

# DEPARTMENT OF HIGHWAYS STATE OF COLORADO

## PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. F 013-1(16) STATE HIGHWAY NO. 102 WASHINGTON COUNTY

120 days

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SHEET NO.

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3. SUMMARY OF APPROXIMATE QUANTITIES.
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FEDERAL ROAD REGION NO.	DIVISION (COLORADO)	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	F 013-1(16)		1	1

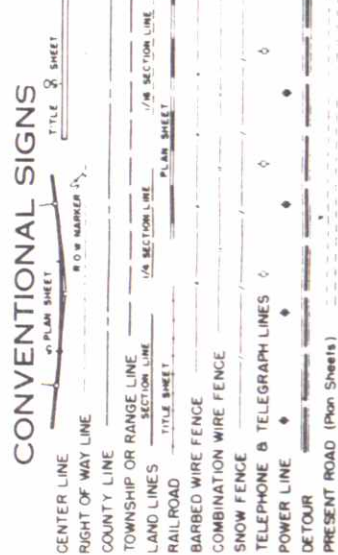


SCALES OF ORIGINAL DRAWINGS

ON PLAN 1 IN = 100 FT  
ON PROFILE 1 IN = 10 FT HORIZONTAL  
1 IN = 10 FT VERTICAL  
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD  
GROSS LENGTH OF PROJECT = 20,463.5 FT. = 3.876 MI.  
NET LENGTH OF PROJECT = 20,052.7 FT. = 3.798 MI.

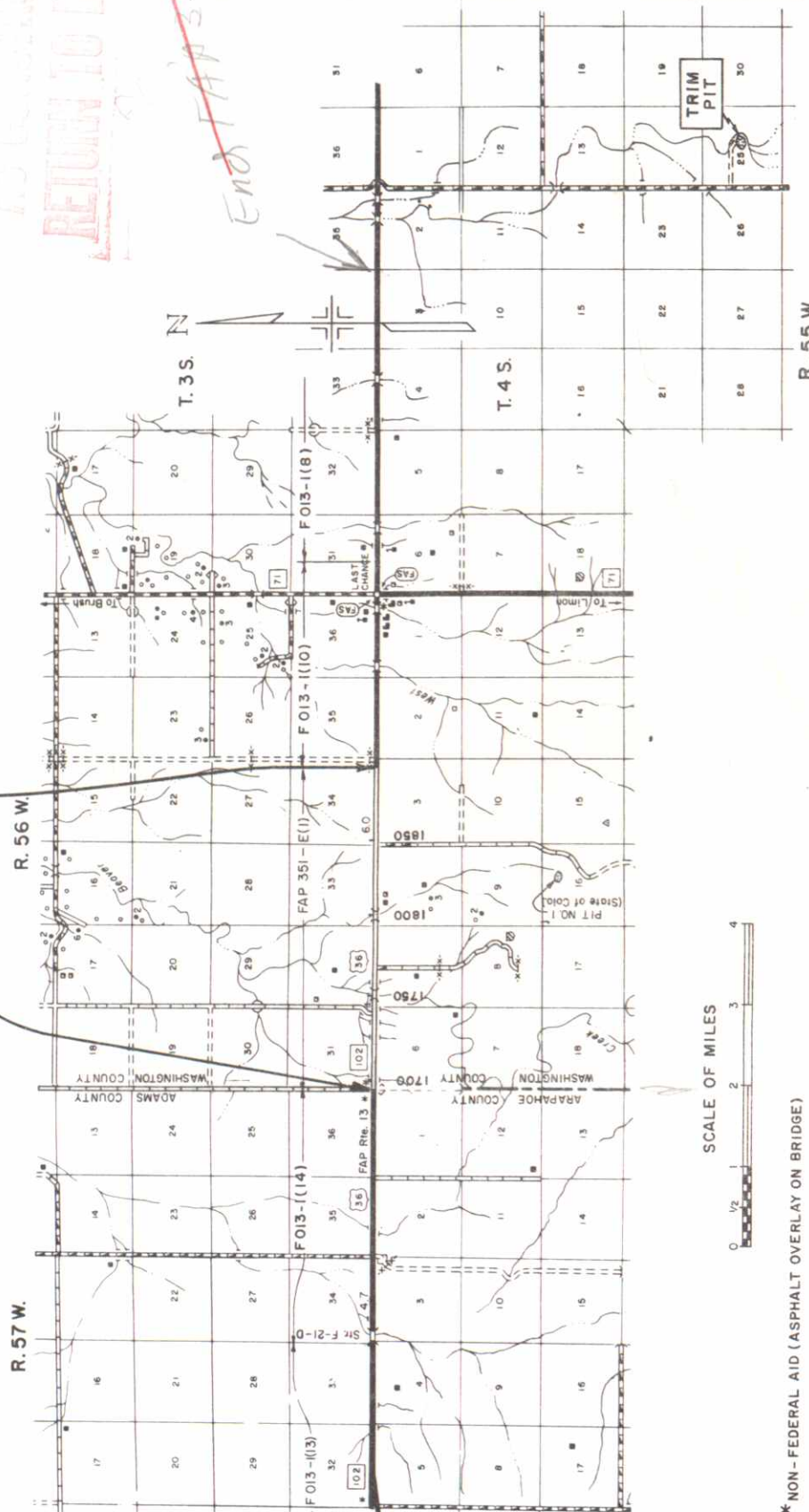
### TABULATION OF LENGTH AND DESIGN DATA

