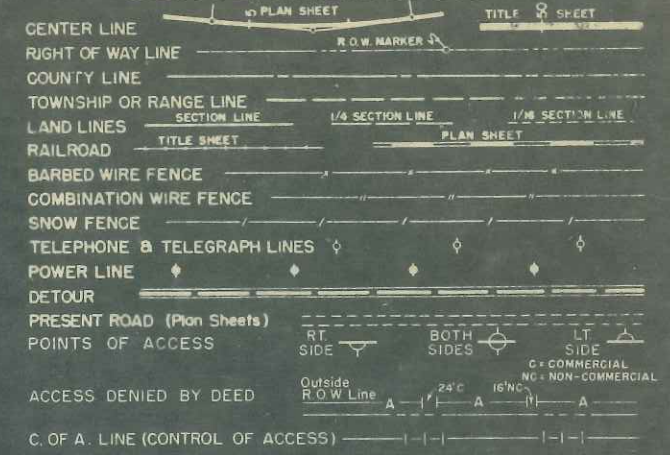


COLORADO DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. I-80S-1(II)8 STATE HIGHWAY NO. 2 ADAMS COUNTY

CONVENTIONAL SIGNS



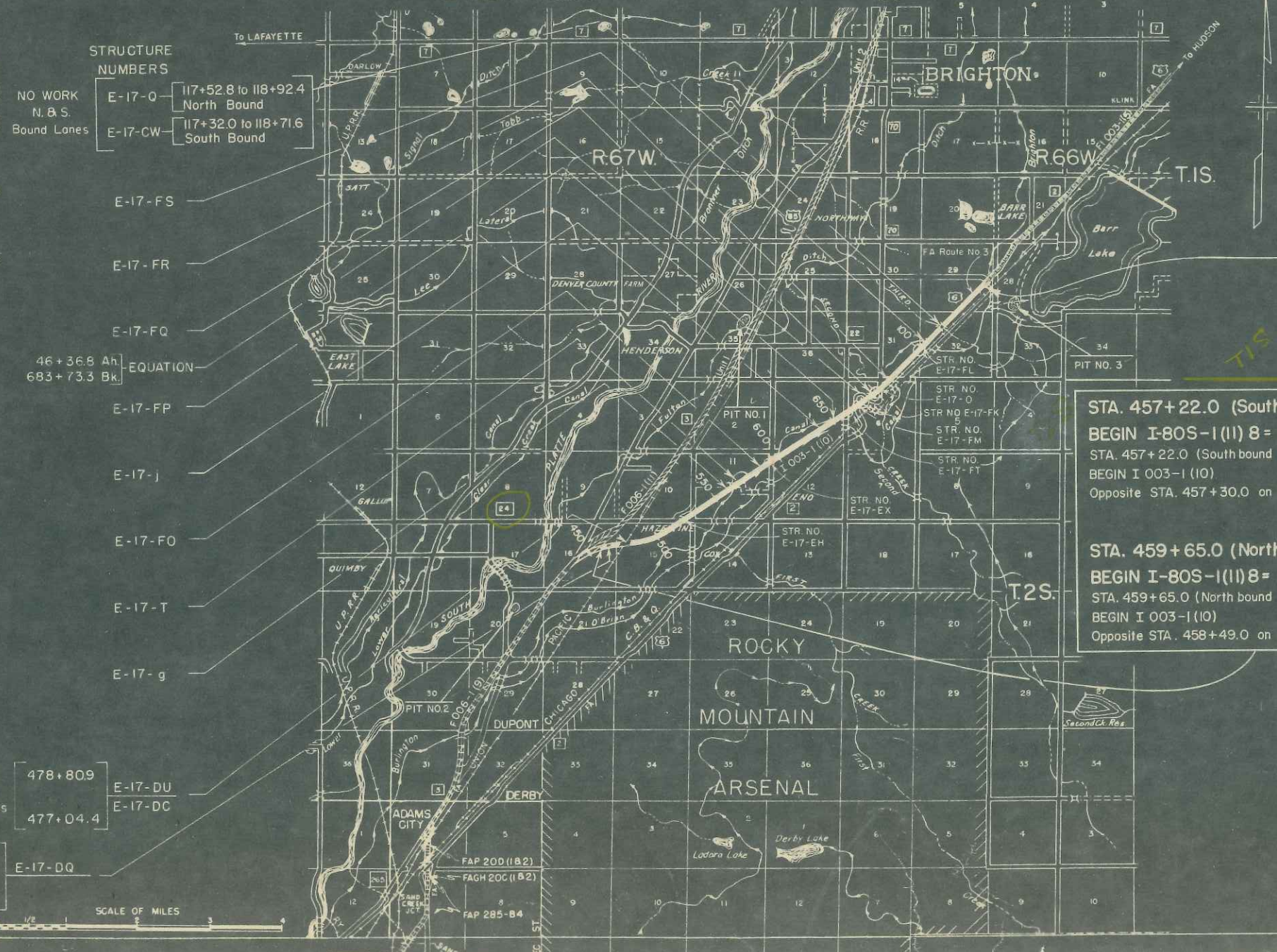
SCALES OF ORIGINAL DRAWINGS

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
GROSS LENGTH OF PROJECT 34,141.8 FT. = 6.466 MILES
NET LENGTH OF PROJECT 33,708.7 FT. = 6.384 MILES

