

STATE DEPARTMENT OF HIGHWAYS

DIVISION OF HIGHWAYS—STATE OF COLORADO

CONVENTIONAL SIGNS

County Line
Township or Range Line
Land Lines
Property or Tract Line
City Limits
Railroad
Existing Road
New Road

Control of Access
Access denied by Deed
Right of Way Line
Protected by Freeway (Virgin Location)
Top of Cuts
Toe of Fills
Barbed Wire Fence
Chain Link Fence
Woven Wire-Combination Fence
Snow Fence
Wood Fence
Deer Fence

Trees
Deciduous
Coniferous

Tel & Teleg. Lines
Electric Lines
Elec. Trans. Tower
Buried Tel. Cable
Buried Electric Cable
Gas Main
Oil Main
Water Main
Sanitary Sewers
Storm Sewers

Road Approaches
Section Corner
Center of Section

Culverts & Drains
Proposed
Existing
Proposed
Existing (To be dashed)

Bridges
Existing (To be dashed)

RIGHT OF WAY PLAN OF PROPOSED STATE PROJECT NO. CC99-1000-06 STATE HIGHWAY NO. 46 GILPIN COUNTY RIGHT OF WAY

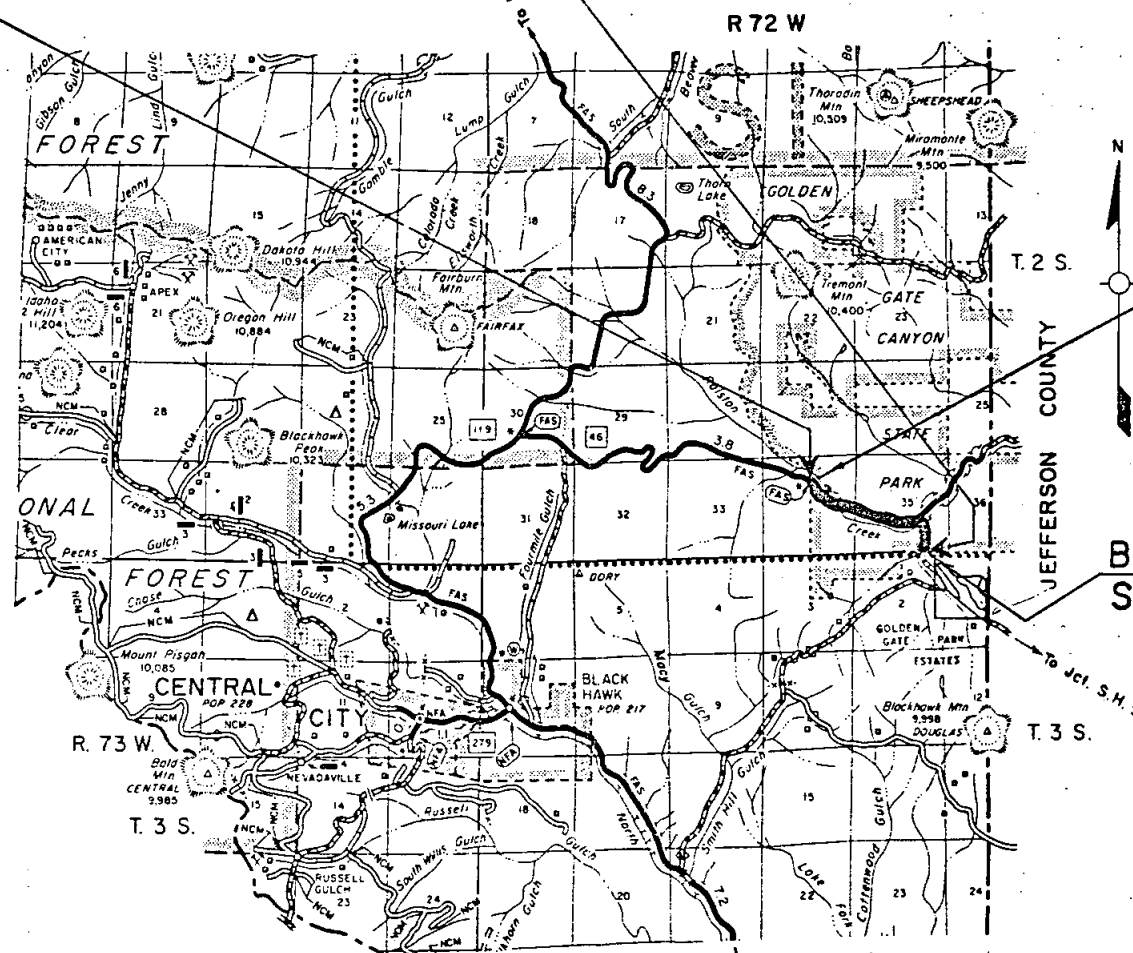
SCALE OF ORIGINAL DRAWINGS

PLAN SHEETS 1" = 100'
DETAIL SHEETS 1" = 100'
OWNERSHIP MAPS 1" =

R.O.W. LENGTH OF PROJECT = 9,059 FT. = 1.716 MILES

STA. 272+13.42 END CC 99-1000-06
M.P. 3.7 Golden Gate Canyon State Park Boundary

STA. 181+11.55 BEGIN CC99-1000-06
Golden Gate Canyon State Park Boundary M.P. 5.5



END R.O.W. on CC99-1000-06
STA. 272+51.8 (Proj) M.P. 3.7

BEGIN R.O.W. on CC99-1000-06
STA. 181+92.8 (Proj) M.P. 5.5

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJECT NO.	SHEET NO.
VIII	COLORADO	CC99-1000-06	1

