



Public Works Update

February 10, 2026

1. On January 20 a solid waste truck picked up a load of trash outside of city limits that contained material that was smoldering and quickly turned into the entire truckload of trash catching fire. Due to quick action taken by the driver Mike Mascerano he was able to find a safe place to temporarily dump the material while firefighters arrived to extinguish it. Thanks to Mike he prevented this very expensive truck from becoming fully engulfed and destroyed. Just as important there were no injuries or damage to private property. Mike deserves a round of applause for the swift action he took that day. Good job Mike!
2. The Public Works Director sent comments to CDOT on its proposal to remove the traffic signal at the intersection of 4th Street and Yampa Avenue. CDOT responded to those comments on February 2, and I have included that email correspondence along with conceptual design plans that CDOT has provided as **Attachment 1** to this report. **During my report I will ask Council how you would like to proceed with this matter.**
3. The GIS/System Admin is finalizing a new web-based GIS map that will be made available on the city website. It has been months in the making while we waited for Moffat County to update its GIS mapping so the city can integrate it into the web-based map that will be available on the website for the public to use. The initial map will be very basic and will include the city streets and parcels. We will continue to add other layers such as addresses, URA plan areas, zone districts, sidewalks and trails, etc.
4. The Building Department has gone live with a new online portal that applicants will use to apply for Right-of-Way permits (formerly referred to as Street Cuts). The permit will cover all construction activities that commonly occur within the city's right-of-way such as excavations for utility work, landscaping and irrigation, curb and gutter and sidewalk installations and replacement, tree removals, and others. Eventually this portal will be used to process building permit applications. The portal will allow applicants to submit their application via the city website any time, even when the Building Department offices are closed. A mailer notification has been sent to all registered contractors to notify them of this change.
5. Staff is analyzing grant programs to support funding for the Comprehensive/Master Plan update. DOLA has two programs that appear to be viable candidates but come with extra requirements that would not be necessary if the effort is funded entirely by the city. The application deadline for the Local Planning Capacity program is February 26 and if staff decides to submit an application an approval by council will be necessary at the next meeting on February 24.
6. We have received preliminary design plans (50%) for the US40 East Sidewalk Improvement project which will create a pedestrian and bicycle path connection between City Park and the Boys & Girls

Club along the south side of Highway 40 between Bellaire Street and the Boys & Girls Club. Those plans will be submitted to CDOT for initial review and to begin the permitting process.

7. The Public Works Director attended the first quarter Northwest Transportation Planning Region (NWTPR) meeting on January 15. The meeting featured discussion on transportation challenges along Highway 40 in Grand County. During the meeting CDOT Region 3 shared construction projects that are planned this upcoming summer along Highway 40 between Steamboat Springs and Craig which will impact traffic and drive times. CDOT has also announced a call for applications for Federal Highway Safety Improvement Program (HISP) for funding local agency roadway safety improvement projects. There is \$21 million anticipated to be available statewide.
8. The Public Works Director attended the Mountain Rail Coalition stakeholder meeting on January 22. The meeting included an update by CDOT Passenger Rail staff who recently met with Governor Polis regarding the Service Development Plan. For more information please see the Steamboat Pilot article [here](#).
9. Construction began on the berm along hole 16 at the golf course which will mitigate seasonal flooding in most years. The work was delayed due to unusually warm temperatures and the ground still being too soft to drive trucks over. The work was substantially completed on February 3.
10. Work on the Road Master Plan is wrapping up and staff held meetings with the consultant to review the results and load the layers into GIS. A wrap-up report will be given to City Council at a future meeting.
11. For the month of January, the Building Department issued 45 new permits with 33 of those within Craig city limits and 12 in Moffat County. A total of 85 inspections were completed, with 47 of those in city limits and 38 in the county. \$4,966 was collected in permit fees with \$2,499 associated with permits in the city and \$2,520 for permits in the county. The building valuations totaled \$209,700 with \$71,700 for projects within city limits and \$138,000 for projects in the county.
12. During the month of January three (3) Right-of-Way permits were issued, bringing the year-to-date total to 3.
13. The Road & Bridge Director, Public Works Director, and Solid Waste Manager toured the new Materials Recovery Facility (MRF) at the Milner Landfill. The machine was purchased and installed last fall and sorts the recycle stream for Apex/Twin Enviro. Currently the facility is not accepting recyclables from other haulers.
14. Road & Bridge is using Mr. Manhole to raise manholes in the Ridgeview area where streets will be chip sealed later this summer. Streets scheduled for chip seal in 2026 include all public streets in the Ridgeview and Pine Ridge neighborhoods, and 1st Street from Hwy 13 to Ranney Street.
15. A meeting was held with Yampa Valley Electric Association to discuss plans for a significant expansion at its campus on the east end of town. The project would require an annexation into the city and is coupled with a request for the city to provide water and sewer service. A pre-annexation

application plan for water and sewer service is under review by staff and the city's third-party engineer.

