

| FED. ROAD<br>DIST. NO. | STATE | PROJ. NO. | SHEET<br>NO | TOTAL<br>SHEETS |
|------------------------|-------|-----------|-------------|-----------------|
| 3                      | COLO. | S-6(4)    | 1           |                 |

RIGHT OF WAY

## INDEX OF SHEETS

- 1 TITLE SHEET  
2 TABULATION OF PROPERTIES  
3-11 PLAN AND PROFILE SHEETS  
SHOWING RIGHT OF WAY  
REQUIRED

COLORADO  
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED  
FEDERAL AID SECONDARY PROJECT NO. S-6(4)  
STATE HIGHWAY NO. 86  
DOUGLAS COUNTY

SCALES OF ORIGINAL TRACINGS  
 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 } 23,430.3 FT. ± 4.437 MI.  
 NET LENGTH OF PROJECT

## RIGHT OF WAY

**INFORMATION OBTAINED FROM AVAILABLE COUNTY RECORDS**

## CONVENTIONAL SIGNS

Center Line \_\_\_\_\_

Right of Way Line \_\_\_\_\_

County Line \_\_\_\_\_

Township or Range Line \_\_\_\_\_

Section Line \_\_\_\_\_

Quarter Section Line \_\_\_\_\_

Sixteenth Section Line \_\_\_\_\_

Property or Tract Line \_\_\_\_\_