REVISIONS

INDEX OF SHEETS
SHEET NO. 1. TITLE SHEET
2. TABULATION OF PROPERTIES
3-6. R.O.W. DETAIL SHEETS

DIVISION OF HIGHWAYS

APPROVED: _____

DISTRICT ENGINEER _____ DATE _____



R. O. W. TABULATION OF PROPERTIES IN

GILPIN COUNTY S.H. No. 46 PROJ. CC99-1000-06

FEDERAL ROAD REGION NO	DIVISION	PROJECT NO	SHEET NO.
XII	COLORADO	CC 99-1000-06	2

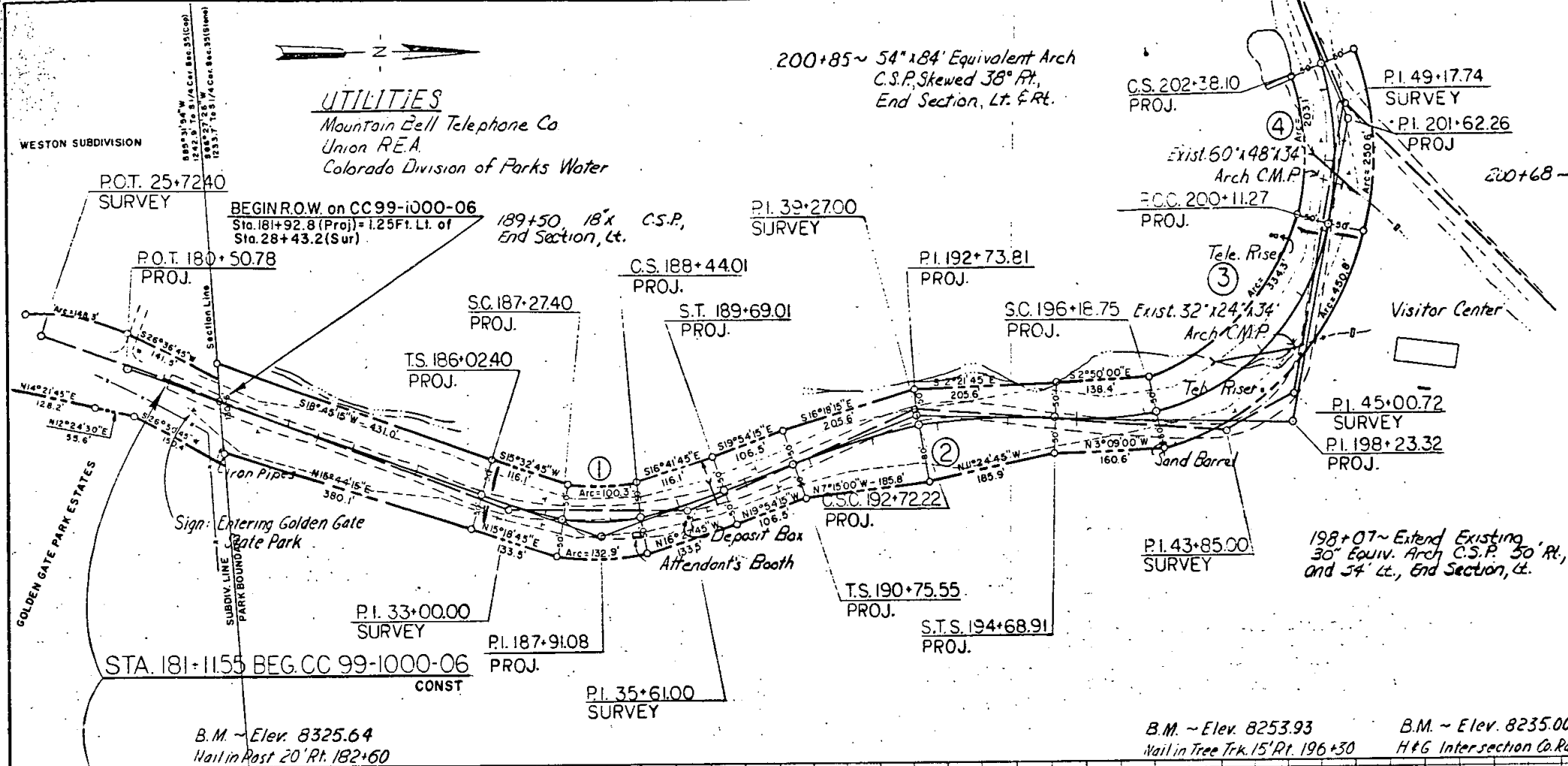
RIGHT OF WAY

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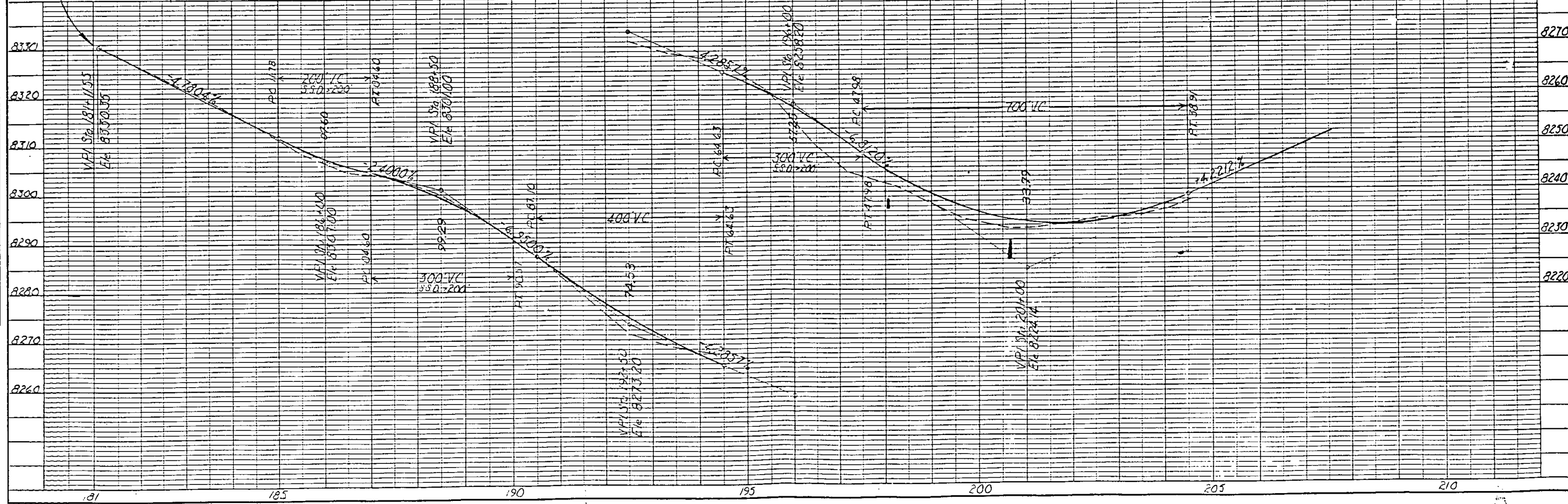
FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VII	COLORADO	CC 99-1000-06	3	6

