

CONSTRUCTION PLANS

COLORADO DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. FO17-2(11) STATE HIGHWAY NO. 24 EL PASO COUNTY

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	FO17-2(11)	1	

CONVENTIONAL SIGNS

CENTER LINE	PLAN SHEET	TITLE SHEET
RIGHT OF WAY LINE		
COUNTY LINE		
TOWNSHIP OR RANGE LINE		
LAND LINES	SECTION LINE	1/4 SECTION LINE
RAILROAD	TITLE SHEET	PLAN SHEET
BARBED WIRE FENCE		
COMBINATION WIRE FENCE		
SNOW FENCE		
TELEPHONE & TELEGRAPH LINES		
POWER LINE		
DETOUR		
PRESENT ROAD (Plan Sheets)		
TOP OF CUTS		
TOE OF FILLS		

INDEX OF SHEETS

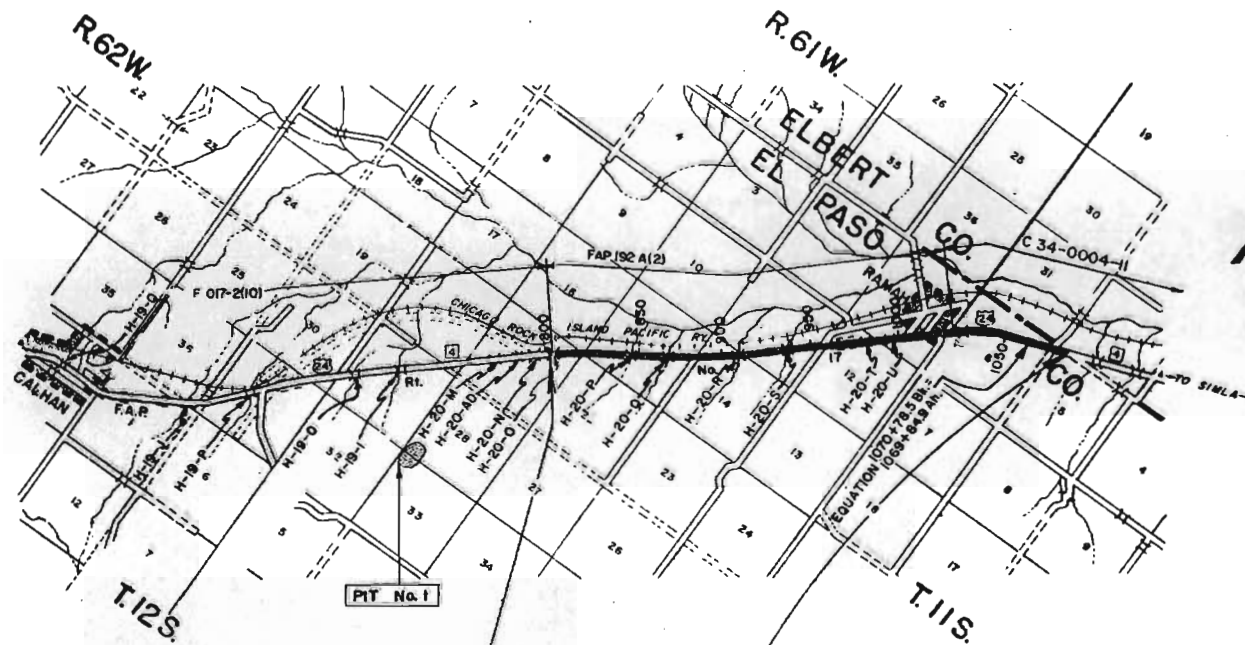
- SHEET NO.
- Title Page.
 - Typical Section, Summary of Earthwork Quantities and Tabulation of Guard Fence.
 - Tabulation of Length and Design Data, Details of P. M. Asphaltic Ditch Paving, Shoulder Roll and Raising Headwalls of C.B.C.'s.
 - Summary of Approximate Quantities.
 - Tabulations of Fencing and Delineators, Subbase and Surfacing Plans.
 - Pit Location Sheet.
 - Structure Quantities Sheets.
 - Plan & Profile Sheets.
 - Cross Sections.

- Superelevation and Widening of Curves -
Crowned Highways. May 1, 1962 M-1-D
Approach Roads, Flaring, Cut Slope
Treatment, Bridge & Crest Widening. April 22, 1963 M-2-A
Construction Traffic Signs (2 Sheets) Jan. 14, 1963 M-6-B
Identification Signs. May 1, 1962 M-6-C
Ditch Types. May 1, 1962 M-13-A
Backfill Around Structures. May 2, 1963 M-16-A
Metal Plate Guard Fence. Aug 7, 1963 M-75-A
Wire Fences and Gates. (2 Sheets) July 25, 1963 M-76-A
Embankment Protectors. May 1, 1962 M-93-A
Delineators. Sept. 5 1963 M-192-A

SCALES OF ORIGINAL DRAWINGS

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

NET LENGTH OF PROJ. 29,585.5 LIN. FT. = 5.603 MI.
GROSS LENGTH OF PROJ.



STA. 800+95.3 BEGIN FO17-2(11) =
STA. 800+95.3 ON FAP 192 A(2) =
STA. 800+95.3 END FO17-2(10)

STA. 1095+87.4 END FO17-2(11) =
STA. 1095+87.4 ON C 34-0004-11 =
EL PASO - ELBERT COUNTY LINE



NOTE: THESE PLANS
SHOW ROW INFO IN AREAS
NOT COVERED BY ROW
PLANS. KEEP IN ROW
PLAN DRAWER.

SEE SPECIAL PROVISIONS
FOR NOTICE TO BIDDERS

COLORADO DEPARTMENT OF HIGHWAYS	
APPROVED:	DATE
<i>L. E. Shumate</i>	11-8-63
by <i>D. C. Bower</i>	
Dep. Chief Engr.	
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	DATE
DIVISION ENGINEER	
W. E. M.	

Note:
Alignment and Grades as shown are subject to modification during construction after approval by the Denver Office.

Soil data shown on the plans is obtained from the best available testing laboratory information. This information is shown for the convenience of the contractor and the Department does not guarantee the accuracy of these tests. If materials not conforming to the data on plans are encountered during construction the Stabilization Plan, shown on plans, will be modified where necessary to secure dense, stable embankments.

NE 1/4 SEC. 21
T.11S., R.61W.