City Limits \_\_\_\_\_

Railroad \_\_\_\_\_

Barbed Wire Fence \_\_\_\_\_

Woven Wire-Combination Fence \_\_\_\_\_

Picket Fence \_\_\_\_\_

Board Fence \_\_\_\_\_

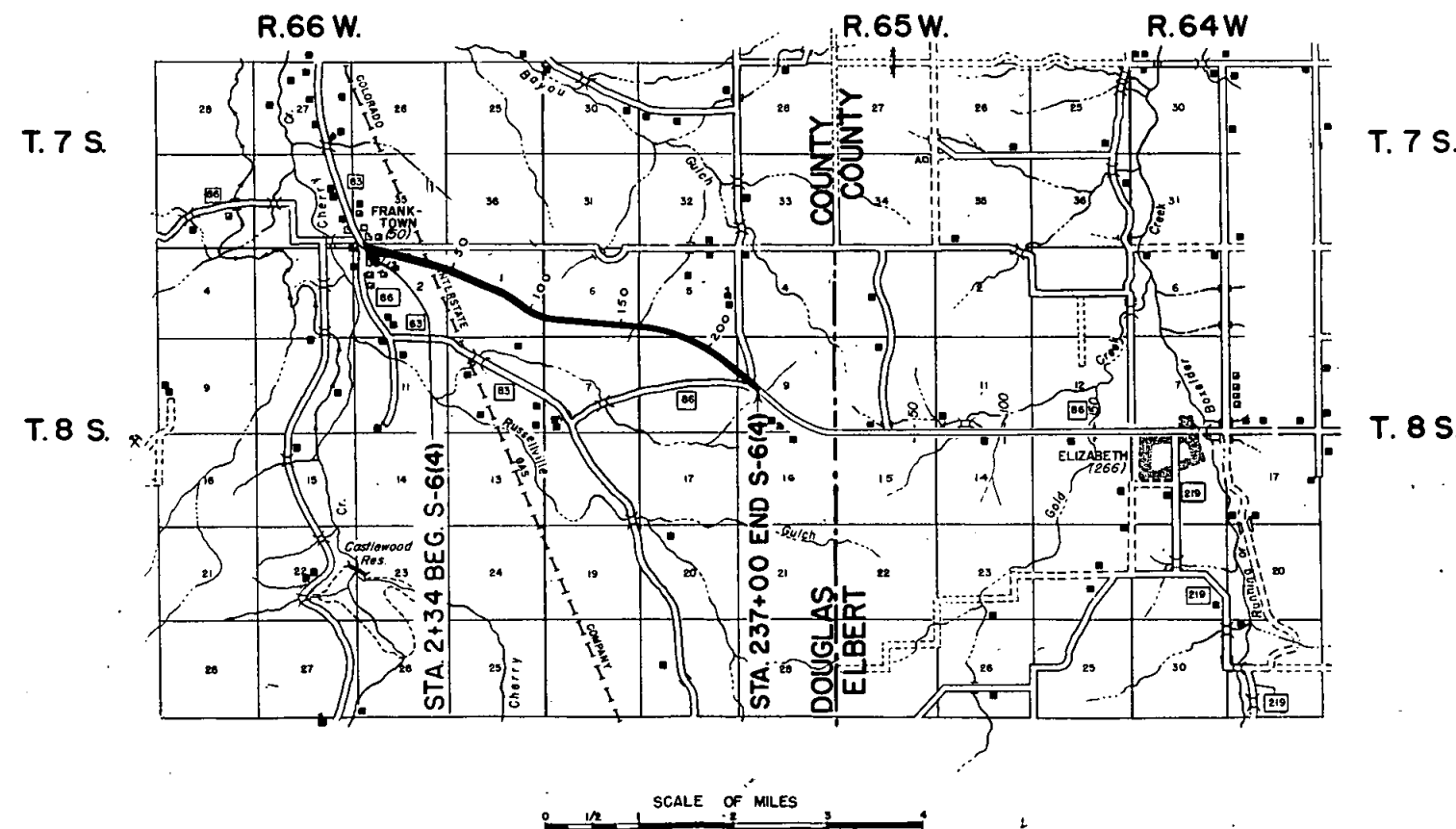
Snow Fence \_\_\_\_\_

Wire Cable Guard Fence \_\_\_\_\_

Teleph. & Teleg. Line \_\_\_\_\_

Power Line \_\_\_\_\_

Water Main \_\_\_\_\_



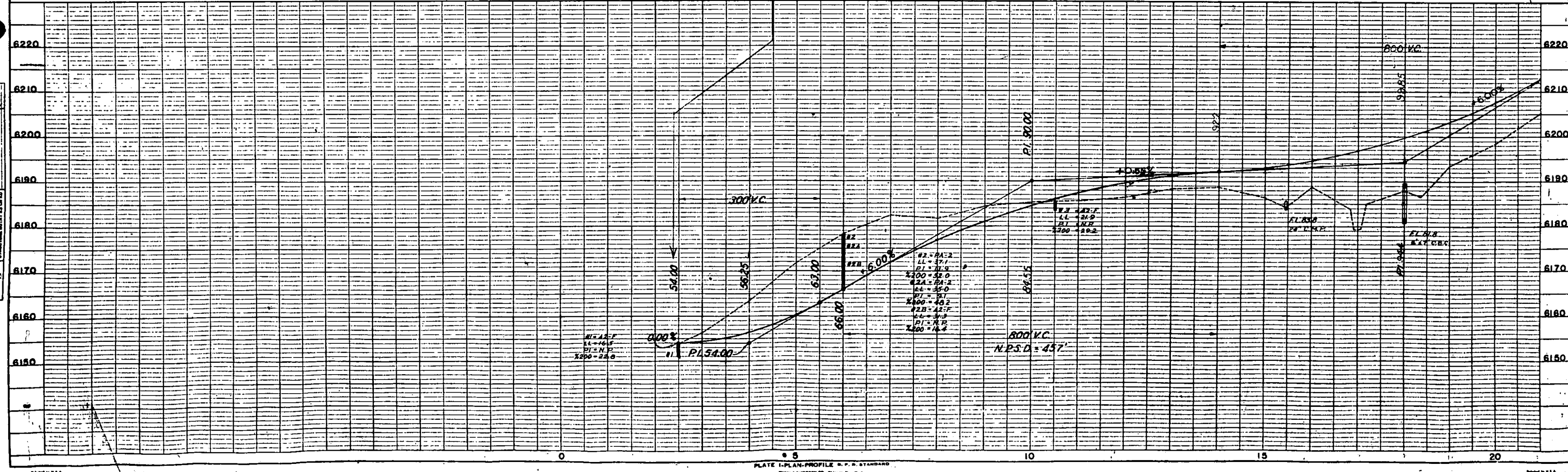
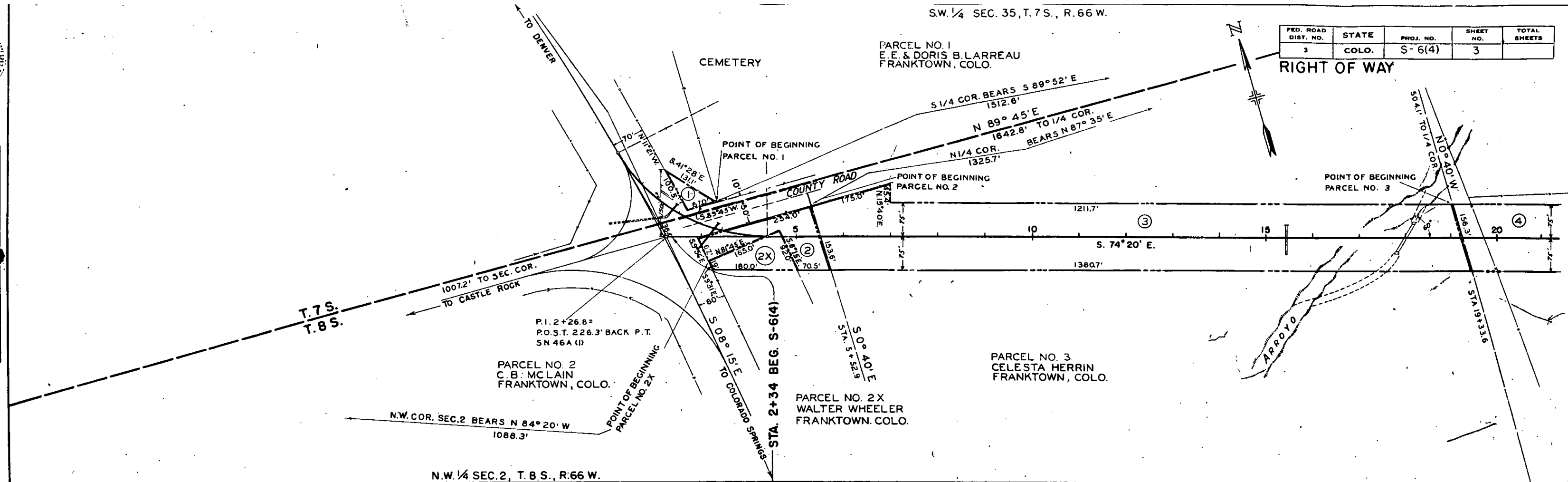
| FED. ROAD<br>DIST. NO. | STATE | PROJ. NO | SHEET<br>NO. | TOTAL<br>SHEETS |
|------------------------|-------|----------|--------------|-----------------|
| 3                      | COLO. | S - 6(4) | 2            |                 |

NC

5

ALIGNED CHECKED  
BY: [Signature]  
DATE: [Date]

NOTE: [Text]  
[Text]  
[Text]

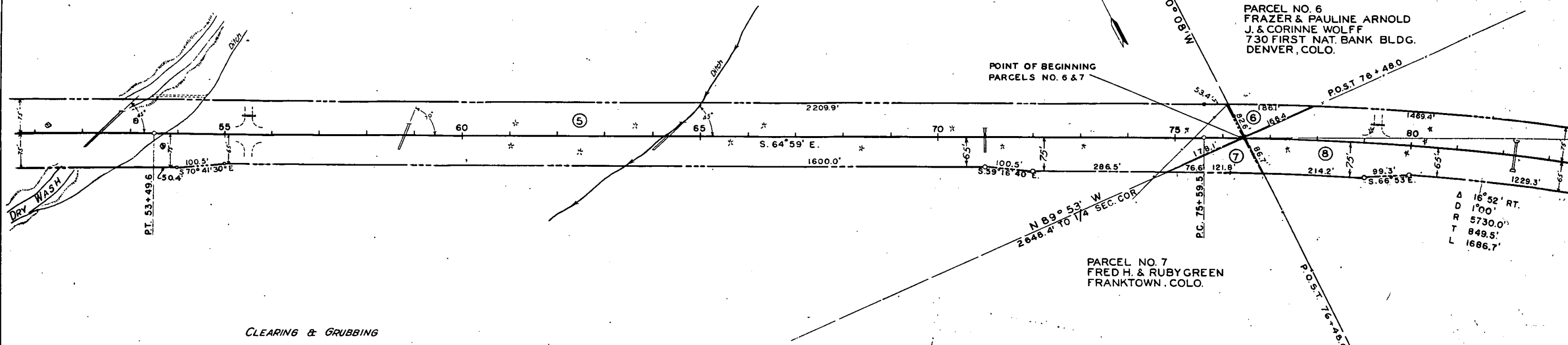




**RIGHT OF WAY**  
N.E. 1/4 SEC. 1, T. 8 S., R. 66 W.

PARCEL NO. 6  
FRAZER & PAULINE ARNOLD  
J. & CORINNE WOLFF  
730 FIRST NAT. BANK BLDG.  
DENVER, COLO.

PARCEL NO. 5  
RALPH J. & MARIE WALKER  
FRANKTOWN, COLO.

