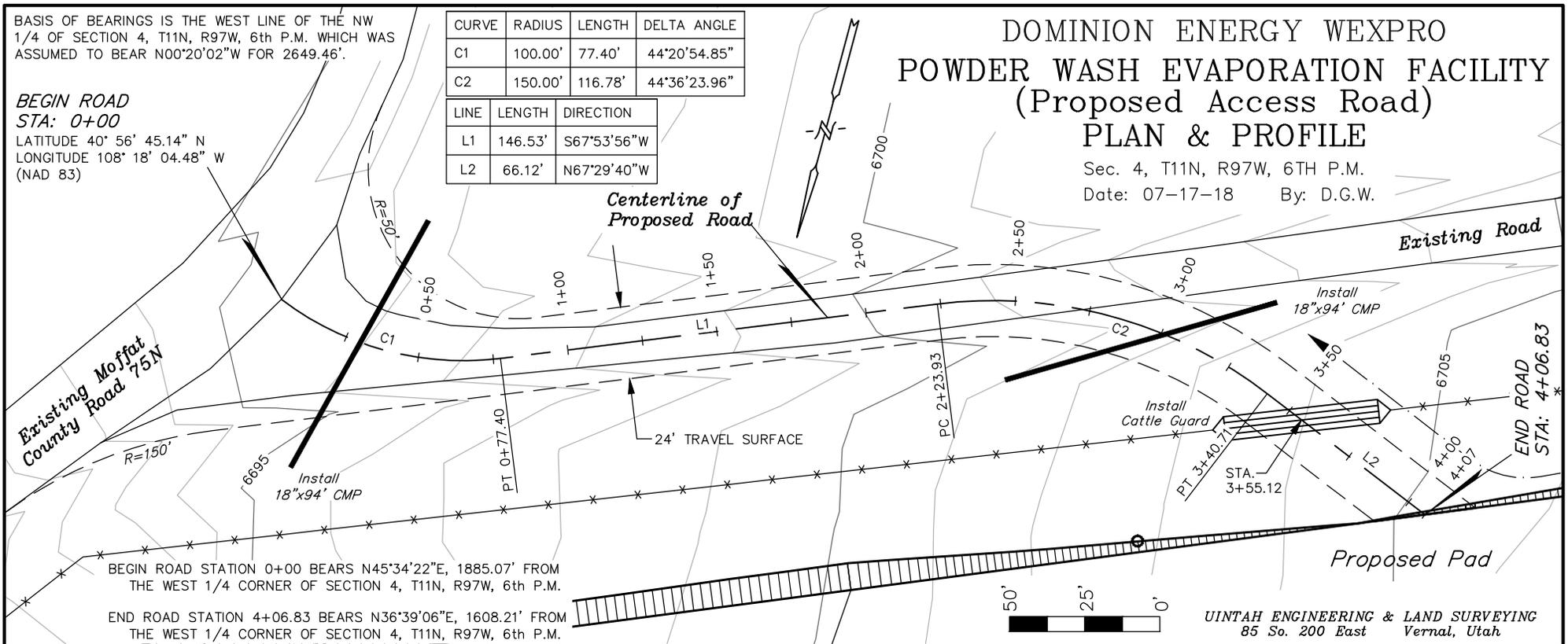
  

LINE	LENGTH	DIRECTION
L1	146.53'	S67°53'56"W
L2	66.12'	N67°29'40"W

# DOMINION ENERGY WEXPRO POWDER WASH EVAPORATION FACILITY (Proposed Access Road) PLAN & PROFILE

Sec. 4, T11N, R97W, 6TH P.M.

Date: 07-17-18 By: D.G.W.



BEGIN ROAD STATION 0+00 BEARS N45°34'22"E, 1885.07' FROM THE WEST 1/4 CORNER OF SECTION 4, T11N, R97W, 6th P.M.

END ROAD STATION 4+06.83 BEARS N36°39'06"E, 1608.21' FROM THE WEST 1/4 CORNER OF SECTION 4, T11N, R97W, 6th P.M.

GRADE %	-2.0	+4.0	+0.5	FACILITIES PAD
TYP. SECTION	"A"			FACILITIES PAD