16. The Meadows Apartment project appears to be moving forward with construction slated to begin this spring. Agreements have been reviewed by attorneys and are almost ready for execution. Final construction plans will be submitted soon to the Building Department to review. Due to some small changes in the scope of work for the project a request for scope change was submitted to DOLA for approval.
17. The Public Works team is supporting the Antero Group to review and provide input on concept designs for the Industrial Business Park project. The Wastewater Department verified existing water and sewer service availability to the parcel.
18. The Water and Wastewater Director provided system information to the Colorado Water Conservation Board's Water Supply Planning Section. Due to the city's volume of water sold being under 2,000 acre-feet we are not required to submit annual reporting.
19. A topographic and existing conditions survey was completed for the A Sewer Line project and design work continues. An application for DOLA EIAF was drafted and reviewed with the DOLA northwest manager and subsequently submitted to the portal.
20. The Building Official is drafting a Wildfire Resiliency Code which is a requirement of a new state law (SB 23-166). The code requires communities in Colorado with designated wildland-urban interface areas to adopt the new state wildfire resiliency code by April 1, 2026. This deadline follows the state board's adoption of the code on July 1, 2025 which required local adoption within nine months. We intend to bring this code to council at a meeting in March.
21. The new Purchasing & Procurement policy became effective on January 1 and staff were given informational documents and examples to assist with drafting solicitations in accordance with the new policy.
22. Asbestos abatement and demolition preparation is moving forward at the Remington Apartment building where a fire occurred in May 2025. The contractor has submitted a demolition request to the Colorado Department of Public Health & Environment (CDPHE) and is awaiting approval. Once approved by CDPHE the city will issue a demolition permit to allow the work to move forward. The property manager is looking into the possibility of preserving the foundation. It is anticipated that the demolition of the building will occur in the next few months.
23. Late last year the Building Official issued a building code violation to the owner of the South View Apartments where a complaint was received about the safety of the cantilevered walkways providing access to the units. The owner has since relocated tenants in some of the units and has worked with a local contract to provide temporary shoring in other areas. Plans are in the works to provide a permanent repair to reinforce the stairs and walkways and the owner has until June 1 to complete the work.

Attachment 1

From: [Littlejohn - CDOT, Tristan](#)
To: [Daniel Paul](#)
Cc: [Kuhn - CDOT, Justin](#); [Andres Micolta - CDOT](#); [Mark Bunnell - CDOT](#); [Andi Staley - CDOT](#); [Shane Baker](#); [Marlin Eckhoff](#); [Peter Brixius](#); mcochran@craigpolice.org
Subject: Re: [Request] Design Proposal: 4th St & Yampa Ave Intersection Improvements
Date: Monday, February 2, 2026 11:16:57 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Daniel,

Thank you for your patience. My name is Tristan Littlejohn with CDOT Traffic Operations. We appreciate your time and collaboration; CDOT values our partnership with the local community, and we strive to ensure our operations align with your specific needs. Please find our responses to your questions below.

1. Potential Passenger Rail Impacts

Question: Is it premature to remove the signal given the potential for a future rail station?

Answer: Traffic signals are installed based on existing, measured traffic volumes and patterns. Currently, the signal is unwarranted. If and when the passenger rail project is completed and creates a measurable shift in pedestrian or vehicular volumes that meet MUTCD warrants, CDOT will re-evaluate the intersection. Removing the current, outdated infrastructure now allows us to implement a safer, more modern design today, with the flexibility to install a high-performance, interconnected signal in the future if data supports it.

2. Accident History and Data Sources

Question: Was local police data used for Warrant 7 (Crash Experience)?

Answer: CDOT reviewed the incident reports provided by the Chief of Police. While these reports provided local context, many of the crashes are not reflected in the state crash database. Also, they did not contain the specific "correctable crash" details required for a formal Warrant 7 analysis. However, the qualitative assessment indicates that the current signal configuration is a contributing factor to existing rear-end and sideswipe collisions, which are common "signal-induced" crashes that are typically reduced when a signal is removed in favor of a two-way stop control.

3. Evaluation of Other Warrants (Warrant 6 and 8)

Question: Were the Roadway Network or Coordinated System warrants evaluated?

Answer: Yes, CDOT evaluated all nine MUTCD warrants. It is important to note that meeting a warrant is not a mandate for a signal; rather, it is a threshold that allows for engineering judgment. Our analysis concluded that the operational benefits of a signalized network (Warrant 6) or a roadway network (Warrant 8) do not outweigh the safety benefits of converting this low-volume intersection to a pedestrian-centric design with curb extensions.

4. Historical Context of the Signal

Question: Why was it originally installed?

Answer: While exact records from the original installation are not available, traffic patterns in Craig have shifted significantly since the 1970s, 80s, and 90s following changes in the local energy and mining sectors. The signal likely served a much higher peak-hour demand that no longer exists today.

5. Speed Studies and Traffic Calming

Question: Can the signal stay as a traffic-calming device?

Answer: Traffic signals are intended to assign right-of-way, not to regulate speed. In many cases, signals can actually increase mid-block speeds as drivers "sprint" to catch a green light. Conversely, the proposed curb extensions are **FHWA Proven Safety Countermeasures** for traffic calming. By physically narrowing the perceived roadway and reducing pedestrian crossing distances, we achieve a more consistent and permanent reduction in vehicle speeds than a signal provides. See the following:

i) https://en.wikipedia.org/wiki/Curb_extension

ii) <https://www.fhwa.dot.gov/publications/research/safety/09061/02.cfm>

iii) <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

6. North Leg Queueing and Visibility

Question: Will side-street queueing become an issue?