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	REFERENCE
1	SKETCH MAP AND TITLE PAGE	
2	TYPICAL SECTIONS AND GENERAL NOTES	
3	TABULATION OF LENGTH AND DESIGN AND SUMMARY OF APPROXIMATE QUANTITIES & TABULATION OF P.M. SHOULDER ROLL & DITCH PAVING	
4	SUB-BASE MATERIAL AND SURFACING PLANS	
5	LOCATION OF MATERIAL PITS	
6	TABULATION OF TIMBER GUARD POSTS, METAL PLATE GUARD FENCE AND BARRIER FENCE	
7	LIST OF STRUCTURES	M-1-C
8	DETAILS OF BRIDGE APPROACH SLABS	
9	STANDARD METHODS FOR SUPERELEVATION AND WIDENING OF CURVES	M-1-CI
10	STANDARD METHODS FOR SUPERELEVATING CURVES ON DIVIDED HIGHWAYS	
11	STANDARD SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT AND WIDENING AT BRIDGES AND AT CREST OF GRADES	M-2-EN
12	STANDARD CONCRETE PAVEMENT JOINT DETAILS	M-8-D
13	STANDARD TIMBER GUARD POSTS	M-19-E
14	STANDARD METAL PLATE GUARD FENCE (BEAM TYPE)	M-21-D
15	STANDARD BARRIER FENCE	M-28-B
16-17	STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS (2 SHEETS)	M-29-C
18	STANDARD CONCRETE INLET FOR MEDIAN DITCH	M-46-B
19	STANDARD METHODS OF BACKFILL AROUND STRUCTURES	M-60-B
20	STANDARD HEADWALLS AND APRONS FOR CMP CULVERTS	M-102-J
21	STANDARD TYPES OF DITCHES AND CONSTRUCTION METHODS	M-107-D
22	REINFORCED CONCRETE CULVERT PIPE AND CONCRETE SEWER PIPE	M-112-F
23	STANDARD END AND ANGLE SECTIONS, AND EXPANSION JOINTS FOR CONCRETE PIPE	M-118-B
24-27	ALIGNMENT PLAN AND PROFILE	
28	SUMMARY OF EARTHWORK QUANTITIES	
29-38	CROSS SECTIONS	
12A	STANDARD EMBANKMENT PROTECTORS	M-13-C



STA. 162+00.0
END I-80S-1(II)8 =
STA. 162+00.0 END I 003-1(10) =
STA. 162+00.0 BEGIN FI 003-1(5)

STA. 457+22.0 (South bound Lane)
BEGIN I-80S-1(II)8 =
STA. 457+22.0 (South bound Lane)
BEGIN I 003-1(10)
Opposite STA. 457+30.0 on F006-1(11)

STA. 459+65.0 (North bound Lane)
BEGIN I-80S-1(II)8 =
STA. 459+65.0 (North bound Lane)
BEGIN I 003-1(10)
Opposite STA. 458+49.0 on F006-1(11)

SEE SPECIAL PROVISIONS FOR NOTICE TO BIDDERS

COLORADO
DEPARTMENT OF HIGHWAYS

APPROVED: *Mark W. ...*
CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: _____
DIVISION ENGINEER

NO WORK N.B.S. Bound Lanes
478+80.9 E-17-DU
477+04.4 E-17-DC

NO WORK on South Bound Lane
465+91.0
463+57.0



TYPICAL CROSS SECTION OF IMPROVEMENT

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	I-805-1 (II)B	2	

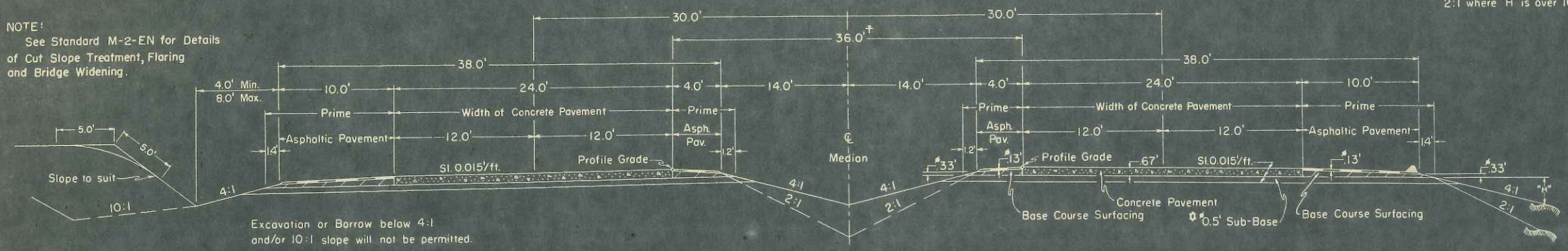
Rev. 8-21-58 Added Detail of Shoulder Roll - A.B.H.
 Rev. 11-29-60 Added Asph. Surf. (Future Construction) - A.B.H.