STATION	DESCRIPTION	24' RDWY LIN. FT.	36' RDWY LIN. FT.	NO WORK SECTION LIN. FT.
1689+36.5	BEGIN F 013-1(16) = END F-013-1(14) = 1689+36.5 ON FAP 351-E(1)	5928.5		340.3
1748+65.0	BEGIN NO WORK SECTION BRIDGE - BEAVER CREEK - F-22-A			
1752+05.3	END NO WORK SECTION	4759.7		
1799+65.0	BEGIN NO WORK SECTION BRIDGE - DRAW - F-22-T			
1800+35.5	END NO WORK SECTION	964.5		*70.5
1810+00	BEGIN 36' ROADWAY		3,300.0	
1843+00	END 36' ROADWAY	5,100.0		
1894+00	END F 013-1(16) = BEGIN F 013-1(10) = 1894+00 ON FAP 351-E(1)	16,752.7	3,300.0	410.8
TOTALS				
SUMMARY		16,752.7	3,300.0	410.8
24' ROADWAY		16,752.7	3,173	
36' ROADWAY		3,300.0	0.625	
TOTAL NET LENGTH		20,052.7	3,798	
NO WORK SECTION			410.8	0.078
TOTAL GROSS LENGTH			20,463.5	3.876
DESIGN DATA				
MAXIMUM DEGREE OF CURVE		TANGENT		
MAXIMUM GRADE		5.82%		
MINIMUM S.S.D. (HORIZONTAL)		1,300'		
MINIMUM S.S.D. (VERTICAL)		485'		
MAXIMUM DESIGN SPEED		60 MPH		



STA. 1689 + 36.5 BEGIN F 013-1(16) = STA. 1894 + 00 END F 013-1(16) = STA. 1894 + 00 ON FAP 351-E(1)