RIGHT OF WAY
GOLDEN GATE STATE PARK

REVISIONS	



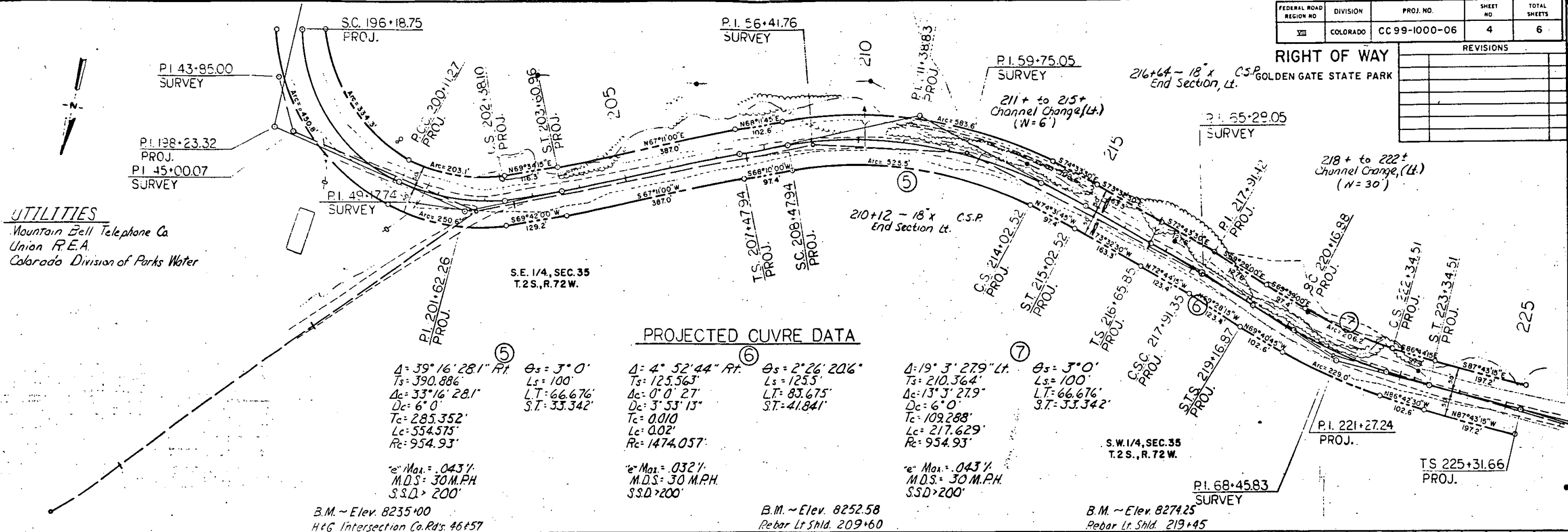
PROJECTED CURVE DATA	
① Δ=38°39'24.7" Lt Ts=188.677' Dc=18°39'24.7" Lc=16°00' Tc=58.823' Lc=116.605' Rc=358.099' e _{max} =.074 M.D.S.=30 M.P.H. S.S.D.>200'	② Δ=21°8'33.7" Rt Ts=198.257' Dc=0°0'24" Lc=10°45' Tc=0.003' Lc=0.006' Rc=532.984' e _{max} =.063 M.D.S.=30 M.P.H. S.S.D.>200'
③ Δ=79°27'56.7" Lt Ts=354.419' Dc=66°43'45.7" Lc=17°0' Tc=221.935' Lc=392.526' Rc=337.034' e _{max} =.076 M.D.S.=30 M.P.H. S.S.D.>200'	④ Δ=34°35'28.9" Lt Ts=208.161' Dc=27°13'11.1" Lc=12°0' Tc=115.598' Lc=226.831' Rc=477.465' e _{max} =.066 M.D.S.=30 M.P.H. S.S.D.>200'