FILL SLOPES
 Main Road
 4:1 where "H" is 10' or less.
 2:1 where "H" is over 10'.

Gravel or Crushed Rock Surfacing for shoulder areas shall be placed separate courses at the following rates per 100 lin. ft. of roadway:

Asphaltic Surfacing	2-Lanes
Base Course Surfacing	13 Tons
	44 Tons

NOTE:
 See Standard M-2-EN for Details of Cut Slope Treatment, Flaring and Bridge Widening.



Excavation or Borrow below 4:1 and/or 10:1 slope will not be permitted.

The depth and width of the side ditch and depth of median ditch shall be varied where necessary in order to provide proper drainage and/or entrance to drainage structures.

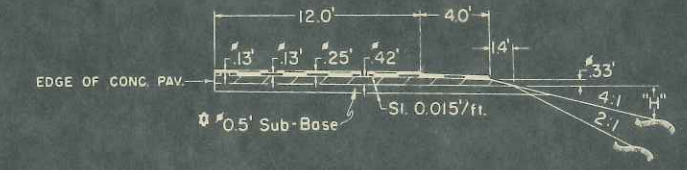
± STA. 456+ TO 475+00 (Ahead) & From STA. 146+55.3 TO 162+00
 Median distances variable between these stations.
 (See plans and Proj. No. I 003-1 (10))

NOTE:
 For Alignment and Grades, see Proj. No. I 003-1 (10)

The material placed directly below the Base Course Surfacing or Concrete Pavement is to be constructed of Sub-Base Material at locations designated in the Sub-Base Material Plan. Estimated quantities involved in this operation and thickness of material required are tabulated in the Sub-Base Material Plan.

Approximate Thickness

ACCELERATION OR DECELERATION LANE



NOTE:
 Ramps "C", "F", U.S.# 6 Merging; U.S.# 6 Overpass Approaches, and Approaches to Project are to receive an additional 0.08' layer of Asphaltic Surfacing in addition to the 0.17' layer shown on the typical sections. Bottom Layer of Asphaltic Surfacing shall be completed for full width before Top Layer is placed. Paving joints in Top Layer shall overlap min. 1 ft. over joints in Bottom Layer.

GENERAL NOTES

This project is to be constructed in conformity with the Standard Specifications of the Colorado Department of Highways, adopted January 1, 1958.

All quantities on preliminary plans are to be considered approximate only.

All curves are to be superelevated and widened as provided by the Standard Superlevation sheets included with the plans, except curves on Ramps and Approach Roads over 10° which are to be superelevated for a 7° curve.

For preliminary plan quantities of asphaltic road materials, the following rates of application were used:

- Prime Coat: 0.4 Gals. per Sq. Yd.
- Paving Asphalt: 5.4% by Weight

Rate of application and grade of Asphaltic Material shall be as determined by the Engineer at the time of application.

Liquid asphaltic road material application methods which result in discoloration of concrete pavement, curb or gutter will not be permitted.

All cross culverts shall be laid without flared end sections or metal aprons on each end unless otherwise noted on plans.

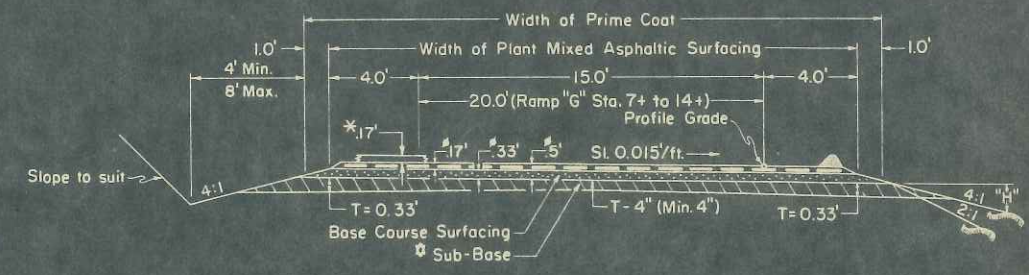
RAMPS AND APPROACH ROADS

RAMP	SIDE	STATIONS
RAMP "AA"	L	471+ - 475+
S.H. # 24	L & R	512+(Lt.)-527+(Rt.)
CO. ROAD	L	515+ - 531+
CO. ROAD	R & L	590+(Rt.)-599+(Lt.)
RAMP "A"	R	662+ - 666+
U.S.# 6 O'pass Appr.'s	R & L	667+(Rt.)-675+(Lt.)
RAMP "B"	L	674+ - 675+
U.S.# 6 Merging	R	672+ - 680+
RAMP "C"	L	675+ - 46+ Ah.
RAMP "D"	R	46+ Ah. - 50+
RAMP "E"	R	50+ - 51+
RAMP "F"	L	48+ - 60+
RAMP "G"	L	52+ - 65+
S.H.# 70 O'pass Appr.'s	R & L	50+(Rt.)-63+(Lt.)
RAMP "H"	L	57+ - 60+