STA. 800+95.3 BEGIN FO17-2(II)

STA. 800+95.3 ON FAP 192-A(2)
STA. 800+95.3 END FO17-2(10)

SE 1/4 SEC. 16
T.11S., R.61W.

FED. ROAD DIST. NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	FO17-2(II)	13	

SW 1/4 SEC. 15
T.11S., R.61W.

800+ ~ Reg'd. Identification Sign, Rt.
800+20 ~ Reg'd. Approach to Project

800+95.3 to 801+42.8
Remove Asphalt & Asphalt Plant from Bridge Deck.
Reg'd. 2" Asphalt Surfacing with Wire Mesh on Bridge Deck.
801+43 to 804+43
Reg'd. Excavation for Stabilization (Subbase Thickness = 4")
801+44 to 807+44
Reg'd. Pl. Mix Asphaltic Shoulder Roll, Rt.
(Details on Sheet No. 3)
801+75 ~ Reg'd. Pl. Mix Asphaltic Slope & Ditch Paving, Rt.
(Details on Sheet No. 3)

H-20-6
800+95.3 - 801+42.8
TR. TIM. BRIDGE
2 SPANS 23'
29' CL. RDWY.

Δ = 4° 36' RT.
D = 1° 00'
T = 230.1'
L = 460.0'
S = 0.028
SSD > 1300'
MDS = 70 MPH

B.M.
TOP E. BOLT IN S. W. END BRIDGE 801+43
ELEV. 6246.10

800+100 - Rd. Appr. Rt.
1/2 BW Gate
(No. 36 & 151/2)

B.M.
H.S.E. 100' RT. 811+00
ELEV. 6247.79

B.M.
H.S.E. 100' RT. 811+00
ELEV. 6247.79

B.M.
H.S.E. 100' RT. 811+00
ELEV. 6247.79

No 25 ~ OIL MAT
No 25A ~ SURF
No 25B ~ A-2-A(1)
L.L. = 27
P.L. = 10
% -200 = 26
C.B.R. = 7.3

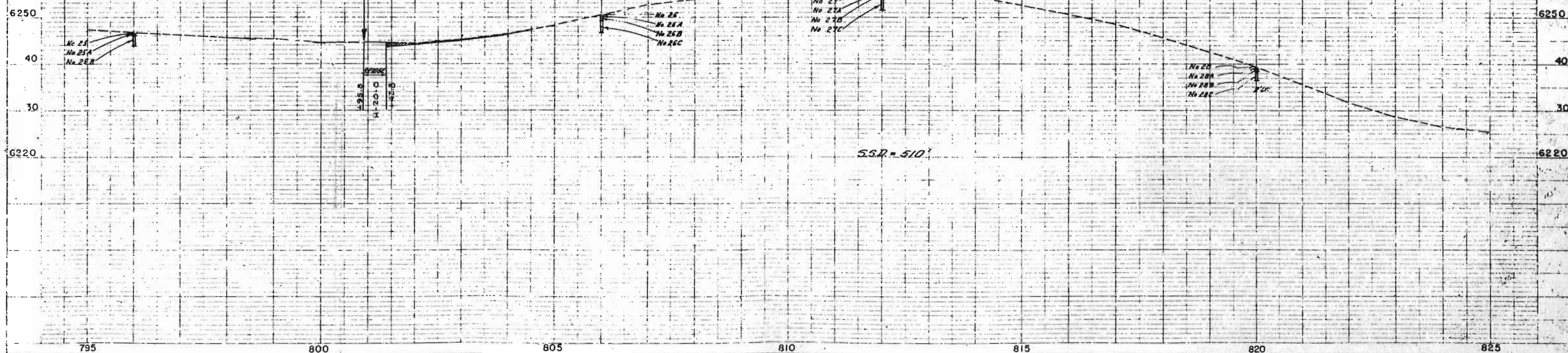
Composite Surf. No. 6
801+42 to 807+44
LL = 23
PI = 3
% -200 = 14

No 26 ~ OIL MAT
No 26A ~ SURF
No 26B ~ A-2-A(1)
SIMILAR TO TEST No 25B
A-2-A(1)

No 26C ~ A-5(1)
L.L. = 87
P.L. = WP
% -200 = 74
C.B.R. = 8.6

No 27 ~ OIL MAT
No 27A ~ SURF
No 27B ~ A-2-A(1)
SIMILAR TO TEST No 25B
No 27C ~ A-5(1)
SIMILAR TO TEST No 26C

No 28 ~ OIL MAT
No 28A ~ SURF
No 28B ~ A-2-A(1)
L.L. = 23
P.L. = NP
% -200 = 32
No 28C ~ A-5(1)
SIMILAR TO TEST No 26C



825+75 ~ Reg'd. Reize Hdwells
on 10' 6" C.C. 1' Lt. & Rt.
(Details on Sheet No. 3)

SW 1/4 SEC. 15
T. 11 S., R. 61 W.
825+80 ~ Reg'd. P.M. Asphaltic
Slope & Ditch, Sewing, Lt. & Rt.
(Details on Sheet No. 3)