APRIL 1977

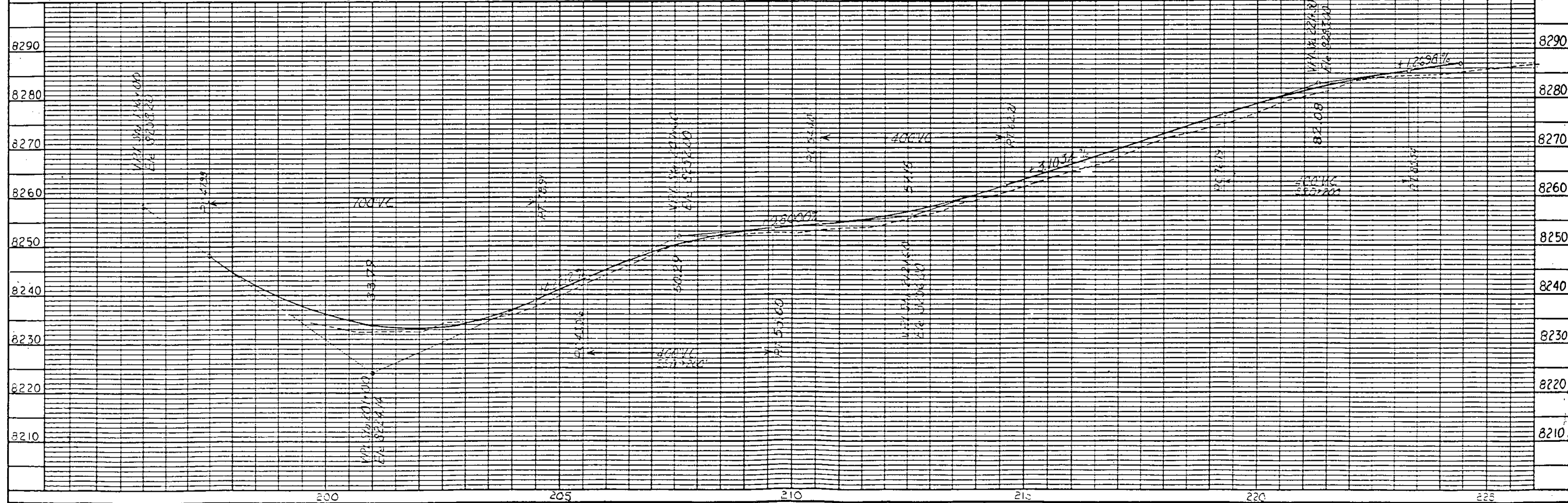
FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	CC 99-1000-06	4	6