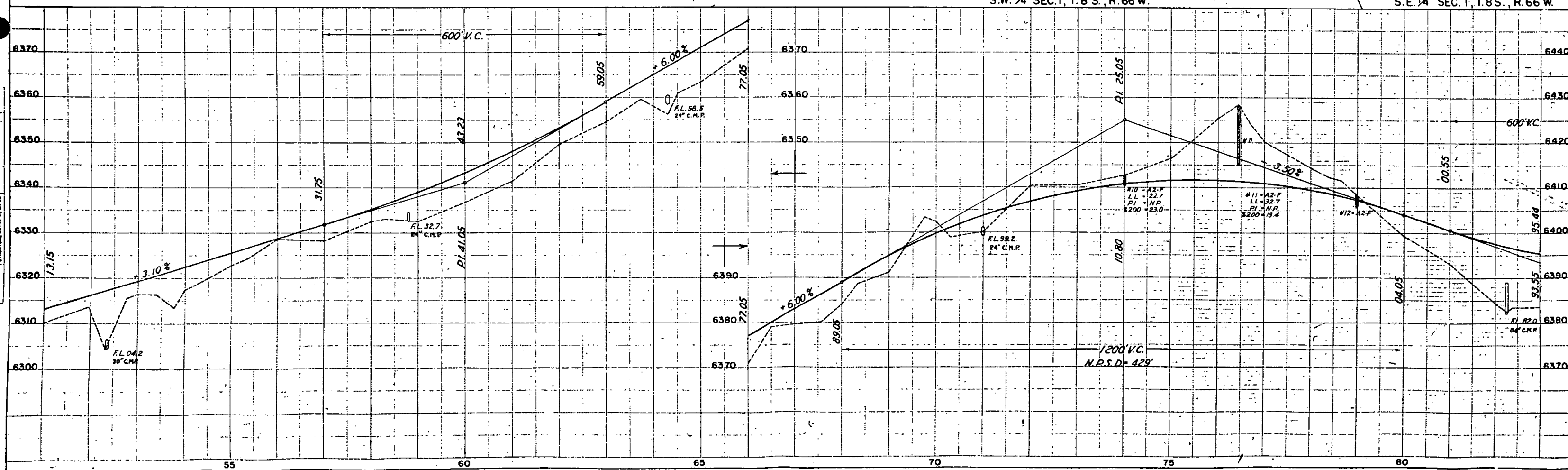


### CLEARING & GRUBBING

STA. 50+00 TO 54+00 :- SCATTERING TIMBER, PINE & SCRUB OAK.  
STA. 54+00 TO 80+50 :- HEAVY TIMBER, AVERAGE PINE 10" DIA.

S.W. 1/4 SEC. 1, T. 8 S., R. 66 W.

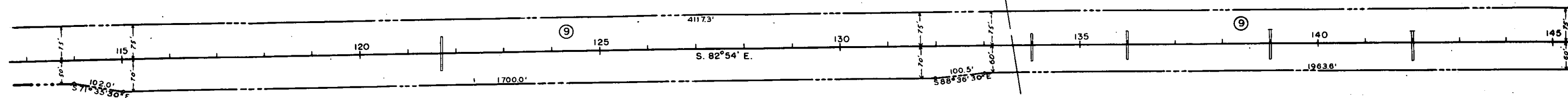
S.E. 1/4 SEC. 1, T. 8 S., R. 66 W.



| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|-----------|-----------|--------------|
| 3                   | COLO. | S-6(4)    | 7         |              |

RIGHT OF WAY

PARCEL NO. 9  
GERTRUDE H. GRANT  
% TAXPAYER'S AGENCY  
1654 BROADWAY, DENVER

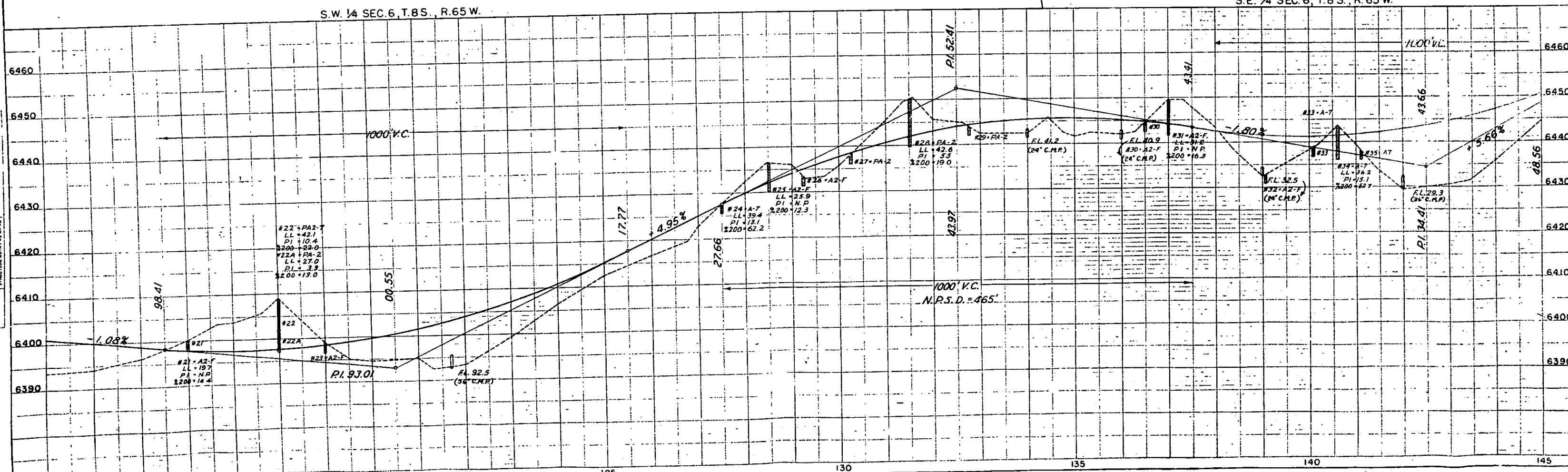


CLEARING & GRUBBING

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STA. 123+00 TO 136+00 :- HEAVY TIMBER, PINE & SCRUB OAK.

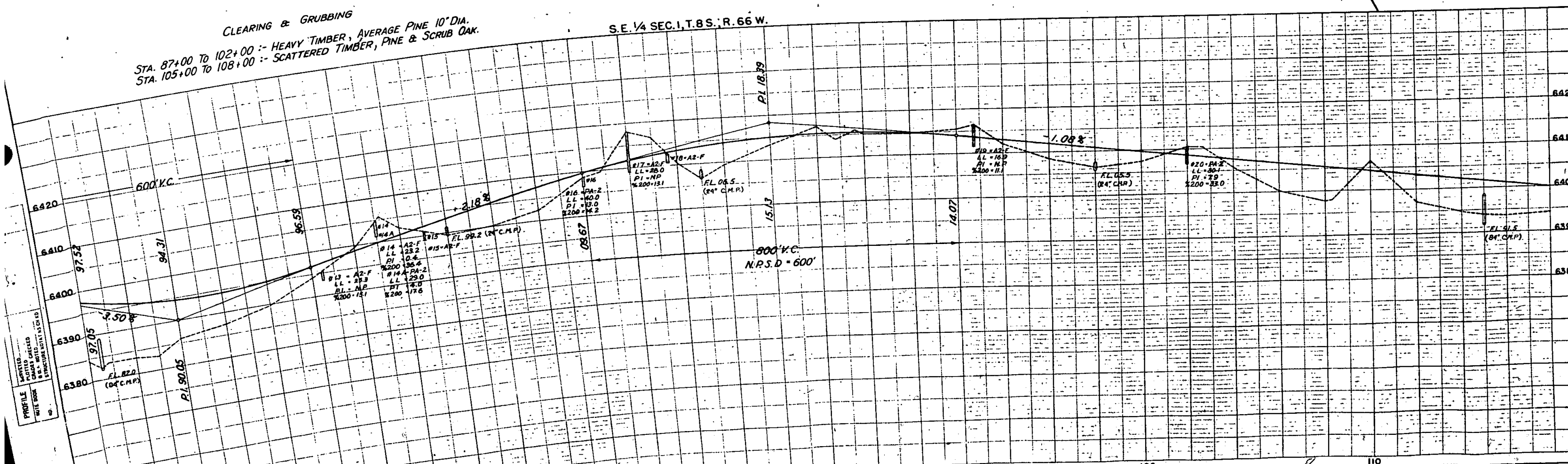
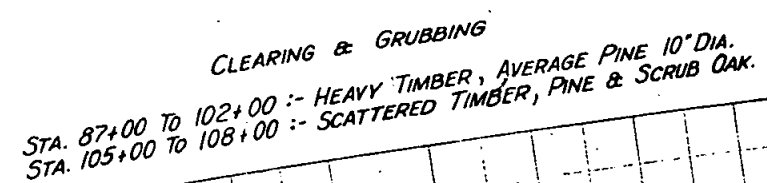
S.W. 1/4 SEC. 6, T.8 S., R. 65 W.