M.P. 129.5



AS CONTRACTED PLANS  
RETURN TO ENCL. 4 DESIGN

SEE SPECIAL PROVISIONS FOR NOTICE TO BIDDERS

DEPARTMENT OF HIGHWAYS  
STATE OF COLORADO

APPROVED: *[Signature]* 8-12-64  
CHIEF ENGINEER

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

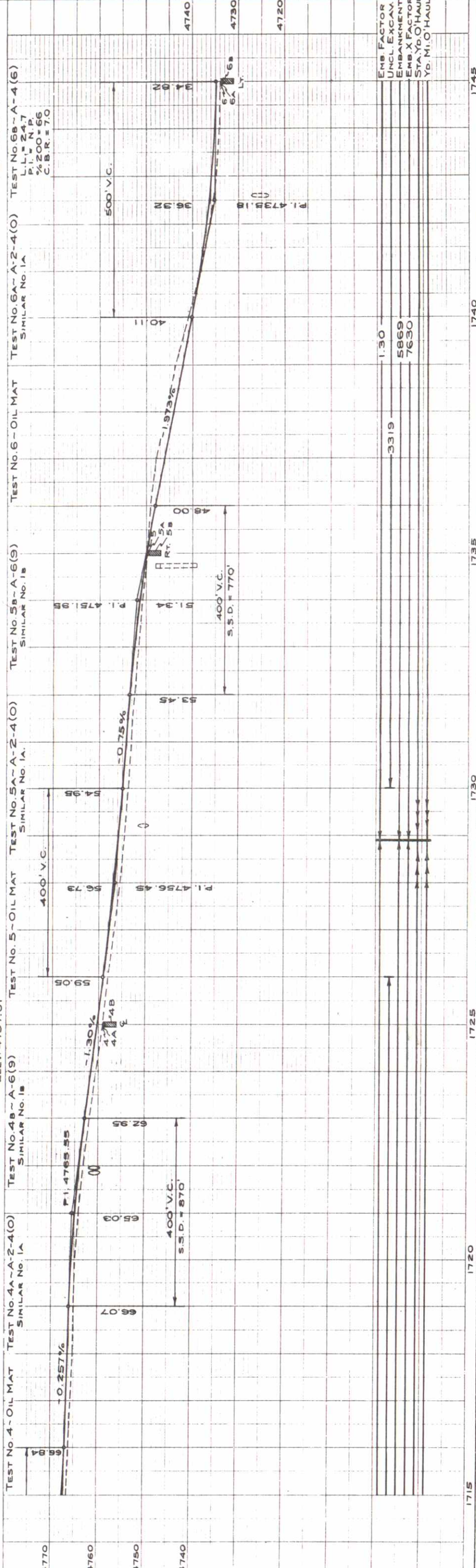
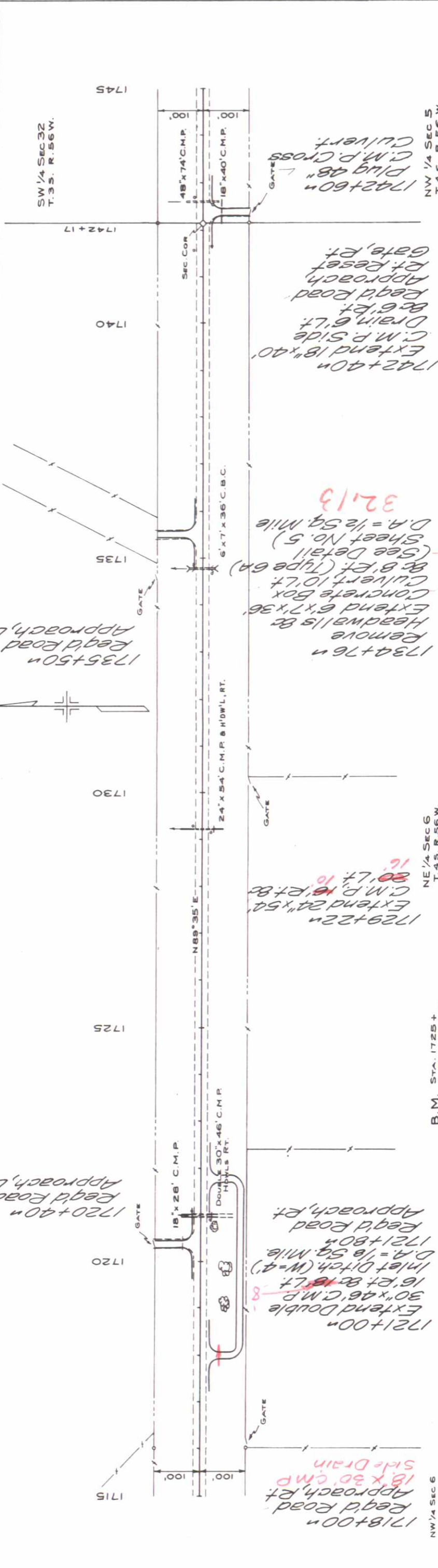
APPROVED: \_\_\_\_\_  
DIVISION ENGINEER

DATE: \_\_\_\_\_

\* NON-FEDERAL AID (ASPHALT OVERLAY ON BRIDGE)



SW 1/4 Sec 31  
 T.35. R.56 W.  
 SE 1/4 Sec 31  
 T.35. R.56 W.







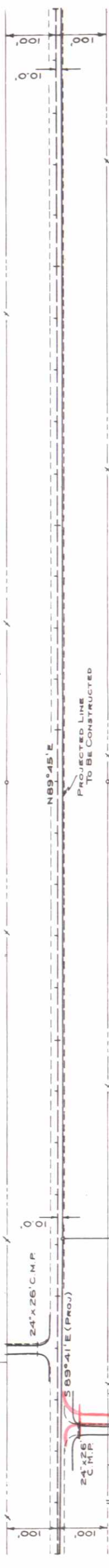
SW 1/4 SEC 33  
T. 3 S. R. 56 W.

SE 1/4 SEC 33  
T. 3 S. R. 56 W.