RIGHT OF WAY	
GOLDEN GATE STATE PARK	
REVISIONS	



PROJECTED CURVE DATA

⑤ Δ=39°16'28.1" Rt Ts=390.886' Lc=33°16'28.1" Dc=6°0' Tc=285.352' Lc=554.575' Rc=954.93' e-Max=.043% M.D.S.=30 M.P.H. SSD>200'	⑥ Δ=4°52'44" Rt Ts=125.563' Lc=0°0'27" Dc=3°53'13" Tc=0.010 Lc=0.02' Rc=1474.057' e-Max=.032% M.D.S.=30 M.P.H. SSD>200'	⑦ Δ=19°3'27.9" Lt Ts=210.364' Lc=13°3'27.9" Dc=6°0' Tc=109.288' Lc=217.629' Rc=954.93' e-Max=.043% M.D.S.=30 M.P.H. SSD>200'
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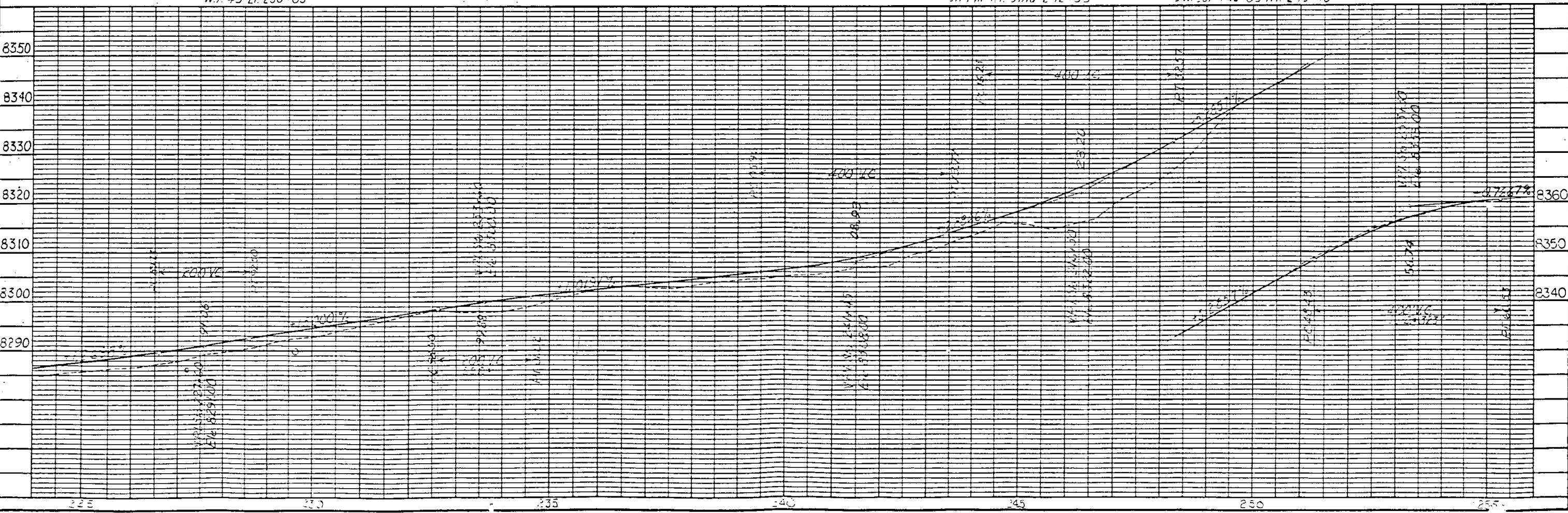
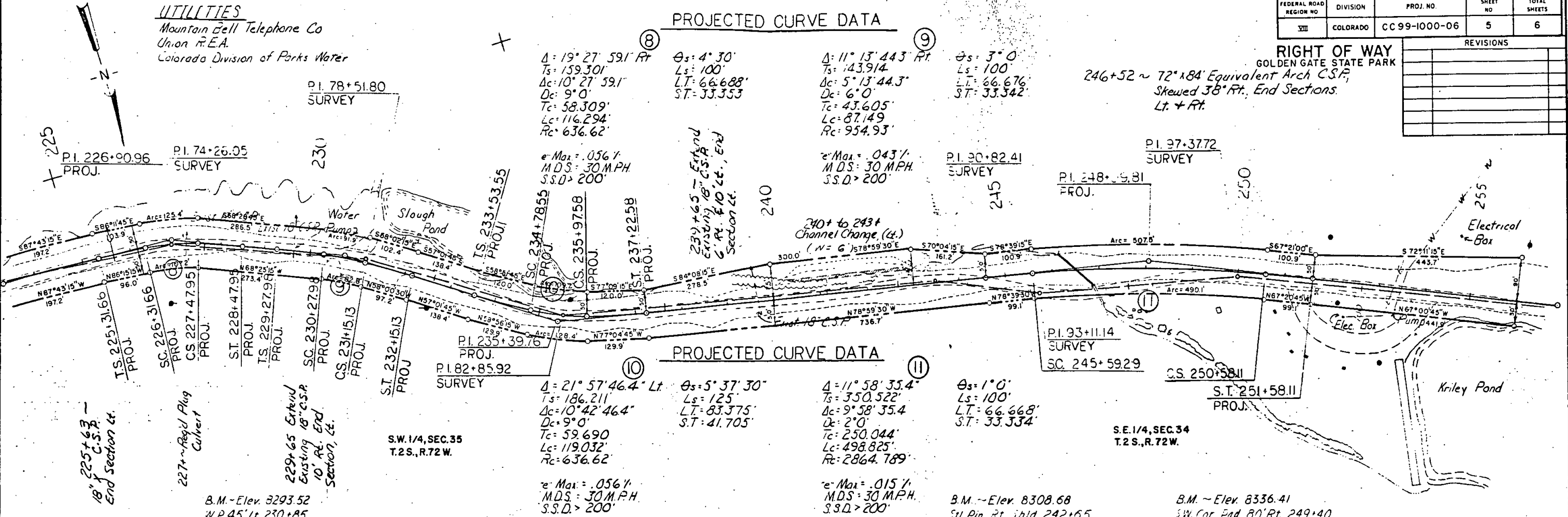
UTILITIES
Mountain Bell Telephone Co
Union R.E.A.
Colorado Division of Parks Water