S.E. 1/4 SEC. 6, T.8 S., R. 65 W.



RIGHT OF WAY  
S.W. 1/4 SEC. 6, T. 8 S., R. 65 W.

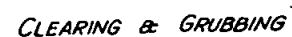
PARCEL NO. 8  
J. HENRY & AUGUST. LENA. & HERMAN OETZEL  
3040 QUITMAN, DENVER, COLO.



RIGHT OF WAY  
S.W. 1/4 SEC. 6, T.8 S., R.65 W.

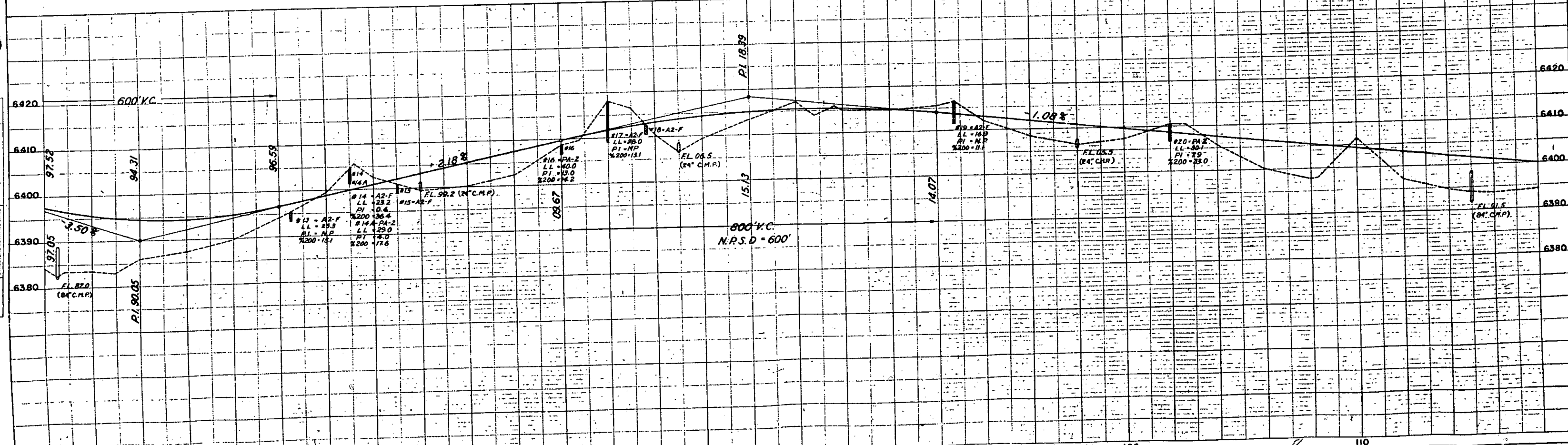
RIGHT OF WAY  
S.W. 1/4 SEC. 6, T.8 S., R.65 W.

PARCEL NO. 8  
J. HENRY & AUGUST. LENA & HERMAN OETZEL  
3040 QUITMAN, DENVER, COLO.



STA. 87+00 TO 102+00 :- HEAVY TIMBER, AVERAGE PINE 10" DIA.  
STA. 105+00 TO 108+00 :- SCATTERED TIMBER, PINE & SCRUB OAK.

S.E. 1/4 SEC. 1, T. 8 S., R. 66 W.



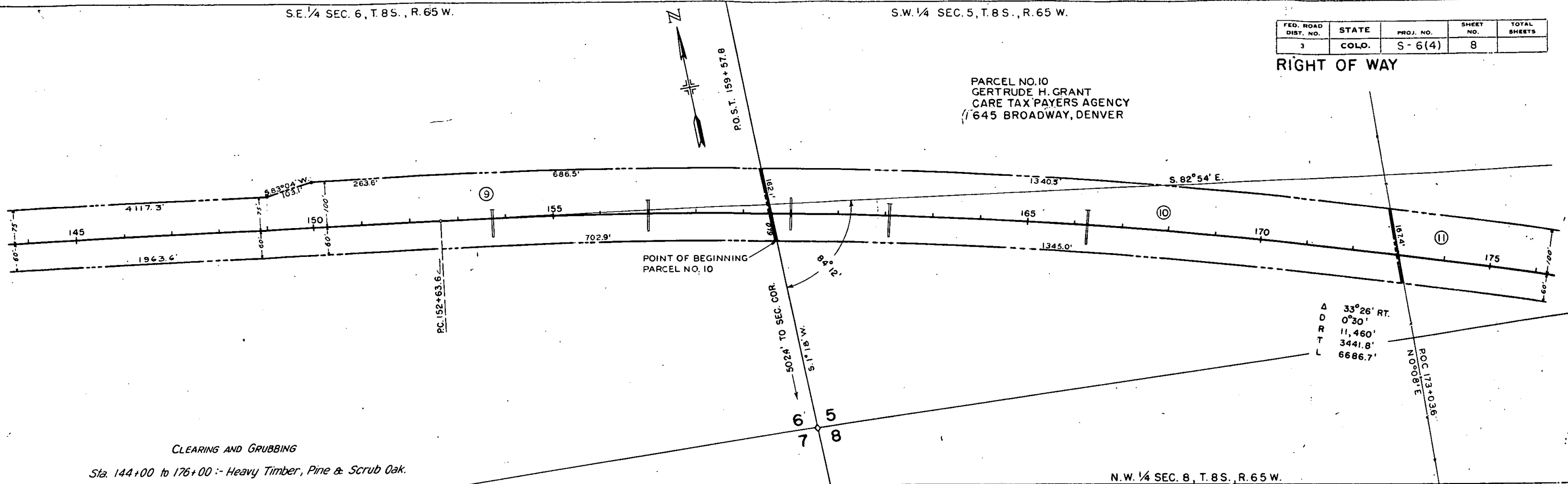
S.E. 1/4 SEC. 6, T.8 S., R.65 W.