Answer: Our modeling shows that side-street volumes are well within the capacity of a stop-controlled movement. A major benefit of the proposed curb extensions is that they allow the side-street stop bar to be moved forward. This significantly improves the sight distance for southbound and northbound drivers, who currently have limited visibility due to the proximity of downtown buildings to the US-40 mainline. Also, by moving the stop location forward the distance vehicles must travel for through and turning movements is shorter, which increases the efficiency of the intersection.

7. RRFB Warrants

Question: Is there a warrant for the RRFB?

Answer: RRFBs are not "warranted" in the same way as traffic signals; they are used as enhancements to marked crosswalks. Per FHWA research, RRFBs can increase motorist yield rates up to 90% and reduce pedestrian crashes by 47%. This is a targeted safety upgrade that addresses the specific pedestrian needs of the corridor. See the link below:

i) <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>

8. LED Enhanced Stop Signs

Question: Should we use LED-bordered stop signs for the transition?

Answer: CDOT generally reserves LED-enhanced signs for locations with documented "stop sign disregard" or severe sight-distance obstructions. Given the high visibility provided by the new curb extensions, standard high-intensity reflective

signage should be sufficient. We will monitor the intersection post-construction and can evaluate improvements if field observations warrant them. There are options for variable message signage / flags on the new stop signs. If necessary, these can be added to increase the awareness of the new change. Once the stop signs are well established, there is no need to maintain additional flashing signs.

9. Fire Station Access/Emergency Response

Question: Will fire trucks be able to navigate the new layout?

Answer: The design utilizes "mountable" curbs where necessary to ensure that Emergency Vehicles are placed in better line-of-sight. With the curb extensions, firetrucks pulling out of the station going south will have a much clearer view of oncoming US-40 traffic, allowing for a safer and more predictable entry into the mainline compared to the current configuration.

10. Future Re-installation Commitment

Question: Will CDOT commit to reinstalling a signal if growth necessitates it?

Answer: CDOT is a long-term partner with the City of Craig. We are committed to maintaining a safe and efficient transportation system. If future growth or the rail project results in the intersection meeting MUTCD warrants, CDOT will work collaboratively with the City to identify funding and design a signalized solution that meets the standards of that time.

11. WB-67 Turning Movements

Question: Can large trucks make the turns without mounting curbs and rail station concerns?

Answer: We acknowledge the City's long-term vision for future development and potential changes in this area. This intersection has been modeled for the WB-67 design vehicle and it utilizes mountable truck aprons to allow for safe navigation without compromising pedestrian safety. We recognize that future growth may require re-evaluation. CDOT is committed to partnering with the City to address these needs as future plans develop.

Respectfully-

Tristan Littlejohn, EITIII
Traffic Operations, Region 3 Traffic



970.250.4355

2328 G Road, Grand Junction, CO 81501

tristan.littlejohn@state.co.us | codot.gov | cotrip.org

On Fri, Jan 9, 2026 at 8:18 AM Daniel Paul <dpaul@cityofcraig.org> wrote:

Justin,

I thank you for your patience and sorry for my delayed response on this.

First and foremost, on behalf of the City of Craig we want to extend gratitude to CDOT for letting the City of Craig be part of this discussion and decision. We also appreciate CDOT providing a concept plan for us to review and react to.

I did briefly discuss this project with City Council at their meeting on December 9th and they did say they would like to have at least one more discussion with CDOT before a decision is made. I was not employed here with the city when the last meeting was held so now that I am here I would like to share the below questions/comments that I have before moving onto next steps.

1. Given the mountain rail project is still alive, and the Division of Railroad is saying that funding looks promising to get the passenger rail extended to Craig in the next 2-5 years, and the fact that the City has received grant funding from CDOT to study a rail station in close proximity to the 4th Street & Yampa Ave. intersection, does CDOT think it would be premature to remove the signal before more is known about the feasibility of the project?
2. Has CDOT updated the signal warrant study to include the city and county police department's accident history for the Warrant 7 analysis? I believe at the presentation given in late May it only included accident data from CSP.
3. Has CDOT evaluated Warrant 6 Coordinated Signal System or Warrant 8 Roadway Network to justify its removal?
4. Does CDOT have any information on why the signal was originally installed? Were volumes once much higher and necessitated the need for the signal? Again, I just want to make sure we are not overlooking another reason/benefit why this signal is there.
5. Has a speed study been conducted to determine what vehicle speeds actually are in this area? It is a long straight road and now that I live over here and have had a chance to monitor it frequently, it seems like a drag strip even with stop lights. One benefit of a traffic signal is it can double as a traffic calming device.
6. If the signal is removed has CDOT evaluated the queueing on the north leg associated with vehicles who are headed southbound to either make a LH turn onto 4th Street or go straight?
7. Has CDOT completed a warrant study for the RRFB that is proposed under the new conditions?
8. If the signal is removed should the side/minor street stop signs include enhancement such as LED lighted stop signs given the new arrangement and unfamiliarity for drivers?