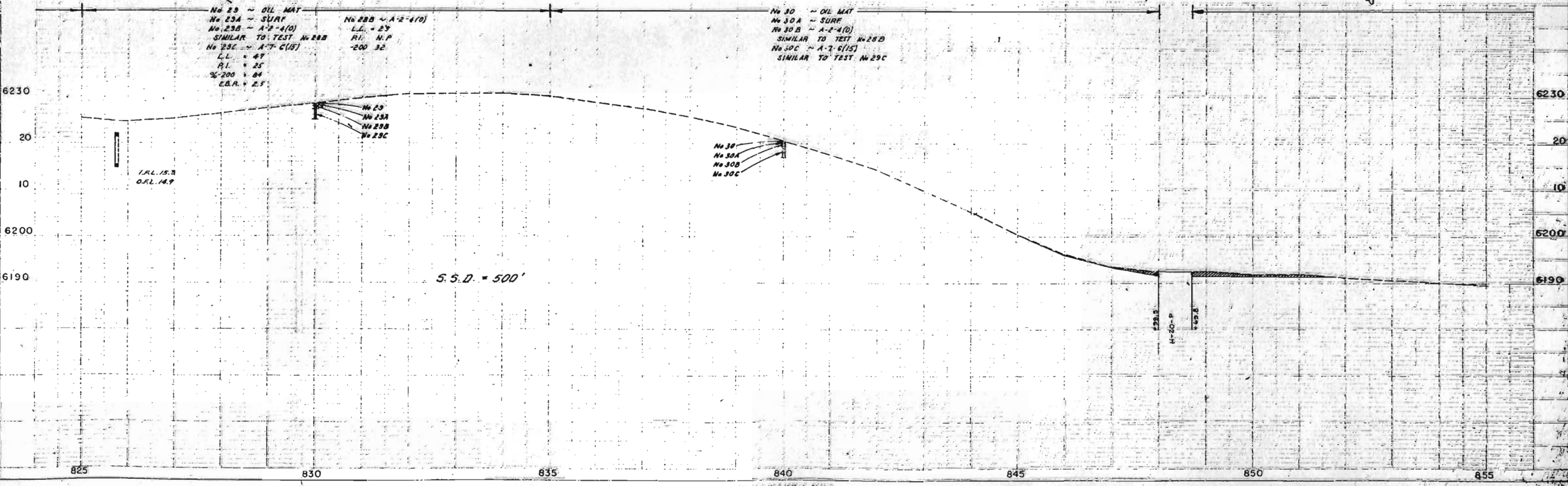
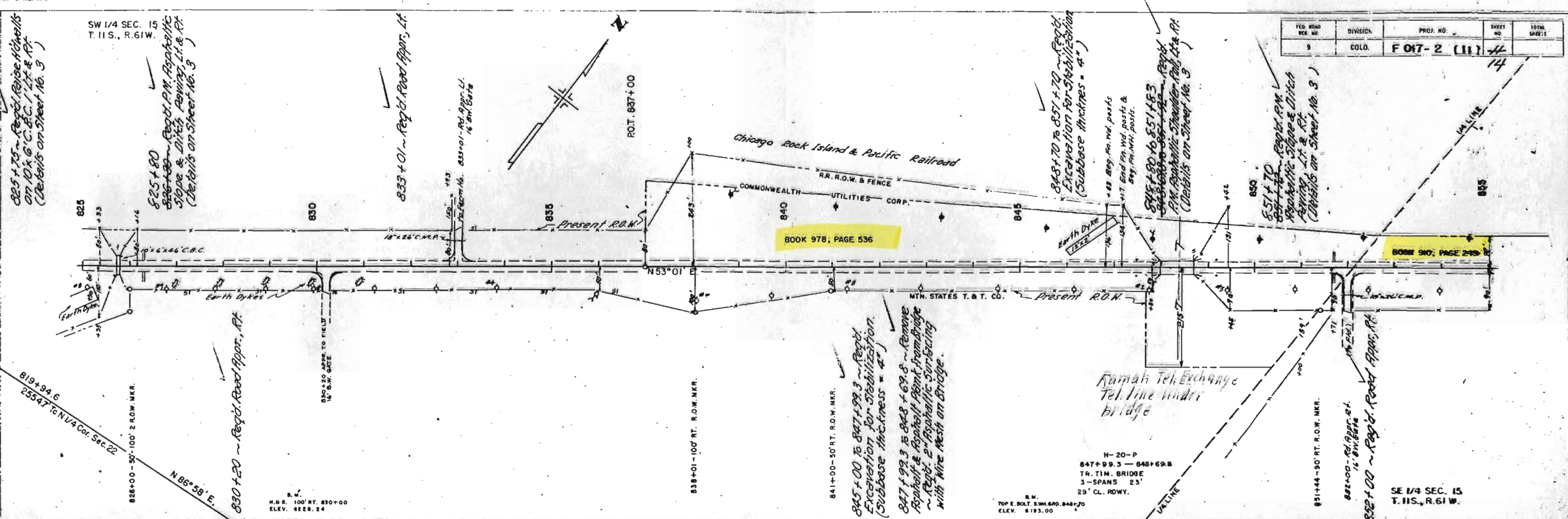
833+01 ~ Reg'd. Road Appr., Lt.
16' 6" C.C. 1' Lt. & Rt.
(Details on Sheet No. 3)

848+70 to 851+70 ~ Reg'd.
Excavation for Stabilization
(Subbase thickness = 4")

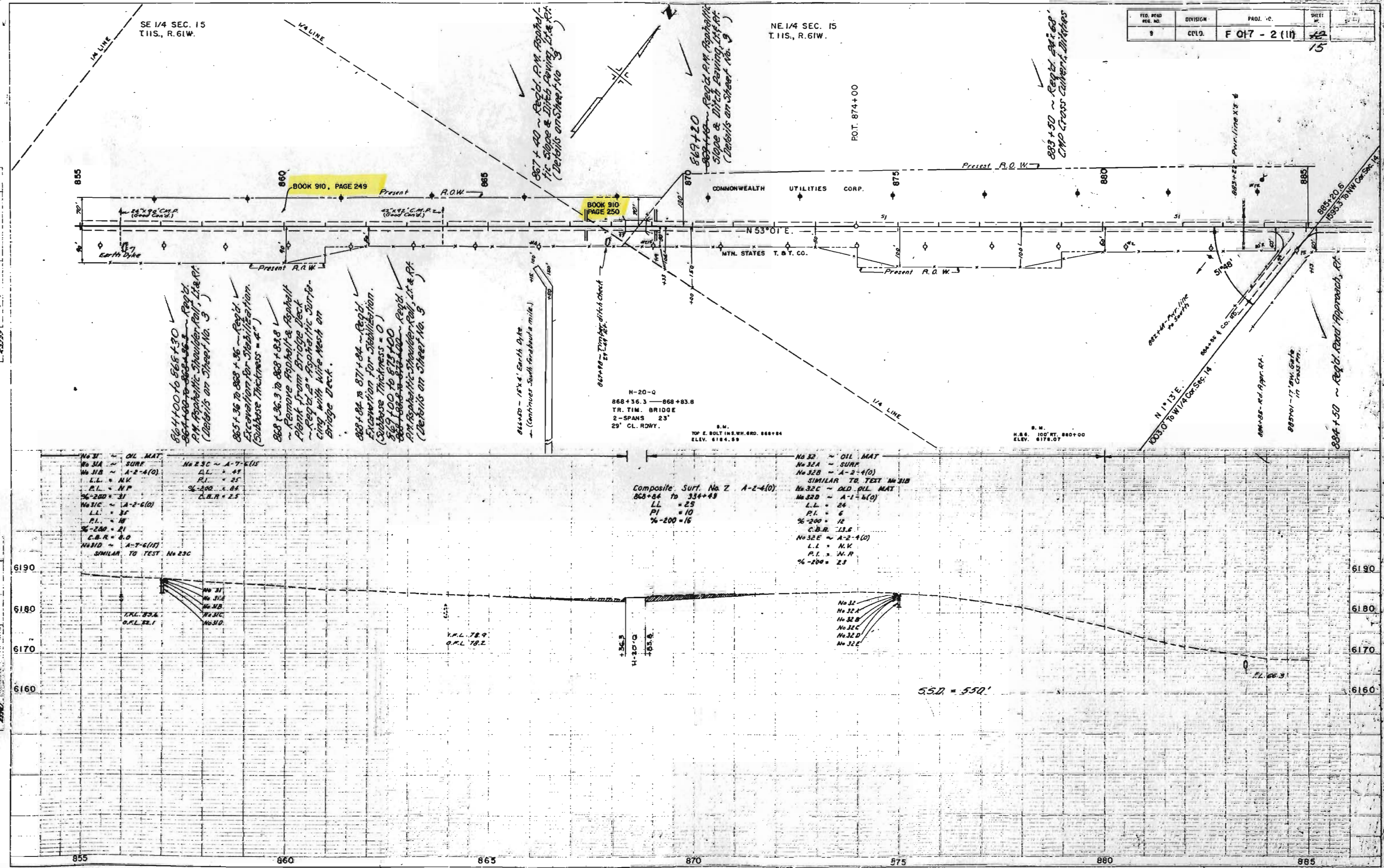
848+70 to 851+70 ~ Reg'd.
Excavation for Stabilization
(Subbase thickness = 4")