TABULATION OF SURFACING RATES

LOCATION	BOTTOM LAYER	BOTTOM LAYER	BASE COURSE SURFACING
	ASPHALTIC PAVEMENT SURFACING		
	TONS PER STA.		
	1-1/2"	2"	
North Bound M.L.	13		44
South Bound M.L.	13		44
Ramps "AA", "A", "B", "C", "D", "F", & "H"		28	55
Ramp "G" (15' Width)		28	55
Ramp "G" (20' Width)		34	66
Ramp "E"		31	59
Approaches to O'passes		39	75

RAMP "AA" RAMPS "A", "B", "C", "D", "F", "G", & "H"



APPROACHES TO OVERPASSES:-

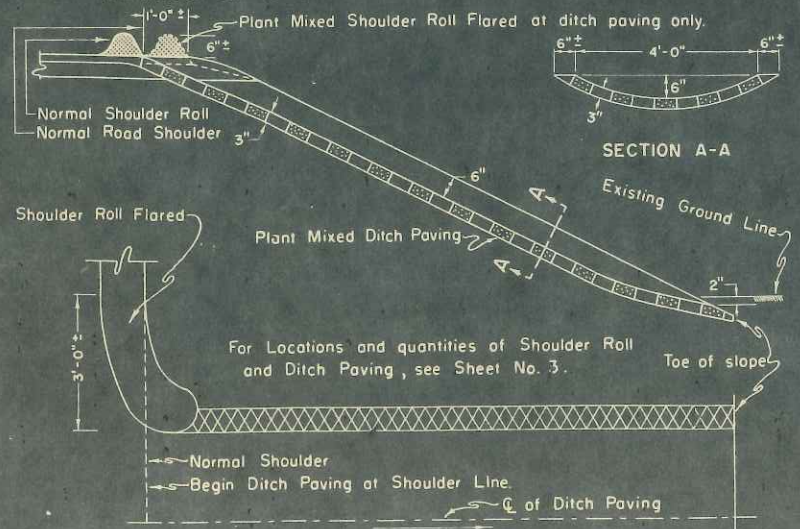
STA. 515+ TO 531+, LT. (COUNTY ROAD)
 521+ S.H. NO. 24
 595+ COUNTY ROAD
 669+ U.S.# 6 O'pass Appr.'s
 59+ (AH.) S.H. NO. 70

APPR. FROM R.R. OVERPASS TO NORTH BOUND LANE, STA. 672+ TO 680+

"T" = Sub-Base Material Design Thickness Predicated on Curve D CDH Design

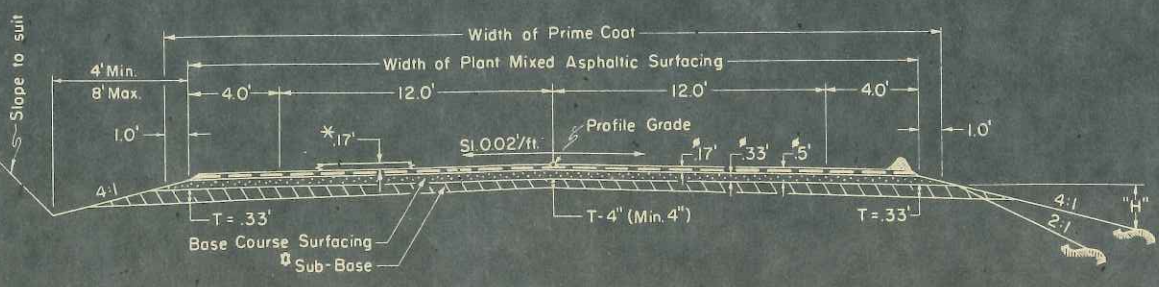
Approximate .5' compacted thickness of Gravel or Crushed Rock Surfacing for Ramps & Approaches to Overpasses shall be placed in separate courses at rates per 100 lin. ft. as indicated in the Tabulation of Surfacing Rates.

DETAILS OF SHOULDER ROLL & DITCH PAVING



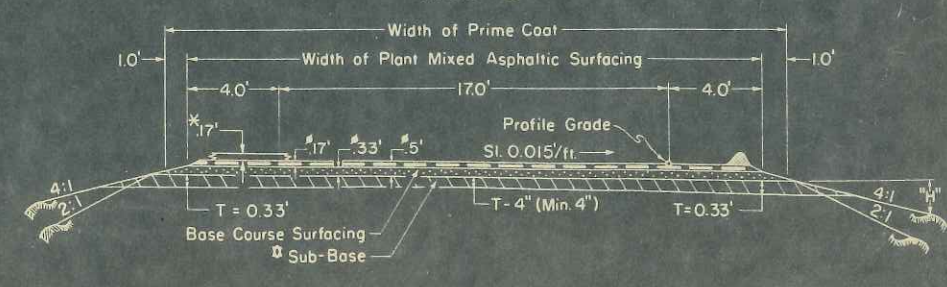
For Locations and quantities of Shoulder Roll and Ditch Paving, see Sheet No. 3.