9. With removal of the signal the city does have some concerns with operations and the ability for fire trucks from the adjacent fire station to quickly access the road and make movements at the intersection.
10. If the signal is removed, and future growth in the city, or even the rail station project, causes the need for the signal to be reinstated, will CDOT commit to taking responsibility to reinstall the signal and equipment at that time?
11. For the proposed plan we have concerns with the WB-67 turning movements. It appears those larger vehicles will not be able to smoothly make the EB RH or NB RH turns without mounting over curbs and going into oncoming traffic. The memo states this is less of a concern due to the southern leg going to a dead-end but the city has confidence that either a rail station will be developed or other development project in this area or the road may some day be a through road.

I believe that is all I have for now. Let's see what the traffic folks have to say on these questions and comments and then decide how we want to move the discussion forward.

Thanks again for letting us have input.

Respectfully,



Danny Paul

Public Works Director

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🌐 www.cityofcraig.org



From: Kuhn - CDOT, Justin <justin.kuhn@state.co.us>

Sent: Tuesday, December 2, 2025 2:28 PM

To: Daniel Paul <dpaul@cityofcraig.org>; Shane Baker <sbaker@ci.craig.co.us>; Marlin Eckhoff <MECKHOFF@ci.craig.co.us>; Peter Brixius <pbrixius@ci.craig.co.us>

Cc: Tristan Littlejohn - CDOT <tristan.littlejohn@state.co.us>; Andres Micolta - CDOT <andres.micolta@state.co.us>; Mark Bunnell - CDOT <mark.bunnell@state.co.us>; Andi Staley -

CDOT <andi.staley@state.co.us>

Subject: Fwd: [Request] Design Proposal: 4th St & Yampa Ave Intersection Improvements

Hi Danny,

The CDOT Traffic team would like to continue the discussion regarding the removal of the traffic signal at 4th and Yampa Ave. The original discussion started this past spring/summer prior to you starting with the City. Originally we discussed removing the traffic signal at 4th and Ranney and the traffic signal at 4th and Yampa. We decided not to remove the traffic signal at 4th and Ranney due to poor sight distance and other considerations. However, we tabled 4th and Yampa since the construction project this summer wasn't impacting that intersection and there was more time available to review alternatives.

I've informed the CDOT Traffic team the City of Craig has received a grant for designing a train stop at this location.

Please review Tristan's email below and provide feedback.

Thanks,

Justin Kuhn

----- Forwarded message -----

From: Littlejohn - CDOT, Tristan <tristan.littlejohn@state.co.us>

Date: Tue, Dec 2, 2025 at 12:54 PM

Subject: [Request] Design Proposal: 4th St & Yampa Ave Intersection Improvements

To: Justin Kuhn - CDOT <justin.kuhn@state.co.us>

Cc: Andi Staley - CDOT <andi.staley@state.co.us>, Andres Micolta - CDOT <andres.micolta@state.co.us>, Mark Bunnell - CDOT <mark.bunnell@state.co.us>

Hi Justin,

I hope this message finds you well and that you had a great Thanksgiving!

I'm following up on our previous discussions regarding the 4th Street and Yampa Avenue intersection improvements. We have now finalized the design concept with pedestrian bulb-outs and RRFBs to improve pedestrian safety and traffic flow. I

have attached the design proposal for your reference.

Given your previous success connecting us with the City Council, would you be willing to reach out to them on our behalf to help coordinate the next steps?

Specifically, we need to know:

1. **Preferred Review Method:** How would they like to officially receive and review this finalized design concept (e.g., email, physical submission, presentation)?
2. **Next Meeting:** Would they like to schedule a follow-up meeting to discuss the design?
3. **Project Continuation:** What is their timeline for providing feedback and for potentially moving forward with the project?

Please review the attached concept, and let me know if you have any questions. Thank you very much for your continued support and assistance with this coordination.

Best regards,

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Respectfully-

Tristan Littlejohn, EITIII

Traffic Operations, Region 3 Traffic

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Justin B. Kuhn, P.E.

Resident Engineer

Region 3 - Craig Residency



COLORADO

Department of Transportation

Region 3

Region 3 Traffic Operations

2328 G Rd

Grand Junction, CO 81505

December 02, 2025

Prepared for The City of Craig, Colorado

Following up on our previous meetings regarding the intersection of 4th Street and Yampa Avenue, we are pleased to share the finalized design concept for your review and feedback.

As discussed, this proposal focuses on removing the unwarranted traffic signal at this intersection and replacing it with enhancements designed to prioritize pedestrian safety and promote a continuous flow of traffic on 4th Street.

Design Overview:

The core components of the proposed design include:

1. **Traffic Signal Removal:** The removal of the existing signal infrastructure.
2. **Pedestrian Bulb-Outs (Curb Extensions):** We propose constructing new curb extensions (bulb-outs) at all four corners. This shortens the crossing distance for pedestrians and improves visibility by bringing crossing pedestrians into the view of oncoming drivers sooner.
3. **Rectangular Rapid Flashing Beacons (RRFBs):** New RRFBs will be installed to alert drivers to pedestrians in the crosswalk. These devices improve yielding compliance rates from drivers.

Design Vehicle and Turning Templates:

Please review pages 3 through 7 of the attached design documents, which include turning templates for the **WB-67 design vehicle** (the standard design vehicle for highways).

You will notice that a WB-67 making a turn will track over the bulb-outs on the southern leg of the intersection. However, since the road to the south is a dead end, we anticipate that movements involving a large WB-67 turning to or from the south will be **highly unlikely**.