PROJECTED CURVE DATA

FEDERAL ROAD REGION NO	DIVISION	PROJ. NO.	SHEET NO	TOTAL SHEETS
VII	COLORADO	CC 99-1000-06	5	6

RIGHT OF WAY
GOLDEN GATE STATE PARK

REVISIONS



RIGHT OF WAY
GOLDEN GATE STATE PARK

REVISIONS

UTILITIES

Mountain Bell Telephone Co.
Union R.E.A.
Colorado Division of Parks Water

N.W. 1/4, SEC. 34
T.2S., R.72W.

P.O.T. 126+72.30
SURVEY

END R.O.W. on C.C. 99-1000-06
Sta. 272+51.8 (Proj)

N.E. 1/4, SEC. 34
T.3S., R.72W.

P.I. 106+36.00
SURVEY

P.I. 259+21.00
PROJ.

G.G. Youth Camp Road

Kriley Pond

P.O.T. 263+00
End of Projected
Alignment

Mountain
Base Road

P.I. 120+48.70
SURVEY

P.I. 124+54.30
SURVEY

PROJECTED CURVE DATA

⑫
 $\Delta = 24^\circ 4' 48.7''$ $R = 202.872'$
 $\Delta_c = 16^\circ 4' 48.7''$ $L_c = 100.0'$
 $\Delta_s = 8^\circ 0'$ $L_s = 66.684'$
 $T_c = 101.166'$ $ST = 33.349'$
 $L_s = 201.003'$
 $R_c = 716.197'$

$e_{max} = .052$
 $M.D.S. = 30$ MPH
 $SSD > 200'$

STA. 272+13.42 END CC 99-1000-06
CONST.