APPROACHES TO OVERPASSES (Continued)



*FUTURE ASPHALTIC CONCRETE PAVEMENT

RAMP "E"



N.W. 4 SEC. 6
T.25., R.66W.

See Insert
S.W. 4 SEC. 31

See Insert

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 best available testing laboratory information. This information is shown for convenience of the Contractor, and the Department does not guarantee the accuracy of these tests. If material not conforming to the data on plans are encountered during construction the grading plan shown on plans will be modified where necessary to secure dense, stable embankments.

FED. ROAD REGION NO	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	I-305-11118	24	

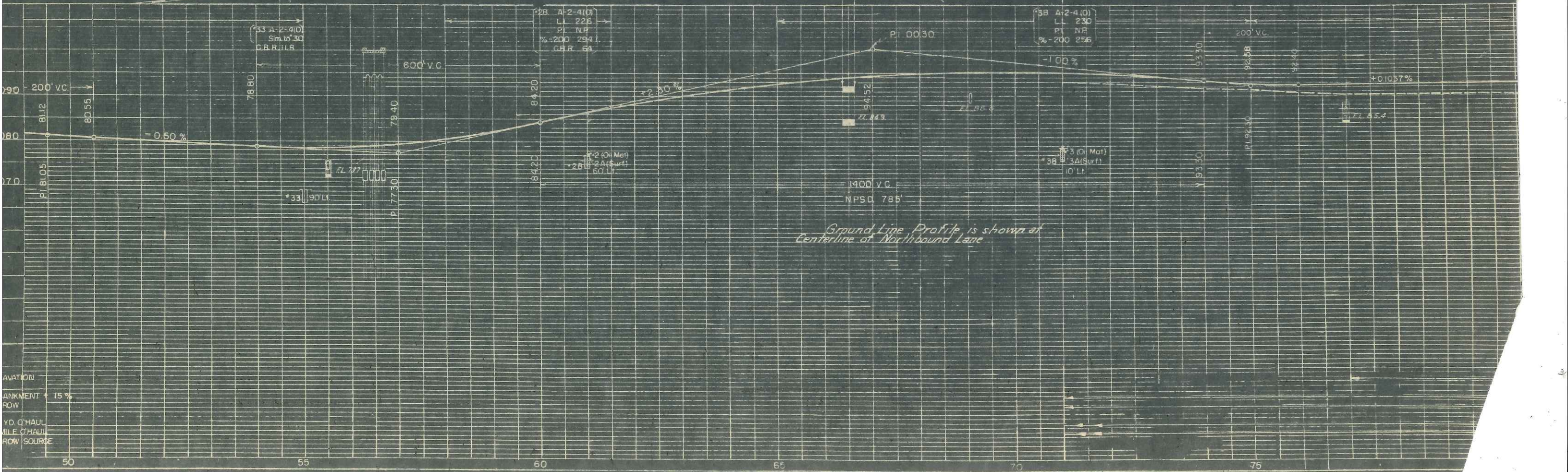
1st "C" Line Survey (VOID)
Δ = 3° 41' 30" L
D = 0' 30"
T = 369.3
L = 738.3

Orig. Survey
Δ = 3° 05' L (VOID)
D = 1'

"C" Line Rev.
Δ = 6° 02' Lt.
D = 0' 30"
T = 604.0'
L = 1206.0'
R = 11460.0'