REV. NO.	PROJECT NO.	SHEET NO.
9	F 013-1(16)	13



1805 1810 1815 1820 1825 1830 1835

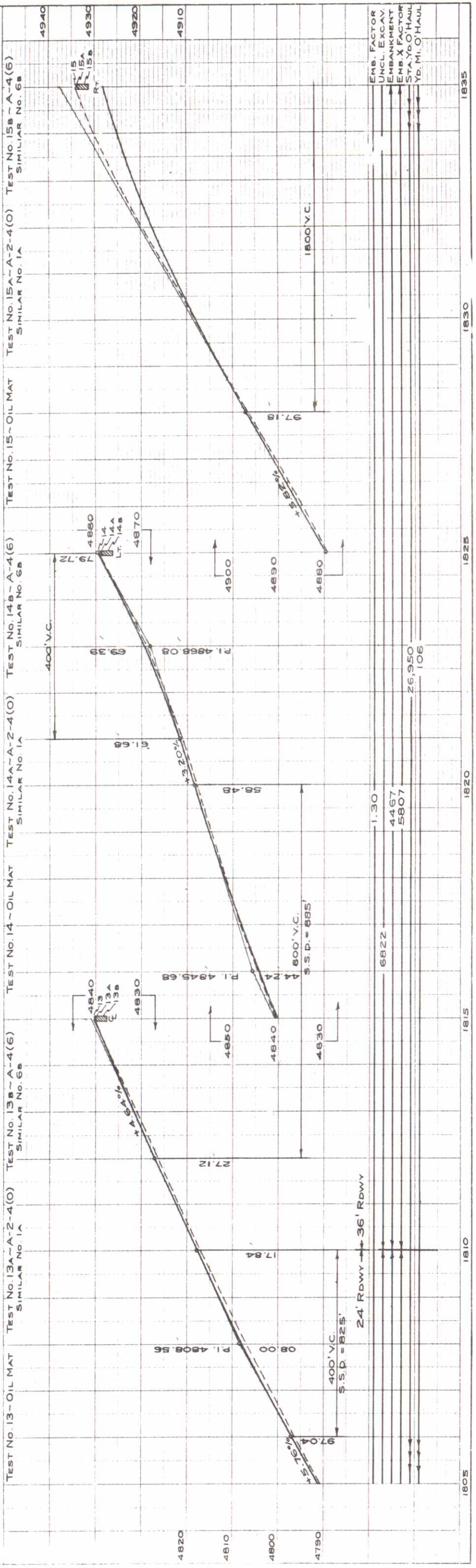


1807+00  
Remove 24" C.M.P. RT  
Req'd 24" x 30' C.M.P. side  
Drain & Road Approach, RT  
1809+00  
Req'd Road Approach, LT

P.I. 1811+11.1 (Proj.)  
 $\Delta = 0^{\circ}34'LT$

NW 1/4 SEC 4  
T. 4 S. R. 56 W.

NE 1/4 SEC 4  
T. 4 S. R. 56 W.



EMB. FACTOR  
UNCL. EXCAV.  
EMBANKMENT  
EMB. X FACTOR  
STAY-O-HAUL  
Yd. M. O HAUL

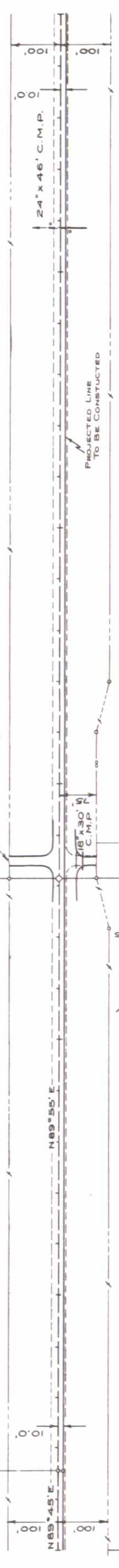
SW 1/4 SEC 34  
T.3S. R.56W.

SE 1/4 SEC 33  
T.3S. R.56W.



(Surv. & Prod.)  
P.I. 1836+54.9  
 $\Delta = 0^{\circ}10' RT.$

1835 1840 1845 1850 1855 1860 1865



1848+50n  
Remove 18"  
C.M.P. Rt.  
Legal 18"x30"  
C.M.P. Side  
Drain, Rt.  
Road  
Approach,  
Rt & Lt.