S.W. 1/4 SEC. 5, T.8 S., R.65 W.

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|-----------|-----------|--------------|
| 3                   | COLO. | S-6(4)    | 8         |              |

RIGHT OF WAY

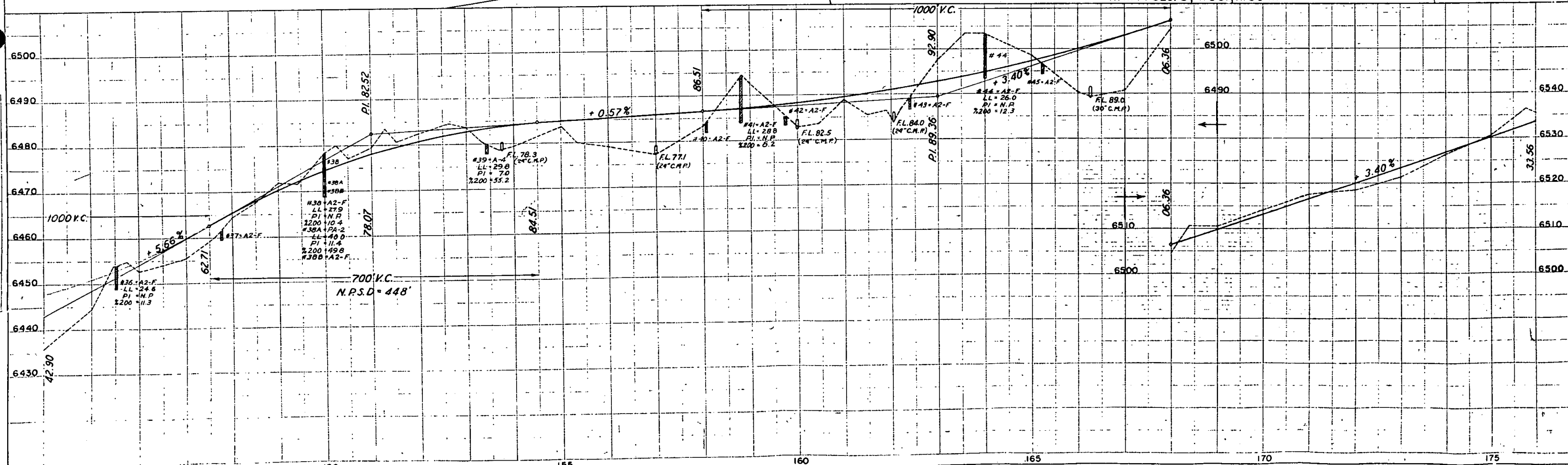
PARCEL NO. 10  
GERTRUDE H. GRANT  
CARE TAXPAYERS AGENCY  
645 BROADWAY, DENVER



CLEARING AND GRUBBING

Sta. 144+00 to 176+00 :- Heavy Timber, Pine & Scrub Oak.

N.W. 1/4 SEC. 8, T.8 S., R.65 W.

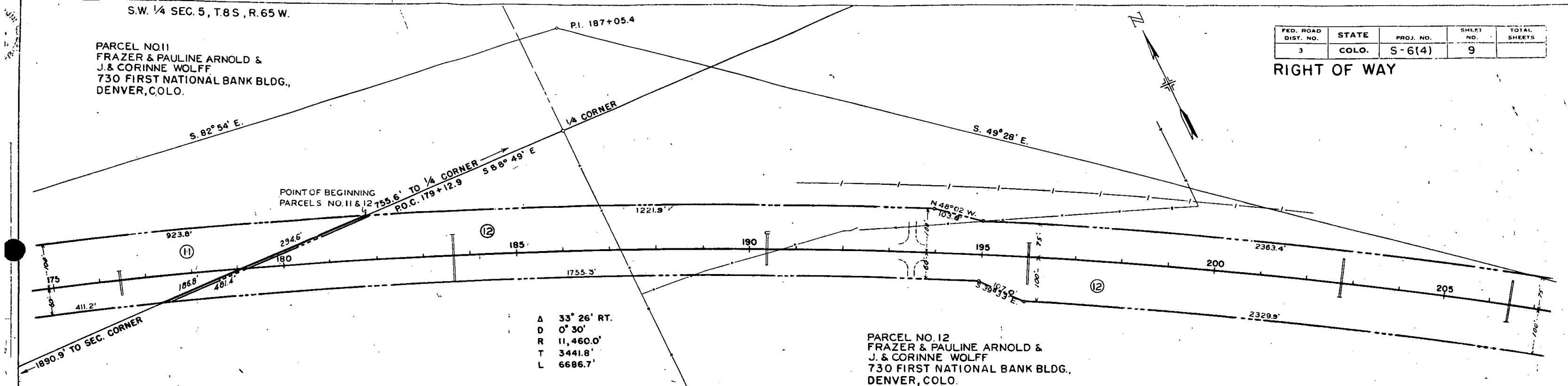


S.W. 1/4 SEC. 5, T.8 S., R. 65 W.

PARCEL NO. 11  
FRAZER & PAULINE ARNOLD &  
J. & CORINNE WOLFF  
730 FIRST NATIONAL BANK BLDG.,  
DENVER, COLO.

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|-----------|-----------|--------------|
| 3                   | COLO. | S-6(4)    | 9         |              |

RIGHT OF WAY

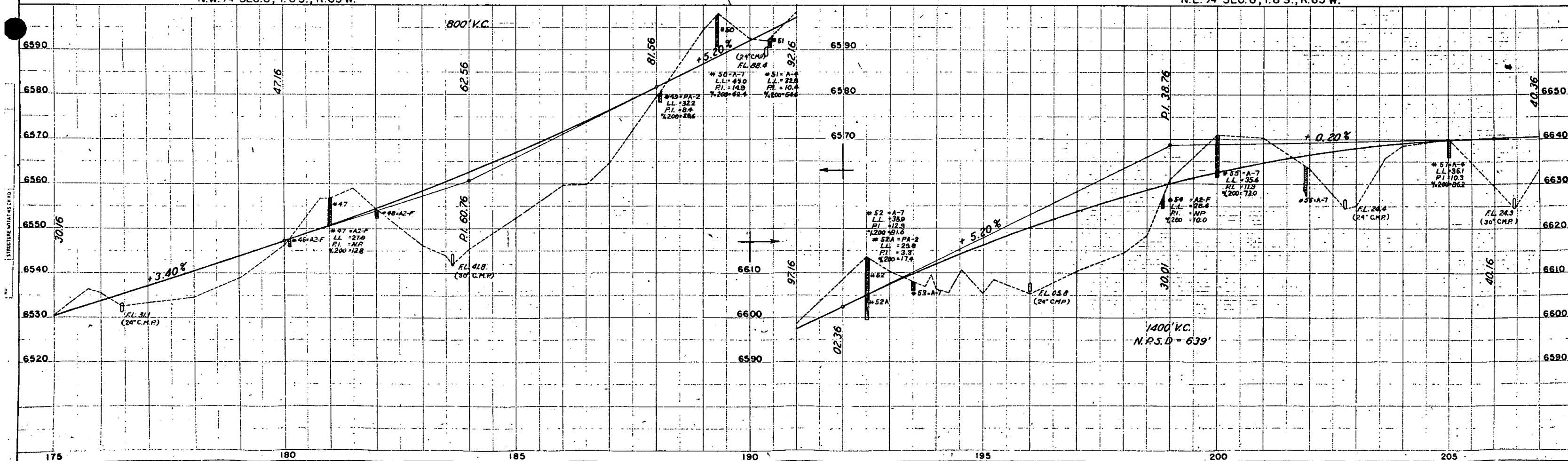


CLEARING AND GRUBBING

Sta. 175+00 to 199+40 :- Heavy Timber, Pine & Scrub Oak.  
Sta. 202+00 to 207+00 :- Scrub Oak & Scattered Pine.