851+70 ~ Reg'd. P.M.
Asphaltic Slope & Ditch,
Sewage, Lt. & Rt.
(Details on Sheet No. 3)

FED. ROAD DIST. NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F 017-2 (11)	14	



FED. ROAD DIST. NO.	DIVISION	PROJ. NO.	SHEET NO.
9	CDLO	F 017 - 2 (11)	15

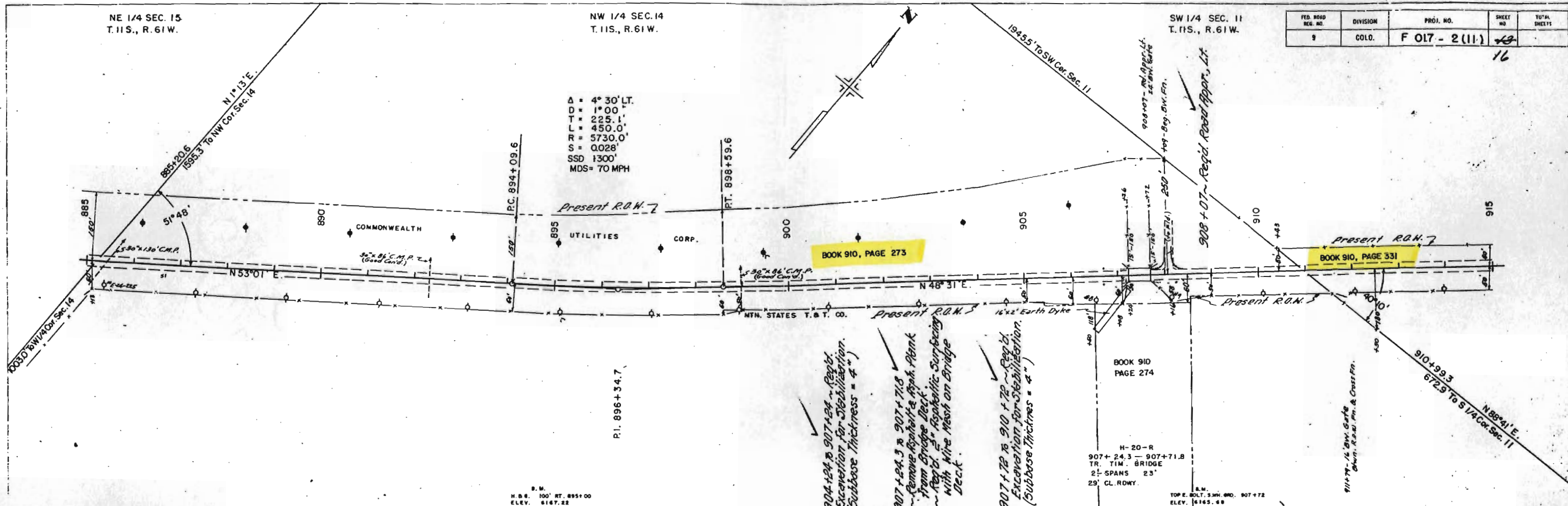


NE 1/4 SEC. 15
T. 11S., R. 61W.

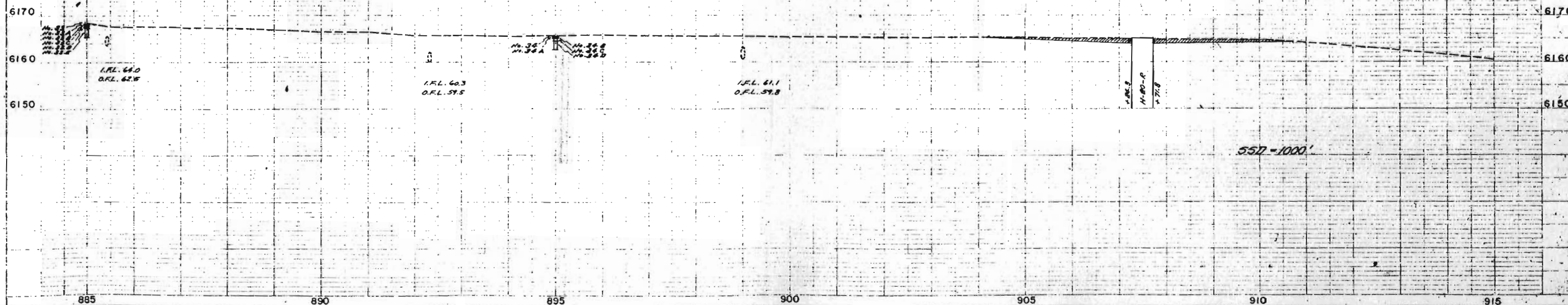
NW 1/4 SEC. 14
T. 11S., R. 61W.

SW 1/4 SEC. 11
T. 11S., R. 61W.