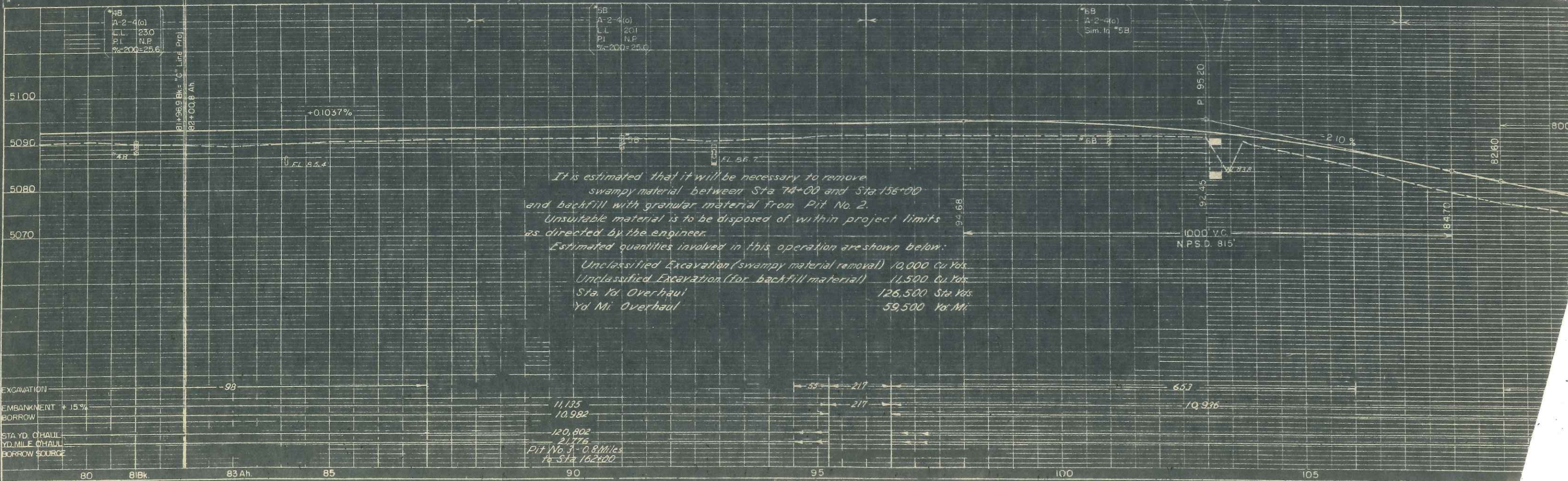
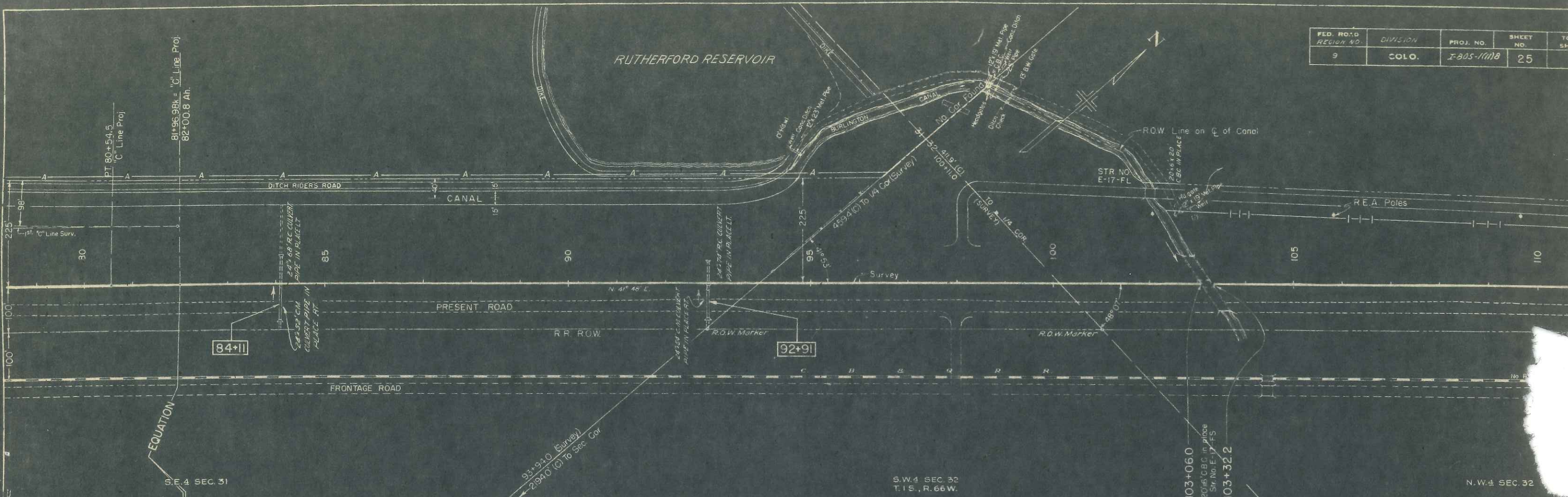
This Interchange lies approx 1/2 mile east of Interchange opening to Hansen Blvd. SH 2