COLORADO

Department of Transportation

Region 3

Request for Feedback:

We believe this design strikes the necessary balance between improving pedestrian safety, mitigating potential congestion, and reducing long-term maintenance costs associated with signal infrastructure.

We are now seeking your official feedback on this proposal. Please review the attached design documents and let us know your thoughts on the following points:

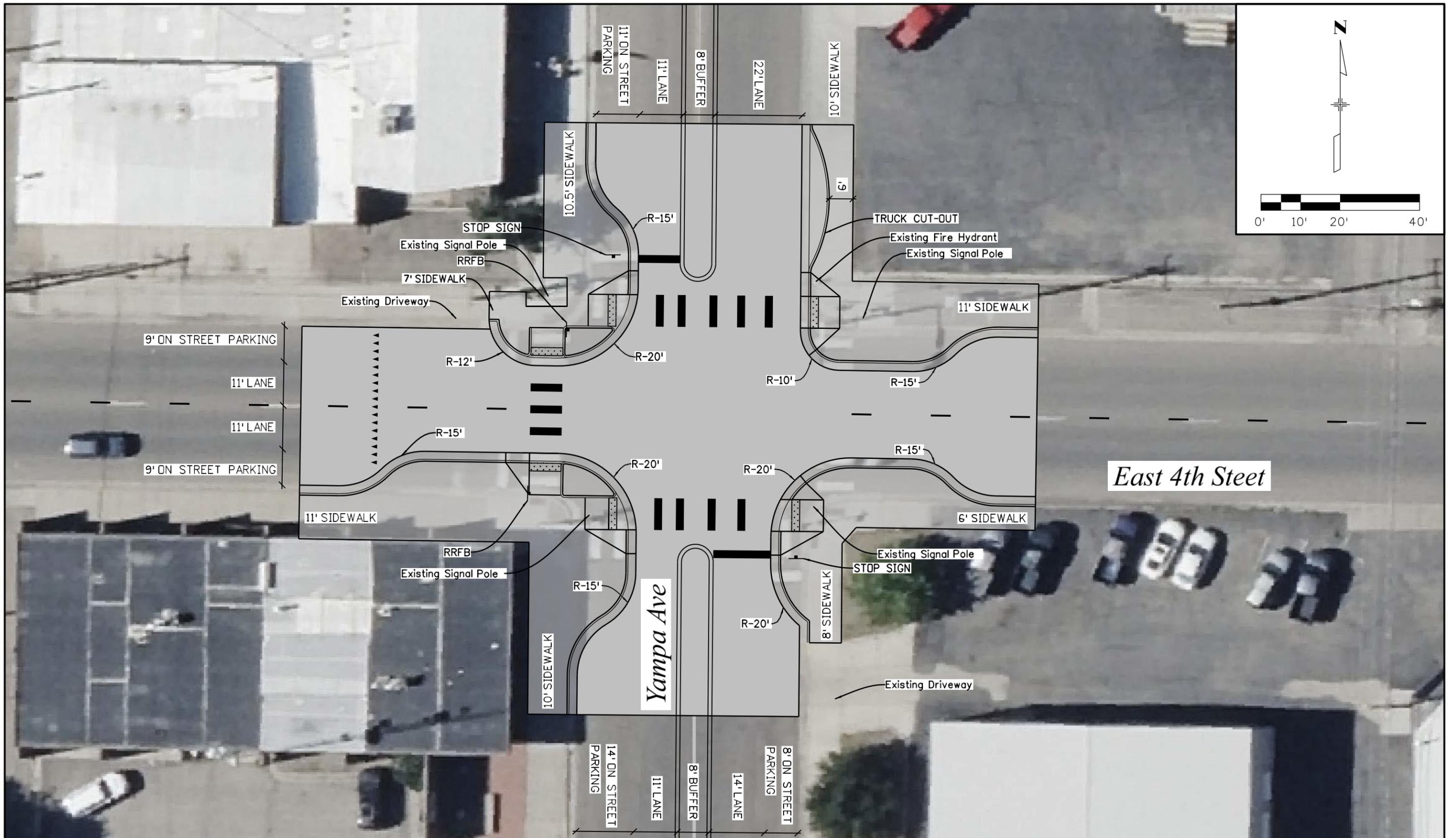
- What elements of the design do you **like or dislike**?
- Do you have any **operational concerns** regarding maintenance or emergency access?
- Are there any **local context items** we may have overlooked?

Please feel free to reach out if you would like to schedule a time to discuss the plans in more detail. We look forward to collaborating with you to continue to serve our communities.