B.M. ~ Elev. 8361.79
H&G. Rt. Shd. 256+75

B.M. ~ Elev. ~ 8368.77
Rt. Shd. 265+10

SURVEY LINE COORDINATES							
P.I.	25+72.40	N 47304.447	E 55533.767	P.I.	74+26.05	N 49198.315	E 52801.689
P.I.	33+00.00	N 47988.078	E 55782.866	P.I.	78+51.80	N 49346.021	E 52402.382
P.I.	35+61.00	N 48249.074	E 55794.250	P.I.	82+85.92	N 49574.531	E 52033.259
P.I.	39+27.00	N 48586.099	E 55641.527	P.I.	90+82.41	N 49732.906	E 51252.678
P.I.	43+85.00	N 49052.834	E 55675.544	P.I.	93+11.14	N 49821.756	E 51041.910
P.I.	45+00.70	N 49146.034	E 55623.234	P.I.	97+37.72	N 49912.932	E 50625.188
P.I.	49+17.74	N 49227.303	E 55214.189	P.I.	106+36.00	N 50255.477	E 49794.784
P.I.	56+41.76	N 48954.175	E 54543.663	P.I.	120+48.70	N 51280.327	E 48822.465
P.I.	59+75.05	N 48904.694	E 54214.067	P.I.	124+54.30	N 51367.306	E 48426.301
P.I.	65+28.05	N 49048.479	E 53680.086	P.I.	126+72.30	N 51384.241	E 48208.960
P.I.	68+45.83	N 49153.552	E 53580.180				

PROJECT LINE COORDINATES							
P.O.T.	180+50.78	N 47424.000	E 53582.000			Curve No. 7	
	Curve No. 1			TS	219+16.88	N 49085.965	E 53561.366
TS	186+02.40	N 47946.339	E 53759.342	PI	221+27.24	N 49162.500	E 53365.419
PI	187+91.08	N 48125.000	E 53820.000	ST	223+34.51	N 49170.859	E 53155.221
ST	189+69.01	N 48302.407	E 53755.706		Curve No. 8		
	Curve No. 2			TS	225+31.66	N 49178.694	E 52958.226
TS	190+75.55	N 48402.586	E 53719.495	PI	226+90.96	N 49185.024	E 52799.051
PI	192+73.81	N 48589.000	E 53652.000	ST	228+47.95	N 49244.038	E 52651.084
ST	194+68.90	N 48787.210	E 53656.287		Curve No. 9		
	Curve No. 3			TS	229+27.98	N 49273.686	E 52576.748
TS	194+68.91	N 48787.217	E 53656.287	PI	230+71.90	N 49327.000	E 52445.074
PI	198+23.32	N 49141.554	E 53663.950	ST	232+15.13	N 49405.324	E 52322.341
P.C.C.	200+11.27	N 49199.288	E 53586.947		Curve No. 10		
	Curve No. 4			TS	233+53.55	N 49480.657	E 52206.218
P.C.C.	200+11.27	N 49199.288	E 53586.947	PI	235+39.76	N 49582.000	E 52050.000
PI	201+62.26	N 49230.096	E 53239.150	ST	237+22.58	N 49617.562	E 51967.217
ST	203+60.96	N 49149.369	E 53047.259		Curve No. 11		
	Curve No. 5			TS	244+39.29	N 49738.258	E 51144.071
TS	207+47.94	N 48999.296	E 53690.565	PI	248+09.81	N 49825.200	E 50300.000
PI	211+38.83	N 48847.707	E 54330.270	ST	251+58.11	N 49962.083	E 50477.310
ST	215+02.52	N 48958.439	E 53955.396		Curve No. 12		
	Curve No. 6			TS	257+18.13	N 50180.776	E 49961.764
TS	216+65.85	N 49004.709	E 53708.751	PI	259+21.00	N 50260.000	E 49775.000
PI	217+91.41	N 49040.279	E 53673.332	ST	261+19.13	N 50408.532	E 49636.314
ST	219+10.87	N 49085.962	E 53561.374				

MATCH EXISTING 4' OF ROADWAY AND
PROFILE GRADE TO BE 1/2" ABOVE EXISTING GRADE

Sta 263+00 End of
Projected Alignment

VP 156+259+30
Elev. 8368.00

VP 156+263+00
Elev. 8368.87

VP 156+259+30
Elev. 8368.00

VP 156+263+00
Elev. 8368.87

VP 156+256+30
Elev. 8361.30

VP 156+256+30
Elev. 8361.30

VP 156+256+30
Elev. 8361.30

VP 156+256+30
Elev. 8361.30

VP 156+256+30
Elev. 8361.30

VP 156+256+30
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