N.W. 1/4 SEC. 8, T. 8 S., R. 65 W.

N.E. 1/4 SEC. 8, T. 8 S., R. 65 W.



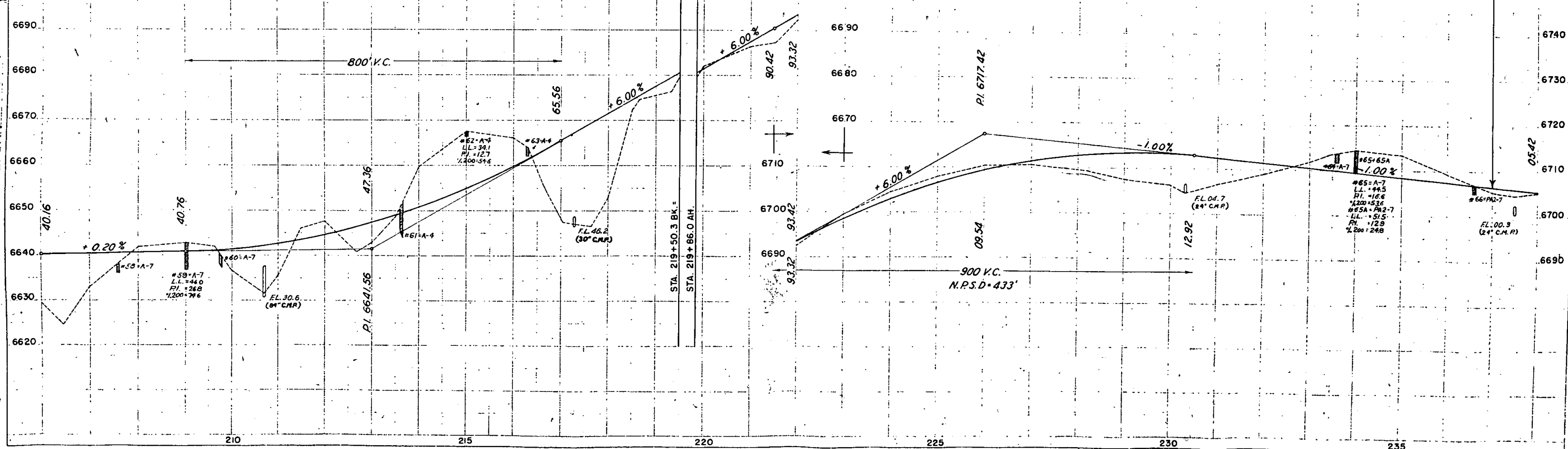
## RIGHT OF WAY



Sta. 206+00 to 210+00 :- Scrub Oak and Scattered Pine.  
Sta. 210+00 to 222+50 :- Heavy Timber, Pine & Scrub Oak.  
Sta. 228+40 to 231+00 :- Scattered Timber on Rt.

N.E. 1/4 SEC. 8, T.8 S., R. 65 W.

S.W. 1/4 SEC. 9, T. 8 S., R. 65 W.

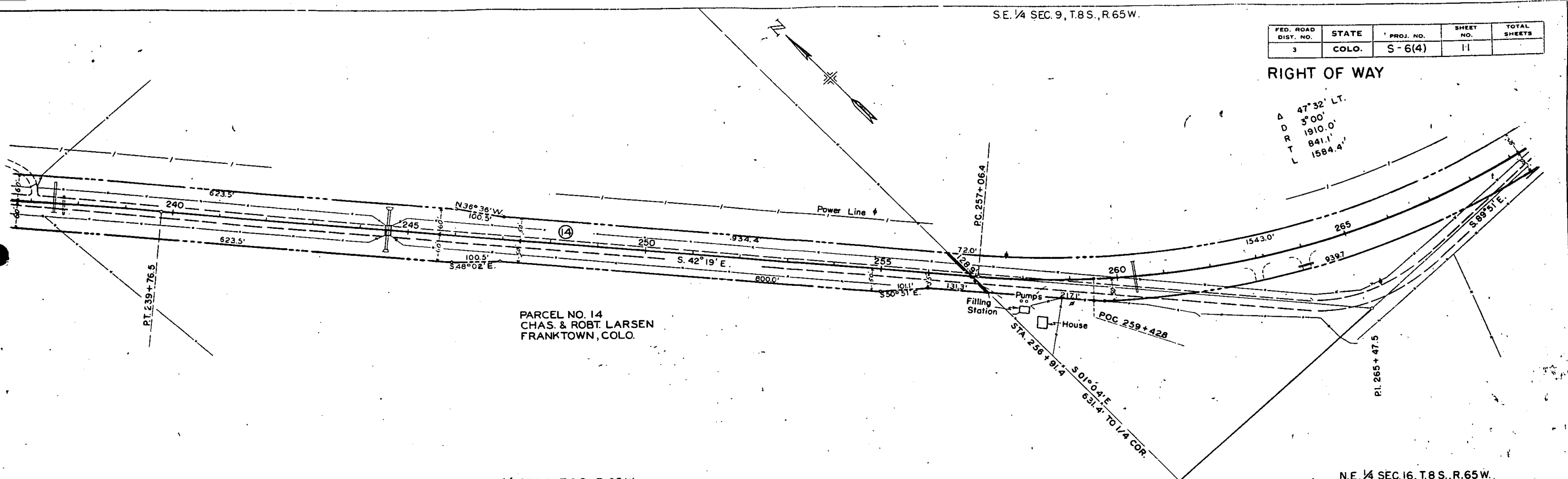


S.E. 1/4 SEC. 9, T.8 S., R.65 W.

| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|-----------|-----------|--------------|
| 3                   | COLO. | S-6(4)    | 11        |              |