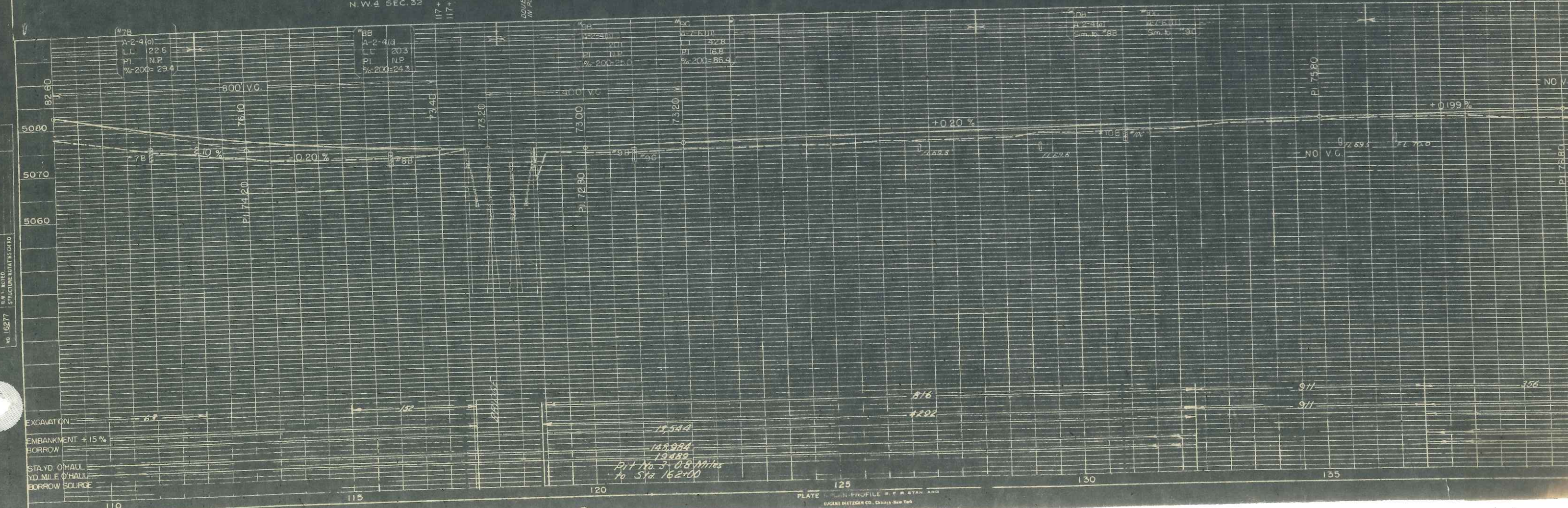
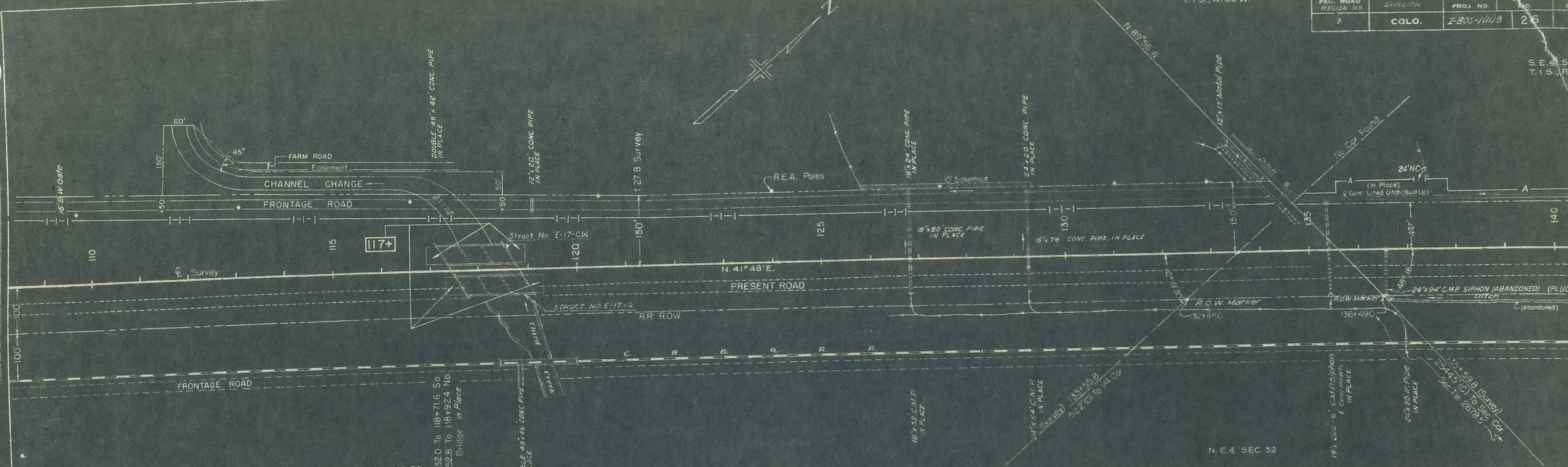
Ground Line Profile is shown at Centerline of Northbound Lane

AVATION
ANKMENT + 15%
ROW
YD O'HAUL
LLE O'HAUL
ROW SOURCE

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOT. SHE.
9	COLO.	I-805-11118	25	