Respectfully-
Tristan Littlejohn, EIT-III
Traffic Operations, Region 3 Traffic



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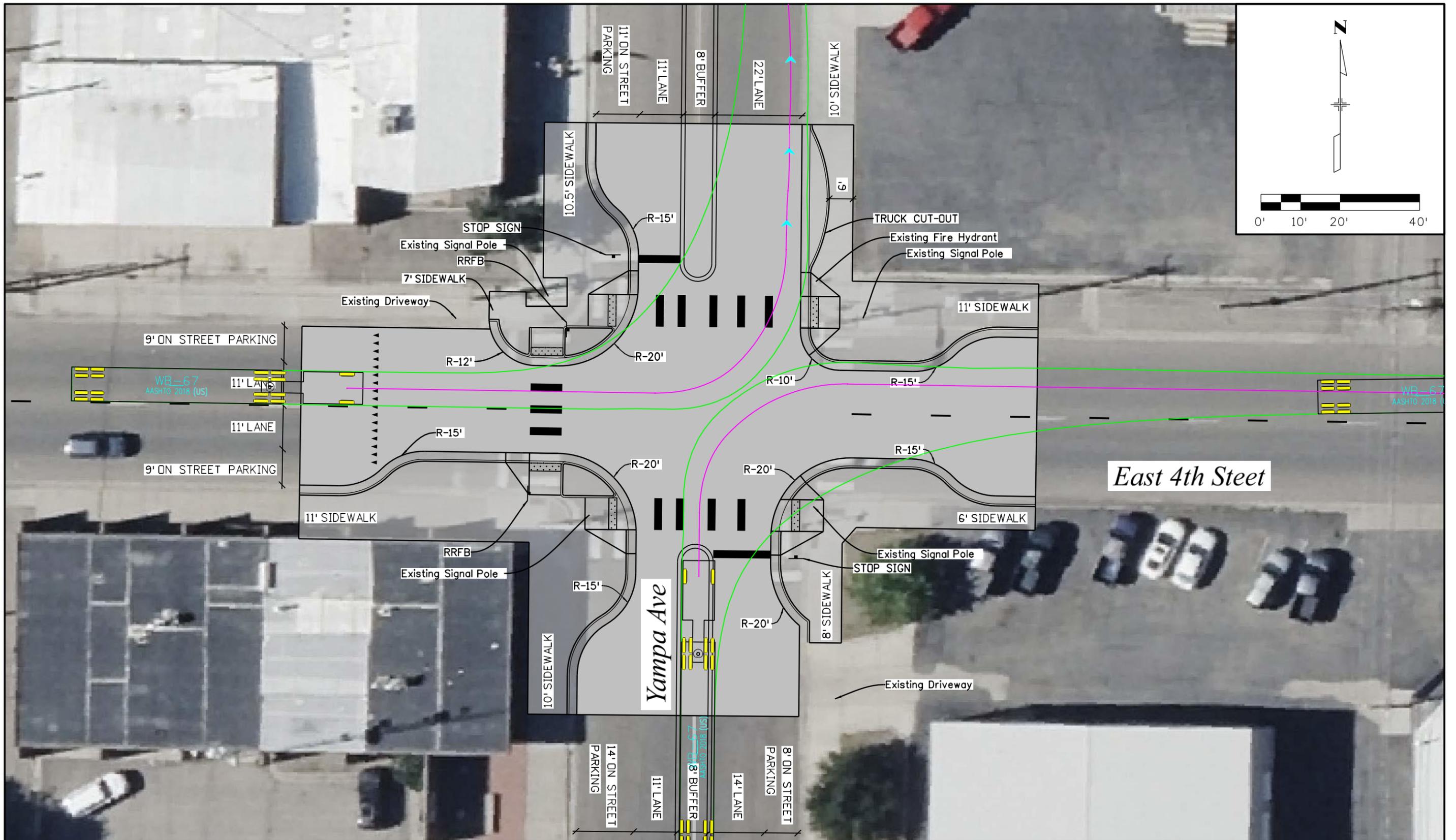