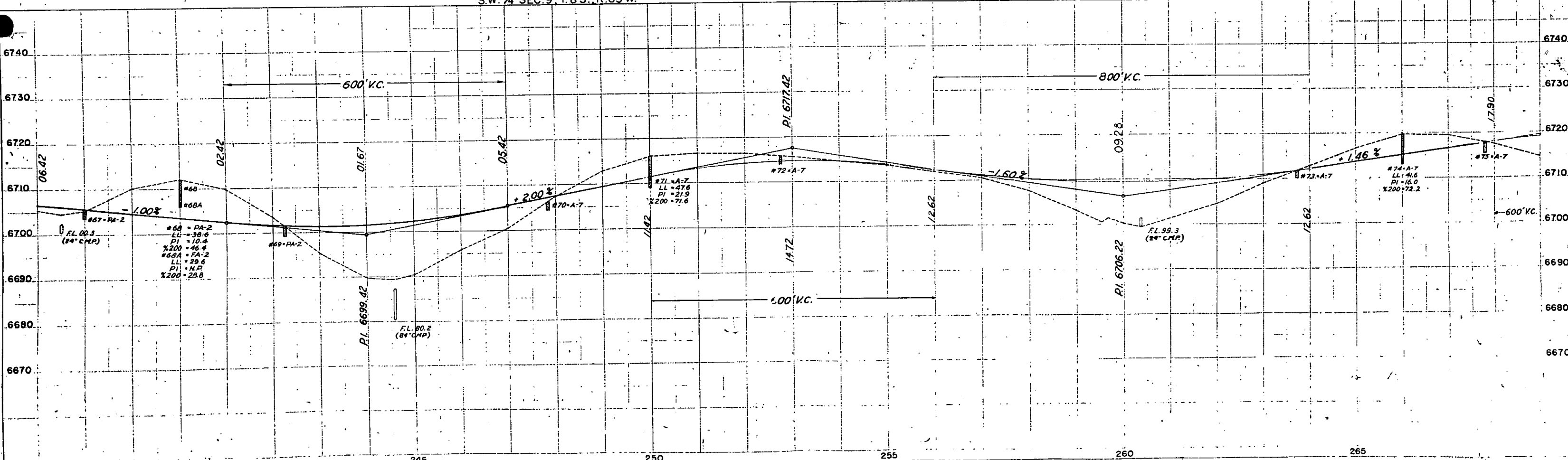
RIGHT OF WAY

47°32' LT.  
3°00'  
1910.0'  
841.1'  
1584.4'



S.W. 1/4 SEC. 9, T.8 S., R.65 W.

N.E. 1/4 SEC. 16, T.8 S., R.65 W.



Revised Quantities 8/9/47 G.R.B.

### FENCING REQUIREMENTS

| STATIONS         | SIDE      | REMOVE FENCE | BUILD BARBED WIRE FENCE | BARBED WIRE GATES |  |
|------------------|-----------|--------------|-------------------------|-------------------|--|
|                  |           | LIN. FT.     | LIN. FT.                | EACH              |  |
| 2+90 TO 7+00     | Rt. & Lt. | 520          |                         |                   |  |
| 3+20 TO 82+26    | Rt.       |              | 7900                    |                   |  |
| 7+00 TO 82+26    | Lt.       |              | 7600                    |                   |  |
| 19+74            | X         | 160          |                         |                   |  |
| 14+25            | Rt. & Lt. |              |                         | 2                 |  |
| 23+50            | Rt.       |              |                         | 1                 |  |
| 23+80            | X         | 160          |                         |                   |  |
| 36+75            | Rt. & Lt. |              |                         | 2                 |  |
| 55+50            | Rt. & Lt. |              |                         | 2                 |  |
| 75+35            | X         | 190          |                         |                   |  |
| 76+50            | X         | 160          |                         |                   |  |
| 76+50 TO 78+00   | Lt.       | 170          |                         |                   |  |
| 77+90            | Lt.       |              |                         | 1                 |  |
| 82+26 TO 112+50  | Rt.       |              | 3050                    |                   |  |
| 82+26 TO 112+50  | Lt.       |              | 3010                    |                   |  |
| 119+00           | Rt. & Lt. |              |                         | 2                 |  |
| 96+50            | Rt. & Lt. |              |                         | 2                 |  |
| 133+00           | Rt. & Lt. |              |                         | 2                 |  |
| 104+50           | Rt. & Lt. |              |                         | 2                 |  |
| 107+60           | X         | 130          |                         |                   |  |
| 112+50 TO 210+70 | Rt.       |              | 9830                    |                   |  |
| 112+50 TO 210+70 | Lt.       |              | 9890                    |                   |  |
| 159+50           | Rt. & Lt. |              |                         | 2                 |  |
| 173+00           | X         | 160          |                         |                   |  |
| 187+20           | X         | 150          |                         |                   |  |
| 190+90           | X         | 770          |                         |                   |  |
| 195+00           | Lt.       |              |                         | 1                 |  |
| 193+50           | Rt.       |              |                         | 1                 |  |
| 210+70 TO 238+00 | Rt.       |              | 2640                    |                   |  |
| 210+70 TO 228+30 | Lt.       |              | 1800                    |                   |  |
| 219+10           | X         | 210          |                         |                   |  |
| 226+70 TO 238+00 | Rt. & Lt. | 1970         |                         |                   |  |
| 182+25           | Rt. & Lt. |              |                         | 2                 |  |
| 232+00 TO 238+00 | Lt.       |              | 620                     |                   |  |
| 232+30           | Rt.       |              |                         | 1                 |  |
| 237+00           | Lt.       |              |                         | 1                 |  |
| TOTALS           |           | 4750         | 46340                   | 24                |  |

### R.O.W. MARKERS

| STATION                    | SIDE      | NO. |
|----------------------------|-----------|-----|
| 3+30                       | Rt.       | 1   |
| 7+00                       | Lt.       | 2   |
| 19+25                      | Rt. & Lt. | 2   |
| 47+20                      | Rt. & Lt. | 2   |
| 54+00                      | Rt.       | 1   |
| 55+00                      | Rt.       | 1   |
| 76+15                      | Rt.       | 1   |
| 93+00                      | Rt.       | 1   |
| 94+00                      | Rt.       | 1   |
| 107+90                     | Rt. & Lt. | 2   |
| 114+00                     | Rt.       | 1   |
| 115+00                     | Rt.       | 1   |
| 132+00                     | Rt.       | 1   |
| 133+00                     | Rt.       | 1   |
| 133+60                     | Rt. & Lt. | 2   |
| 149+00                     | Lt.       | 1   |
| 150+00                     | Lt.       | 1   |
| 159+60                     | Rt. & Lt. | 2   |
| 179+10                     | Rt. & Lt. | 2   |
| 194+00                     | Lt.       | 1   |
| 195+00                     | Rt. & Lt. | 2   |
| 196+00                     | Rt.       | 1   |
| 219+50.3 Bk. 219+86.0 A.H. | Rt. & Lt. | 2   |
| 221+00                     | Rt. & Lt. | 2   |
| 237+00                     | Rt. & Lt. | 2   |
| 71+00                      | Rt.       | 1   |
| 72+00                      | Rt.       | 1   |
| 79+00                      | Rt.       | 1   |
| 80+00                      | Rt.       | 1   |
| TOTAL                      |           | 40  |