Δ = 4° 30' LT.
D = 1° 00'
T = 225.1'
L = 450.0'
R = 5730.0'
S = 0.028'
SSD 1300'
MDS = 70 MPH



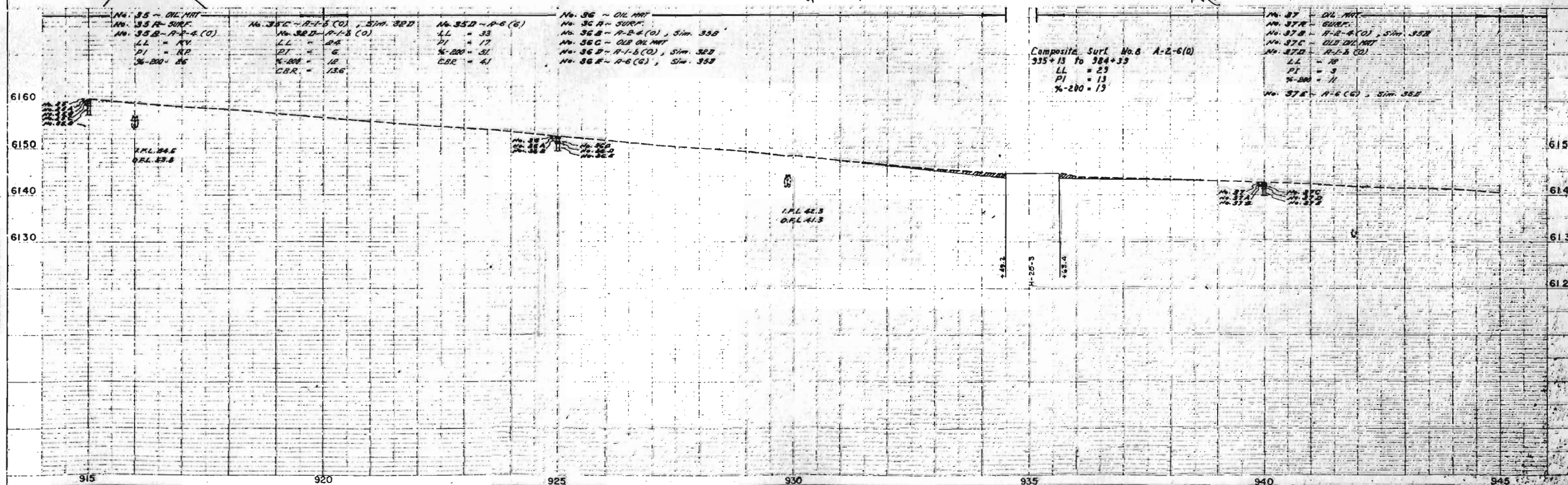
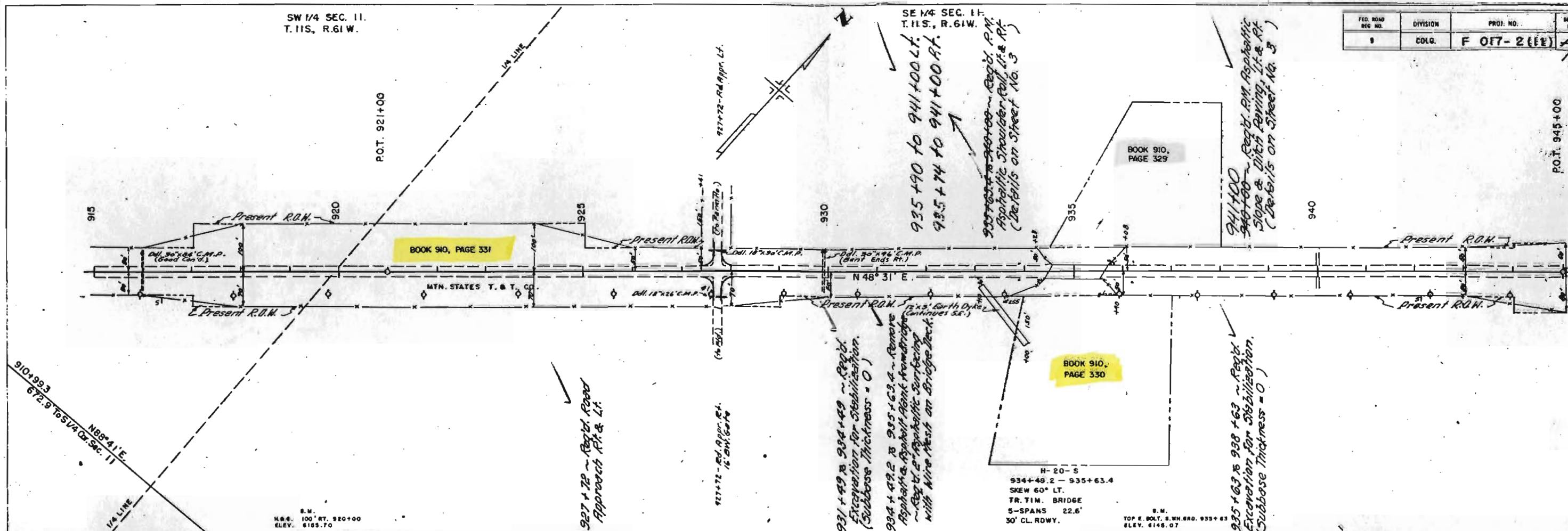
No. 33 - OIL MAT			No. 34 - OIL MAT		
No. 33A - SURF.			No. 34A - SURF.		
No. 33B - R-2-4 (0), Sim. 31B			No. 34B - OLD OIL MAT		
No. 33C - OIL OIL MAT			No. 34C - R-1-5 (0), Sim. 32D		
No. 33D - R-1-5 (0), Sim. 32D			No. 34D - R-2-4 (0), Sim. 32E		
No. 33E - R-2-4 (0), Sim. 32E					
No. 31B - R-2-4 (0)			No. 32D - R-1-5 (0)		
LL = NY	LL = 84	LL = NY	LL = NY	LL = 84	LL = NY
PI = 11.2	PI = 6	PI = 11.2	PI = 11.2	PI = 6	PI = 11.2
%-200 = 31	%-200 = 18	%-200 = 23	%-200 = 31	%-200 = 18	%-200 = 23
COR = 7.35			COR = 7.35		