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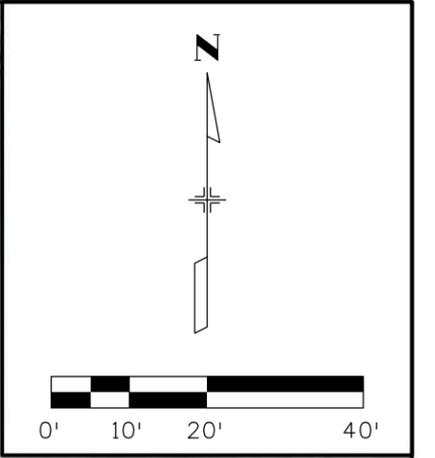
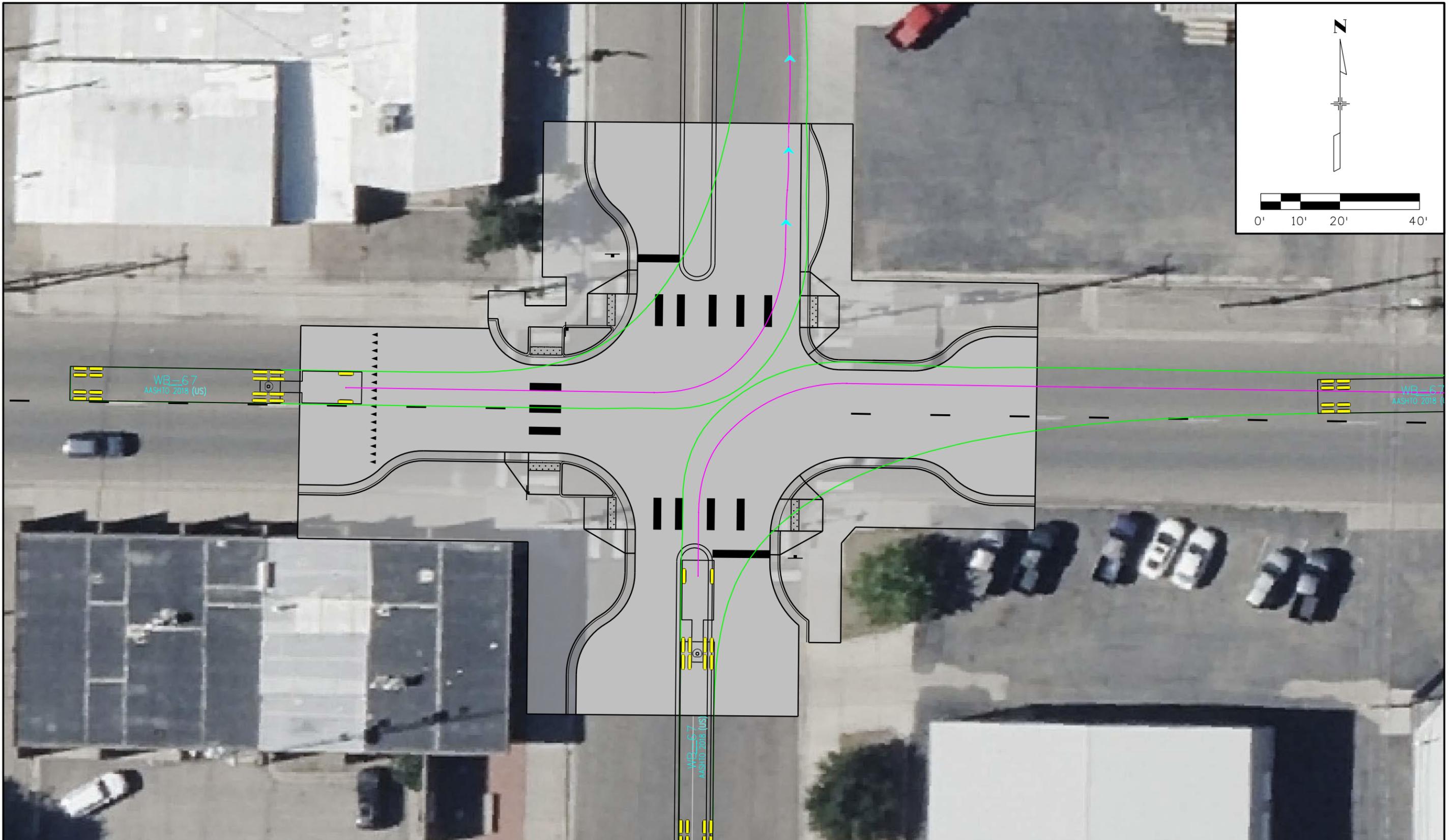
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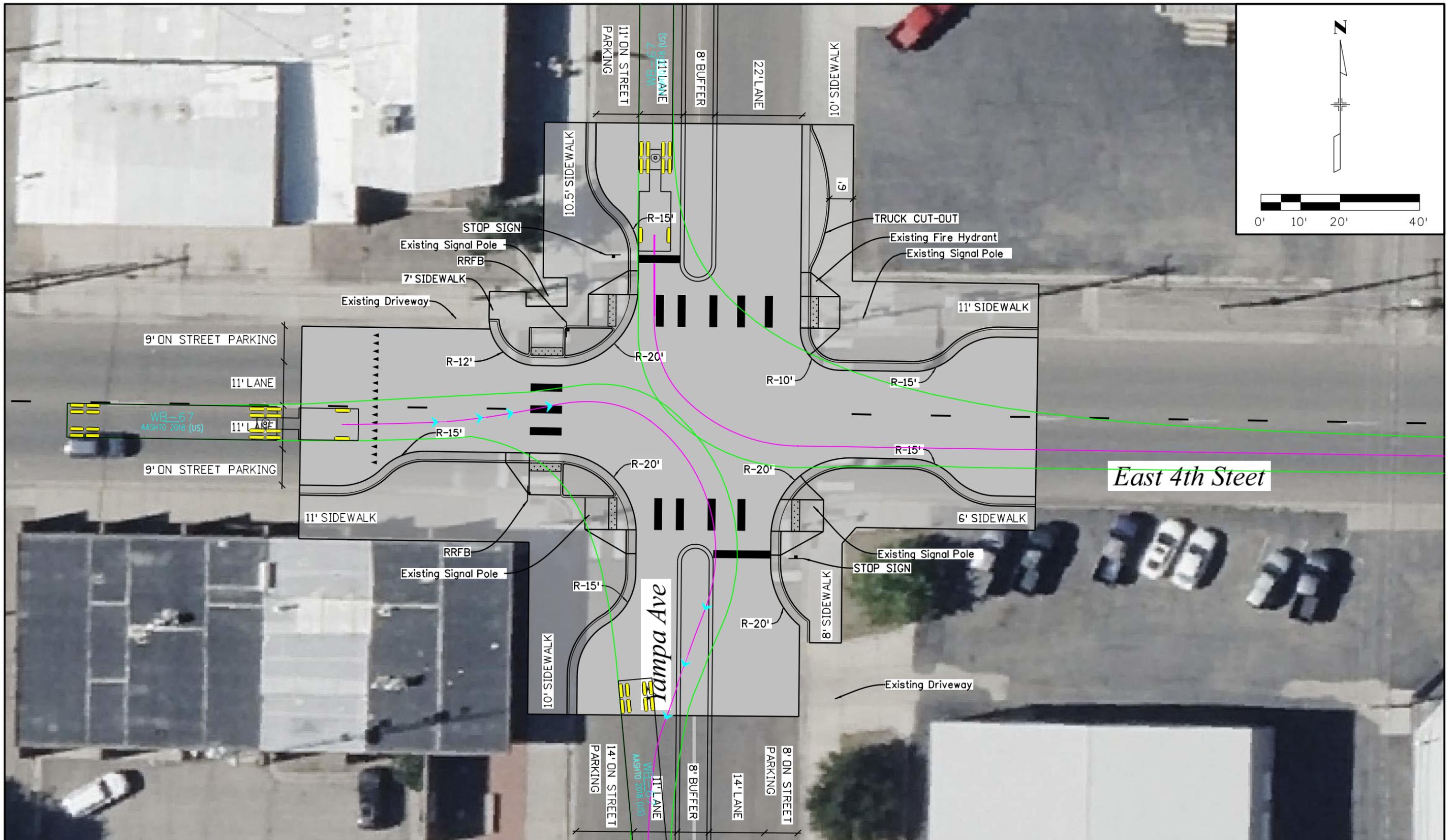