### TABULATION OF LENGTH AND DESIGN DATA

| STATION                                                    | ROADWAY  | MAJOR STRUCTURES |         |
|------------------------------------------------------------|----------|------------------|---------|
|                                                            | LIN. FT. | LIN. FT.         | LOADING |
| 2+34 Begin S 6 (4)<br>(opposite 1389+70 of SN FAP 46A (1)) | 21716.3' |                  |         |
| 219+50.3 Bk. } Equation                                    |          |                  |         |
| 219+86.0 A.H. }                                            |          |                  |         |
| 237+00 End S 6 (4)                                         | 1714.0'  |                  |         |
| TOTALS                                                     | 23430.3' |                  |         |
| SUMMARY                                                    |          |                  |         |
|                                                            |          | LIN. FT.         | MILES   |
| S 6 (4) Roadway                                            |          | 23430.3          | 4.497   |
| S 6 (4) Major Structures                                   |          | None             | None    |
| TOTAL S 6 (4)                                              |          | 23430.3          | 4.497   |
| DESIGN DATA                                                |          |                  |         |
| Maximum Degree of Curve                                    |          | 3° 00'           |         |
| Maximum Grade                                              |          | +6.00%           |         |
| Minimum N.P.S.D. - horizontal                              |          | 585'             |         |
| Minimum N.P.S.D. - vertical                                |          | 430'             |         |
| Maximum Design Speed                                       |          | 50 M.P.H.        |         |

### TIMBER GUARD POSTS

| STATION          | SIDE      | SPACING | NO. |
|------------------|-----------|---------|-----|
| 2+50             | Lt.       | 20'     | 2'  |
| 2+50             | Rt.       | 20'     | 6'  |
| 16+50 TO 17+50   | Rt. & Lt. | 50'     | 6'  |
| 18+00            | Rt. & Lt. | C.M.P.  | 2'  |
| 34+00            | Rt. & Lt. | C.M.P.  | 21' |
| 18+50 TO 20+00   | Rt. & Lt. | 50'     | 8'  |
| 52+37            | Rt. & Lt. | C.M.P.  | 2'  |
| 58+80            | Rt. & Lt. | C.M.P.  | 2'  |
| 64+32            | Rt. & Lt. | C.M.P.  | 2'  |
| 71+00            | Rt. & Lt. | C.M.P.  | 2'  |
| 81+50 TO 84+00   | Rt. & Lt. | 50'     | 12' |
| 82+26            | Rt. & Lt. | C.M.P.  | 2   |
| 90+00            | Rt. & Lt. | C.M.P.  | 2   |
| 95+48            | Rt. & Lt. | C.M.P.  | 2'  |
| 104+00           | Rt. & Lt. | C.M.P.  | 2'  |
| 112+50           | Rt. & Lt. | C.M.P.  | 2'  |
| 121+70           | Rt. & Lt. | C.M.P.  | 2'  |
| 134+00           | Rt. & Lt. | C.M.P.  | 2'  |
| 136+00           | Rt. & Lt. | C.M.P.  | 2'  |
| 139+00           | Rt. & Lt. | C.M.P.  | 2'  |
| 142+00 TO 144+50 | Rt. & Lt. | 50'     | 12' |
| 153+75           | Rt. & Lt. | C.M.P.  | 2'  |
| 157+00           | Rt. & Lt. | C.M.P.  | 2'  |
| 160+00           | Rt. & Lt. | C.M.P.  | 2'  |
| 162+08           | Rt. & Lt. | C.M.P.  | 2   |
| 166+00 TO 167+50 | Rt. & Lt. | 50'     | 8   |
| 176+45           | Rt. & Lt. | C.M.P.  | 2'  |
| 182+50 TO 187+50 | Rt. & Lt. | 50'     | 22  |
| 190+38           | Rt. & Lt. | C.M.P.  | 2   |
| 194+00 TO 198+50 | Rt.       | 50'     | 10  |
| 196+00           | Lt.       | C.M.P.  | 1'  |
| 202+50 TO 203+00 | Rt. & Lt. | 50'     | 4   |
| 206+00 TO 206+50 | Rt. & Lt. | 50'     | 4   |
| 210+70           | Rt. & Lt. | C.M.P.  | 2   |
| 216+25 TO 218+75 | Lt.       | 50'     | 6'  |
| 217+00 TO 219+50 | Rt.       | 50'     | 6'  |
| 230+30           | Lt.       | C.M.P.  | 1'  |
| TOTAL            |           |         | 152 |

### SURFACING PLAN

It is estimated that material for Gravel Surfacing for the Project is available in the vicinity of the pits indicated in the following tabulation. Estimated quantities involved in this operation are shown below.

Alteration of the Surfacing Plan as here outlined will be allowed only on written permission from the Department.

| MATERIAL TO BE PLACED               | SOURCE                         | QUANTITY  |                          | OVERHAUL  |            |
|-------------------------------------|--------------------------------|-----------|--------------------------|-----------|------------|
|                                     |                                | AVAILABLE | CU. YDS. USED            | STA. YDS. | YD. MILE   |
|                                     |                                |           | TOP COURSE BOTTOM COURSE |           |            |
| 2+34 TO 52+34                       | Widened Cuts 24+50 to 31+50.   | Ample     | Future Construction      | 1750      | 9328 21    |
| 52+34 TO 133+34                     | Widened Cuts 71+50 to 79+50.   |           |                          | 2835      | 22352 535  |
| 133+34 TO 237+00                    | Widened Cuts 162+50 to 165+50. |           |                          | 3616      | 31416 1099 |
| Road Approaches and Apprs. to Proj. |                                |           |                          | 755       | 5809 153   |
| Project Totals S 6 (4)              |                                |           |                          | 8956      | 68905 1808 |

### SELECTED SUBGRADE MATERIAL TABULATION

It is estimated that Selected Subgrade Material for the Project is available in the vicinity of the pits indicated in the following tabulation. Estimated quantities involved in this operation are shown below. Selected Subgrade Material shall be classified and paid for as "Unclassified Excavation." Alteration of the Selected Subgrade Material Plan as here outlined will be allowed only on written permission from the Department.

| MATERIAL TO BE PLACED | SOURCE                         | QUANTITY  |               |               | OVERHAUL  |          |
|-----------------------|--------------------------------|-----------|---------------|---------------|-----------|----------|
|                       |                                | AVAILABLE | THICKNESS IN. | CU. YDS. USED | STA. YDS. | YD. MILE |
|                       |                                |           | T             |               |           |          |
| 2+34 TO 102+50        | Widened Cuts 24+50 to 31+50.   | Ample     | 12"           | 11218         | 95349     | 3490     |
| 102+50 TO 199+75      | Widened Cuts 71+50 to 79+50.   | Ample     | 12"           | 10892         | 119812    | 12300    |
| 199+75 TO 237+00      | Widened Cuts 162+50 to 165+50. | Ample     | 12"           | 4133          | 45463     | 2990     |
| PROJECT TOTALS        |                                |           |               | 26243         | 260624    | 18780    |