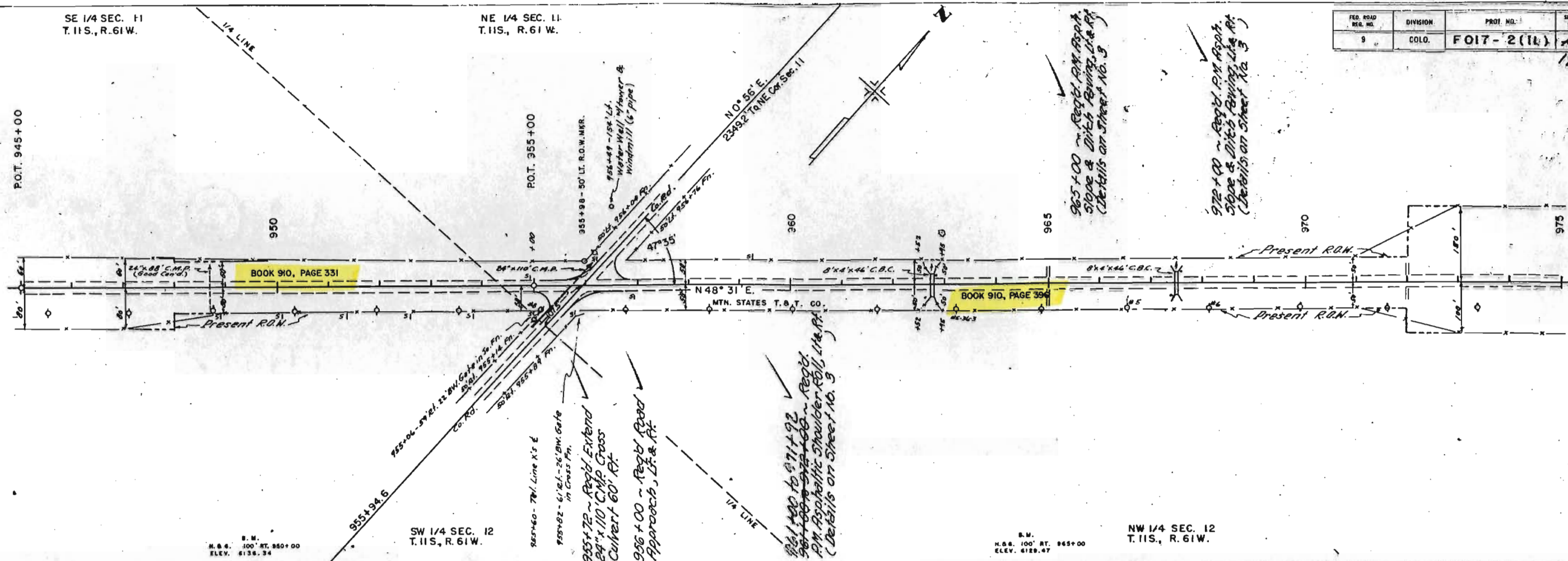


SW 1/4 SEC. 11.
T. 11S, R. 61W.

SE 1/4 SEC. 11.
T. 11S, R. 61W.

FED. ROAD NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
1	COLO.	F 017-2 (E)	17	



1

No. 37D - R-1-B(0)
 LL = 18
 PI = 3
 % - 200 = 11

No. 38C - Old Oil Mt.
 No. 38D - R-1-B(0)
 Sim. 37D

No. 38 - DIL. MNT.
 No. 38A - SURF.
 No. 38B - A-2-6(0)
 LL = 87
 PI = 13
 % - 200 = 20

No. 38E - R-4(3)
 LL = NV
 PI = NP
 % - 200 = 49
 CBR = 9.1

No. 39 - DIL. MNT.
 No. 39A - SURF.
 No. 39B - OLD OIL MNT.
 No. 39C - R-1-B(0) - Sim. 37D
 No. 39D - R-4(3) - Sim. 38E