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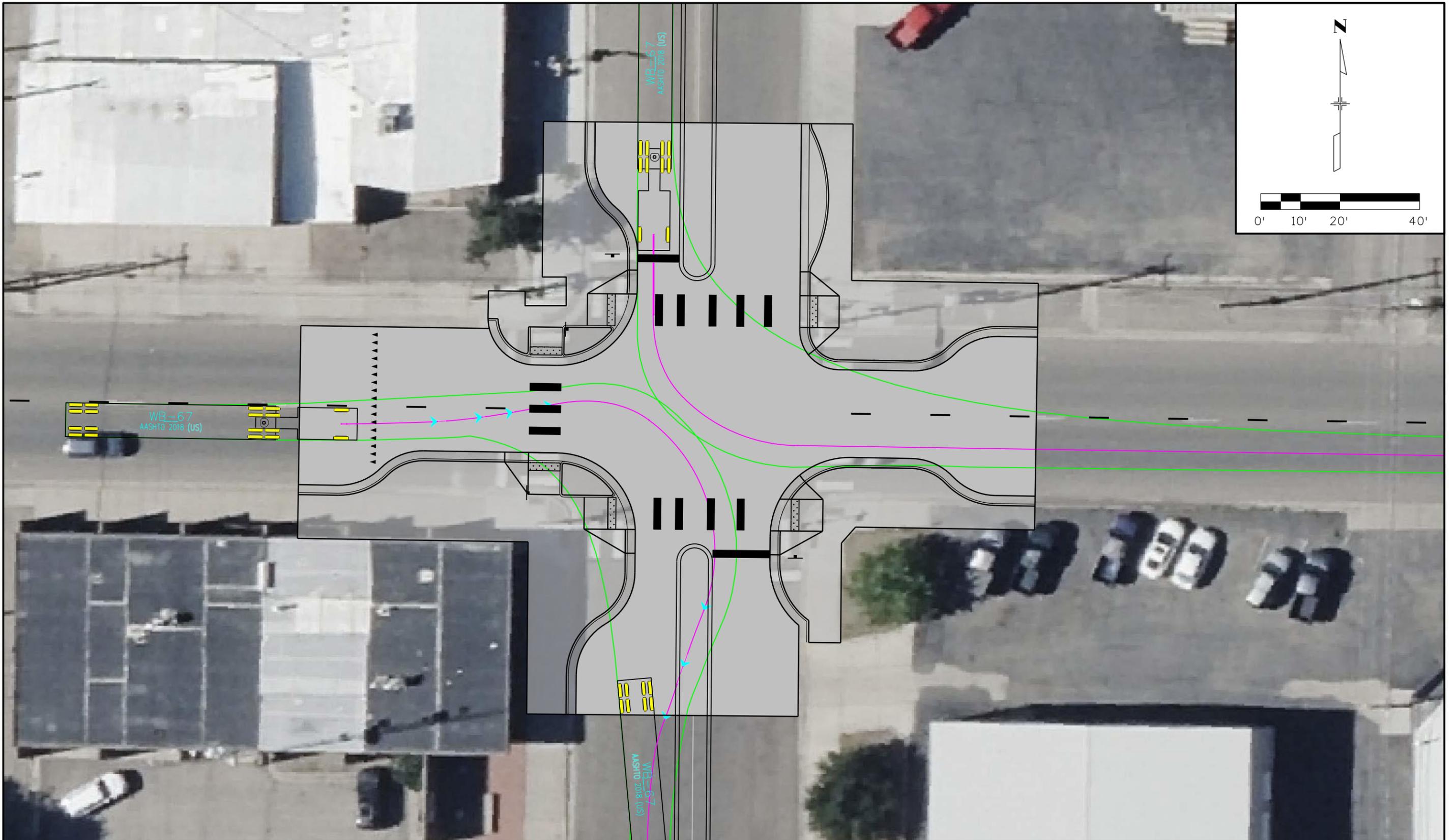
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 Sheet Number **5**