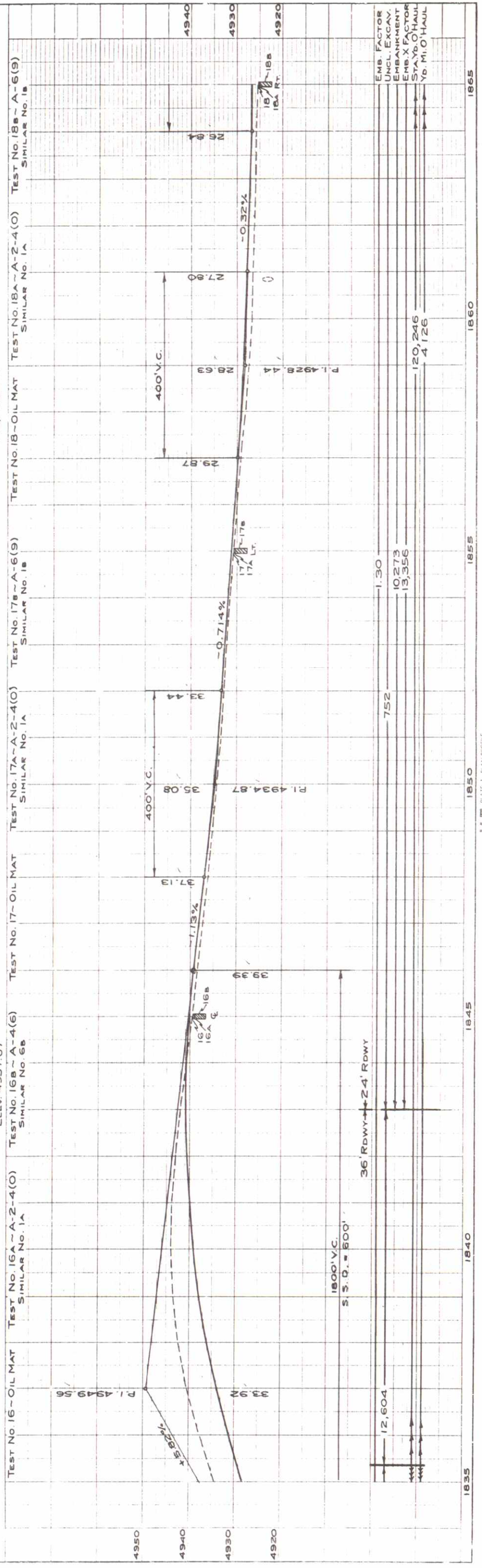
1860+85n  
Extend  
24"x46'  
C.M.P. 2822  
Rt.

PLAN  
NOTE BOOK  
NO. 7616

NE 1/4 SEC 4  
T.4S. R.56W.

B.M. STA. 1848+ RT. SPIKE IN POWER POLE  
ELEV. 4937.07

NW 1/4 SEC 3  
T.4S. R.56W.



PROFILE  
NOTE BOOK  
NO. 18016

36' Rdwy. + 24' Rdwy

1800' V.C.  
S.S.D. = 600'

EMB. FACTOR  
UNCL. EXCAV  
EMBANKMENT  
EMB. X FACTOR  
STAY-O-HAUL  
NO. M.O. HAUL

1.30  
10,273  
13,356

752  
120,245  
4,126

1835 1840 1845 1850 1855 1860 1865

SW 1/4 SEC. 34,  
T3S, R56W

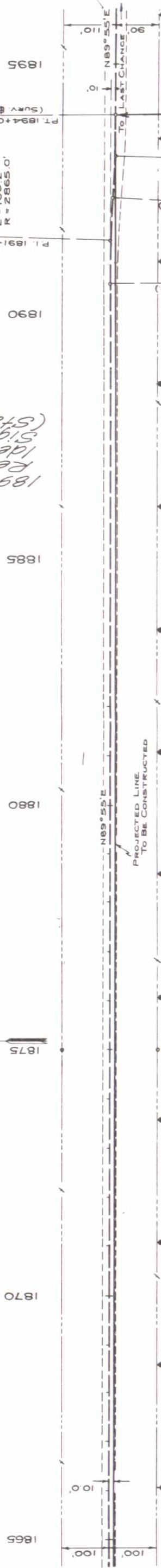
W 1/2 SEC. 34,  
T3S, R56W

FED. ROAD NO.	9
DIST.	COLD. F 013-1(16)
PROJ. NO.	F 013-1(16)
SHEET NO.	15
TOTAL SHEETS	

E 1/2 SEC. 34, SEC. 34, T3S, R56W

REVERSE CURVE  
(SURVEY)  
A = 3°23'  
D = 2°00'  
T = 84.8'  
L = 169.2'  
R = 2865.0'

1894+00  
Reqd  
Identification  
Sign, Lt.  
(State Forces)



**1873+71.2 Bk. =**  
**Eqv. STA. 1894+00 END F 013-1(16) =**  
STA. 1894+00 BEGIN F 013-1(10) =  
STA. 1894+00 EMB FAP 351-E(1)

NW 1/4 SEC. 3,  
T4S, R56W

NE 1/4 SEC. 3,  
T4S, R56W

B.M. 105' RI. Sta. 1888+50  
Spike in P.P. Elev. 9400.54