No. 40 - DIL. MNT.
 No. 40A - R-1-B(0) - Sim. 37D
 No. 40B - R-2-B(0)
 LL = 22
 PI = 6
 % - 200 = 26

No. 40C - R-6(2)
 LL = 25
 PI = 11
 % - 200 = 48
 CBR = 5.1

I.F.L. 32.7
 O.F.L. 32.2

I.F.L. 33.9
 O.F.L. 32.5

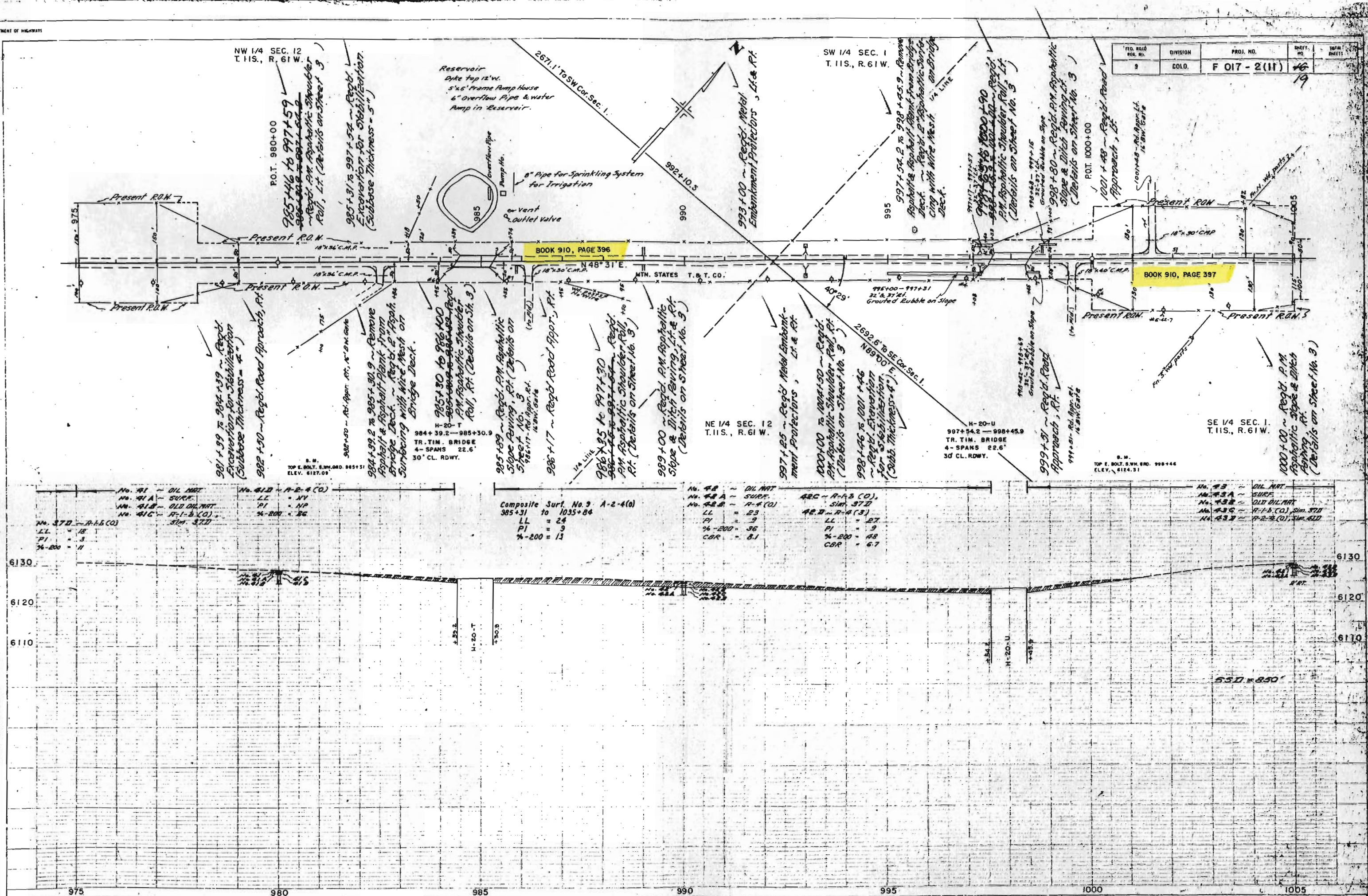
I.F.L. 38.6
 O.F.L. 38.2

I.F.L. 36.9
 O.F.L. 36.4

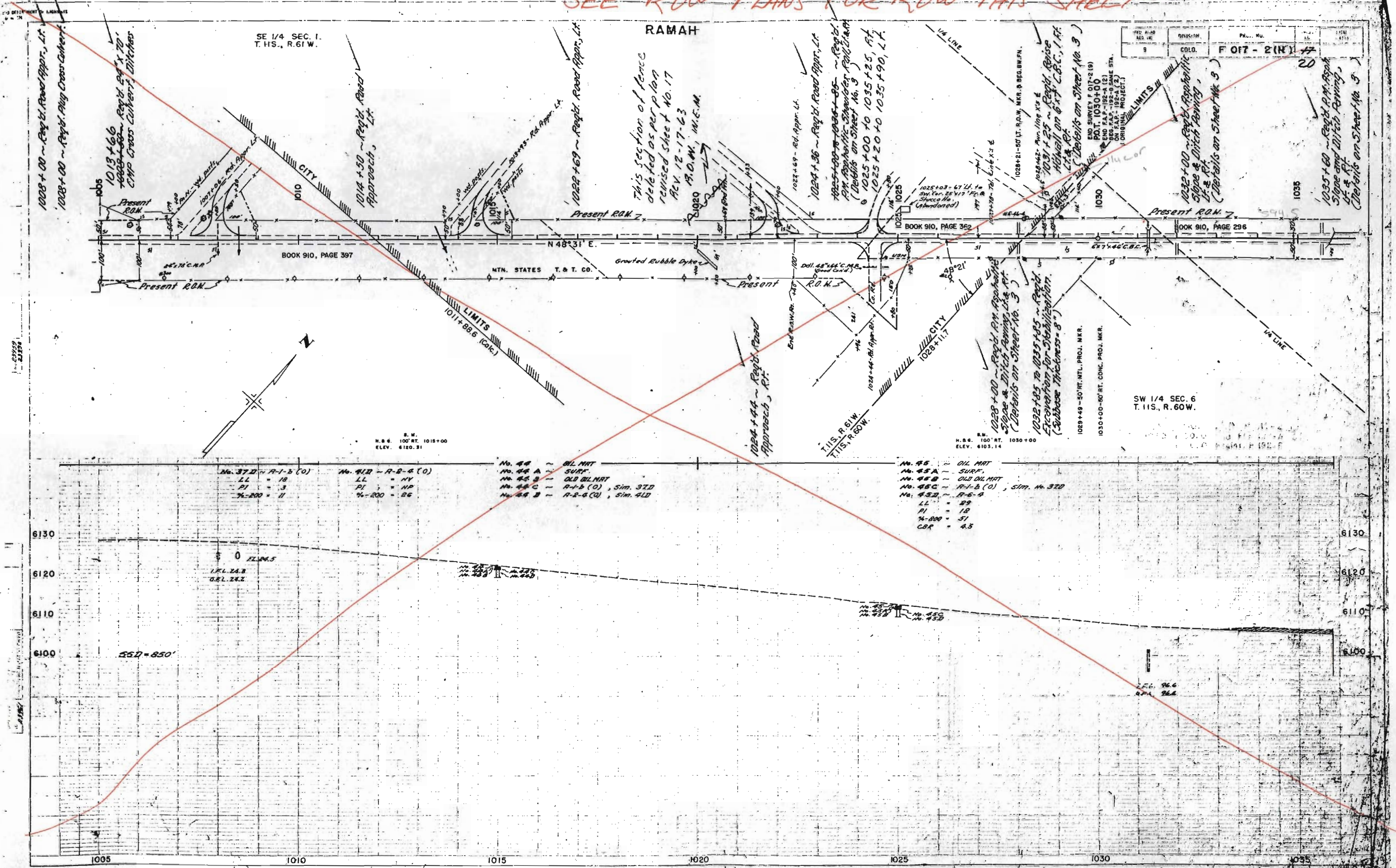
No. 40A
 No. 40B
 No. 40C

945 950 955 960 965 970 975

6140
 6130
 6120
 6110



SEE ROW PLANS FOR ROW THIS SHEET



SE 1/4 SEC. 1.
T. 15 S., R. 61 W.

RAMAH

PRJ. NO.	COLO.	PRJ. NO.	COLO.
9	20	9	20

SW 1/4 SEC. 6
T. 11 S., R. 60 W.