S. E. 4 SEC. 32
T. 1 S., R. 66 W.



NOTE BOOK
NO. 16277
STATIONING NOT TO SCALE

EXCAVATION
EMBANKMENT + 15%
BORROW
STAYD O'HAUL
YD MILE O'HAUL
BORROW SOURCE

19,544
145,984
19,889
Pit No. 3 - 0.8 Miles
to Sta 162+00

PLATE 1 PLAN PROFILE OF R. STAN AND
EUGENE DETZLER CO. CHICAGO, ILL. 1914

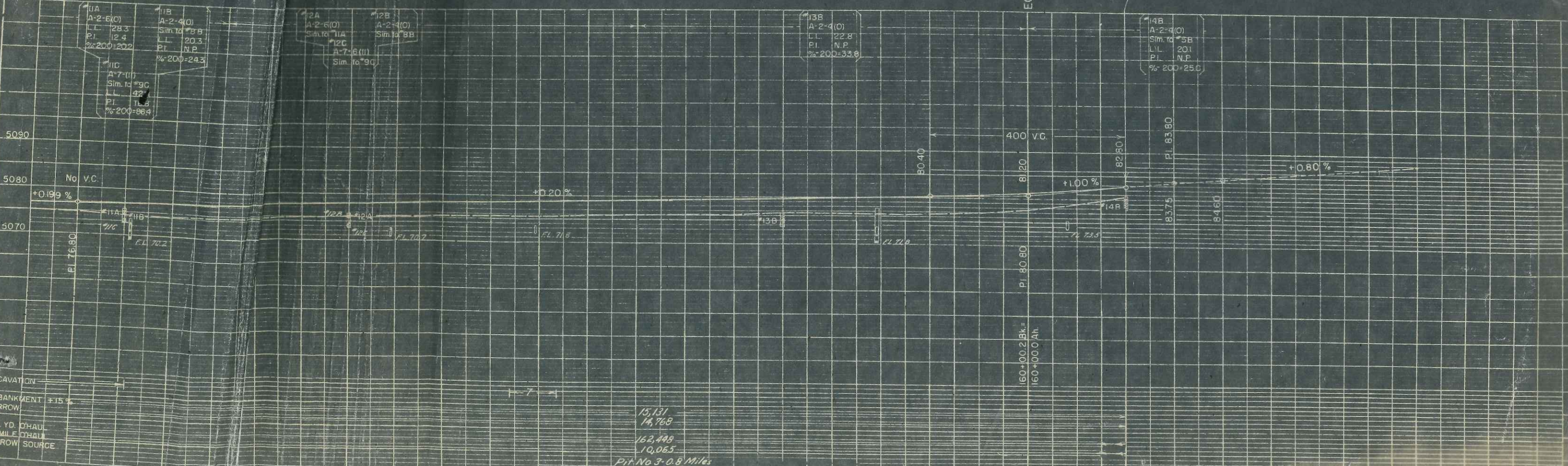
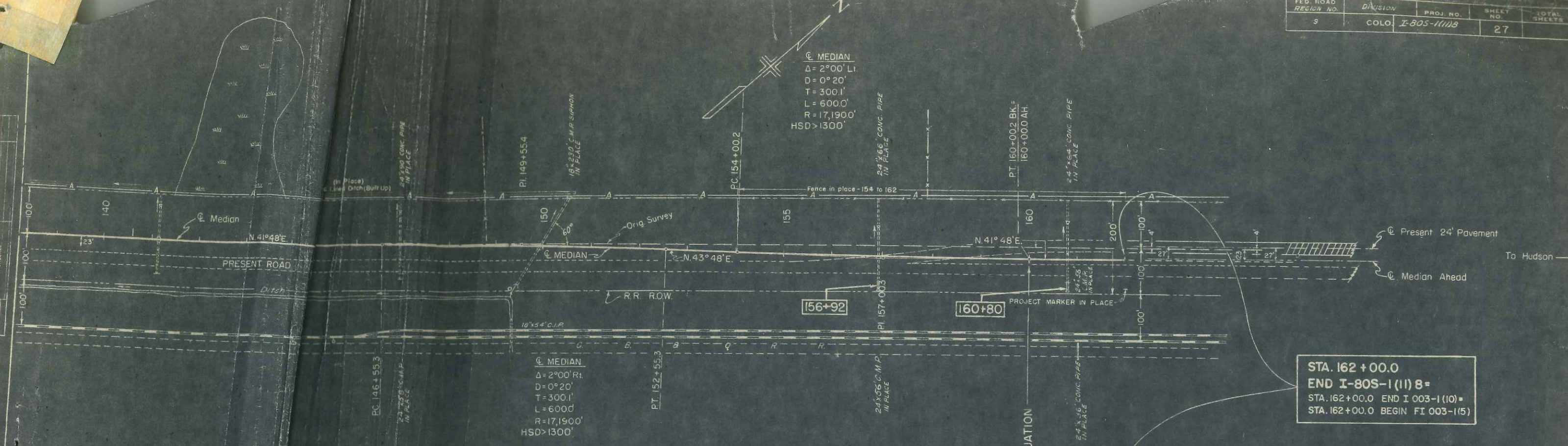
S.E. 1/4 SEC. 29
T. 1 S., R. 66 W.

FED. ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	I-805-1(11)B	27	

@ MEDIAN
 $\Delta = 2^\circ 00' \text{ Lt}$
 $D = 0^\circ 20'$
 $T = 300.1'$
 $L = 600.0'$
 $R = 17,190.0'$
 $\text{HSD} > 1300'$

@ MEDIAN
 $\Delta = 2^\circ 00' \text{ Rt}$
 $D = 0^\circ 20'$
 $T = 300.1'$
 $L = 600.0'$
 $R = 17,190.0'$
 $\text{HSD} > 1300'$

STA. 162 + 00.0
 END I-805-1(11)B =
 STA. 162 + 00.0 END I 003-1(10) =
 STA. 162 + 00.0 BEGIN FI 003-1(5)



WHITE IRON ORE COMPANY CHECK
 NO 15275, FT. OF WAY CHECKS

EXCAVATION
 EMBANKMENT ± 15%
 BORROW
 STA. YD. CHAU
 1/2 MILE CHAU
 BORROW SOURCE

15,131
 14,768
 163,488
 10,065
 Pit No 3-0.8 Miles
 to Sta 162+00