2599
2128

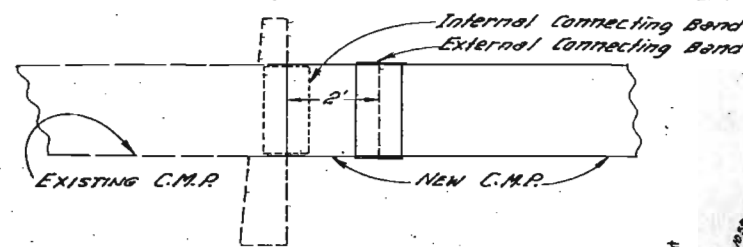
1035 + 85 to 1036 + 76.7 ~ Remove Asphalt
and Asphalt Plant from Bridge Deck.
~ Regd. 8" PM Asphaltic Surfacing
with Wire Mesh.

1036 + 76.7 to 1039 + 76.7 ✓
~ Regd. Excavate for Stabilization
(Subbase Thickness = 8")

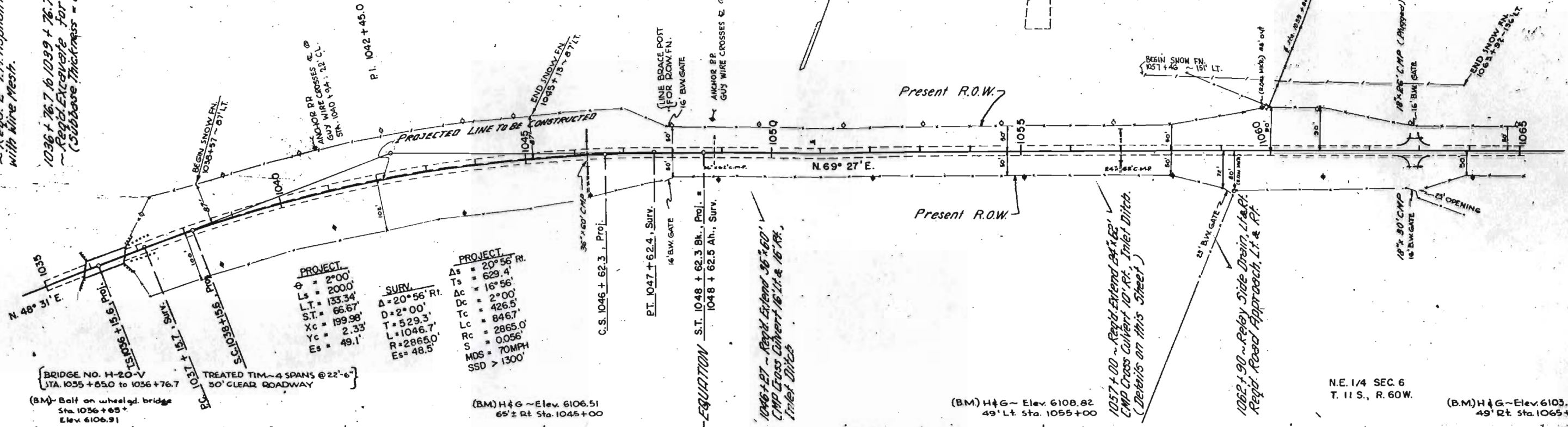
NOTE: TELEPHONE LINE IS PRIVATELY
OWNED ~ ENTIRE PROJECT.

N.W. 1/4 SEC. 6
T. 11 S., R. 60 W.

DETAILS OF INTERNAL & EXTERNAL CONNECTING BAND INSTALLATION.



FILE NO.	REVISION	DATE	BY	CHKD
5010				
F 017-2 (11)		21		



PROJECT	SURV.
Δ = 2°00'	Δ = 20°56' Rt.
Ls = 200.0'	Ts = 629.4'
L.T. = 133.34'	Dc = 16°56'
S.T. = 66.67'	Dc = 2°00'
Xc = 199.98'	Tc = 426.5'
Yc = 2.33'	Lc = 846.7'
Es = 49.1'	Rc = 2865.0'
	S = 0.056'
	MDS = 70MPH
	SSD > 1300'

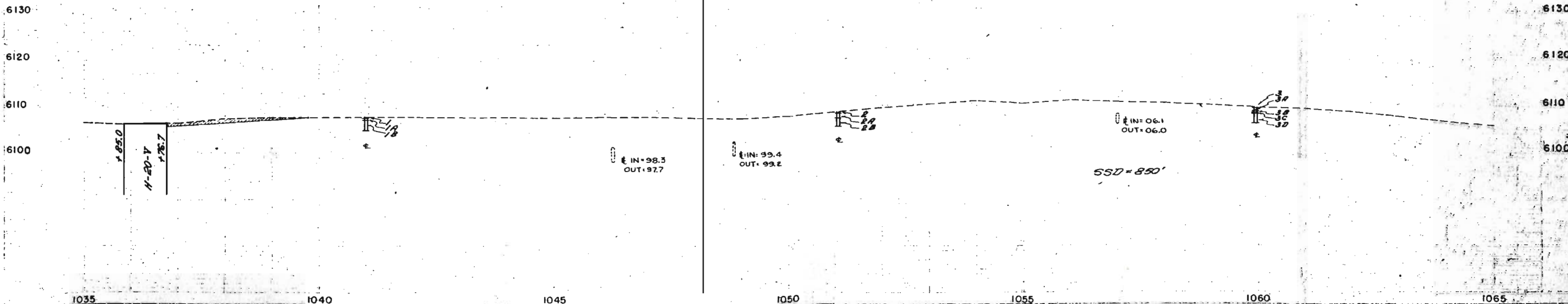
No. 1 Suppl. ~ O.M.
No. 1 A ~ Surf.
No. 1 B ~ A-6(1)
LL = 28
PI = 11
%-200 = 58
CBR = 5.7

No. 2 Suppl. ~ O.M.
No. 2 A ~ Surf.
No. 2 B ~ A-6(3)
LL = 32
PI = 16
%-200 = 43
CBR = 4.7

No. 3 Suppl. ~ O.M.
No. 3 A ~ Surf.
No. 3 B ~ 2nd O.M.
No. 3 C ~ Surf.
No. 3 D ~ A-7-G(2)
LL = 41
PI = 24
%-200 = 54
CBR = 3.1

Composite Surf. No. 1 A-2-G(0)
1036 + 75 to 1065 + 00

LL	= 31
PI	= 15
%-200	= 17
CBR	= 4.9



FED. ROAD REG. NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLO.	F 017 - 2 (11)	19

S. W. 1/4 SEC. 32
T. 10 S., R. 60 W.

22

