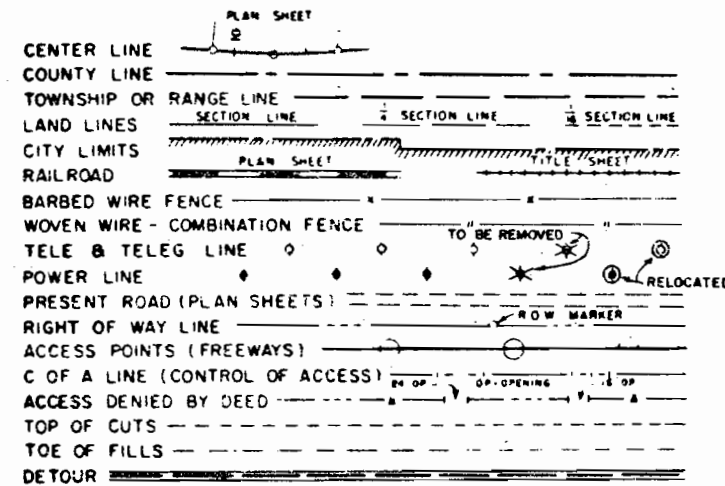


STATE DEPARTMENT OF HIGHWAYS

DIVISION OF HIGHWAYS—STATE OF COLORADO

CONVENTIONAL SIGNS



PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 170-2(38) SEC. 2 STATE HIGHWAY NO. 70 EAGLE COUNTY RIGHT OF WAY

SCALE OF ORIGINAL DRAWINGS

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

R.O.W. LENGTH OF PROJECT = 8.439 miles

FILE COPY
Do Not Remove

Design

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
XIII	COLORADO	170-2(38) SEC. 2	1
RIGHT OF WAY		REVISIONS	
BIGHORN-WHEELER JCT.			

INDEX OF SHEET	
SHEET NO.	TITLE SHEET
1	TABULATION OF OWNERSHIPS
2	ALIGNMENT SHEETS
3-18	

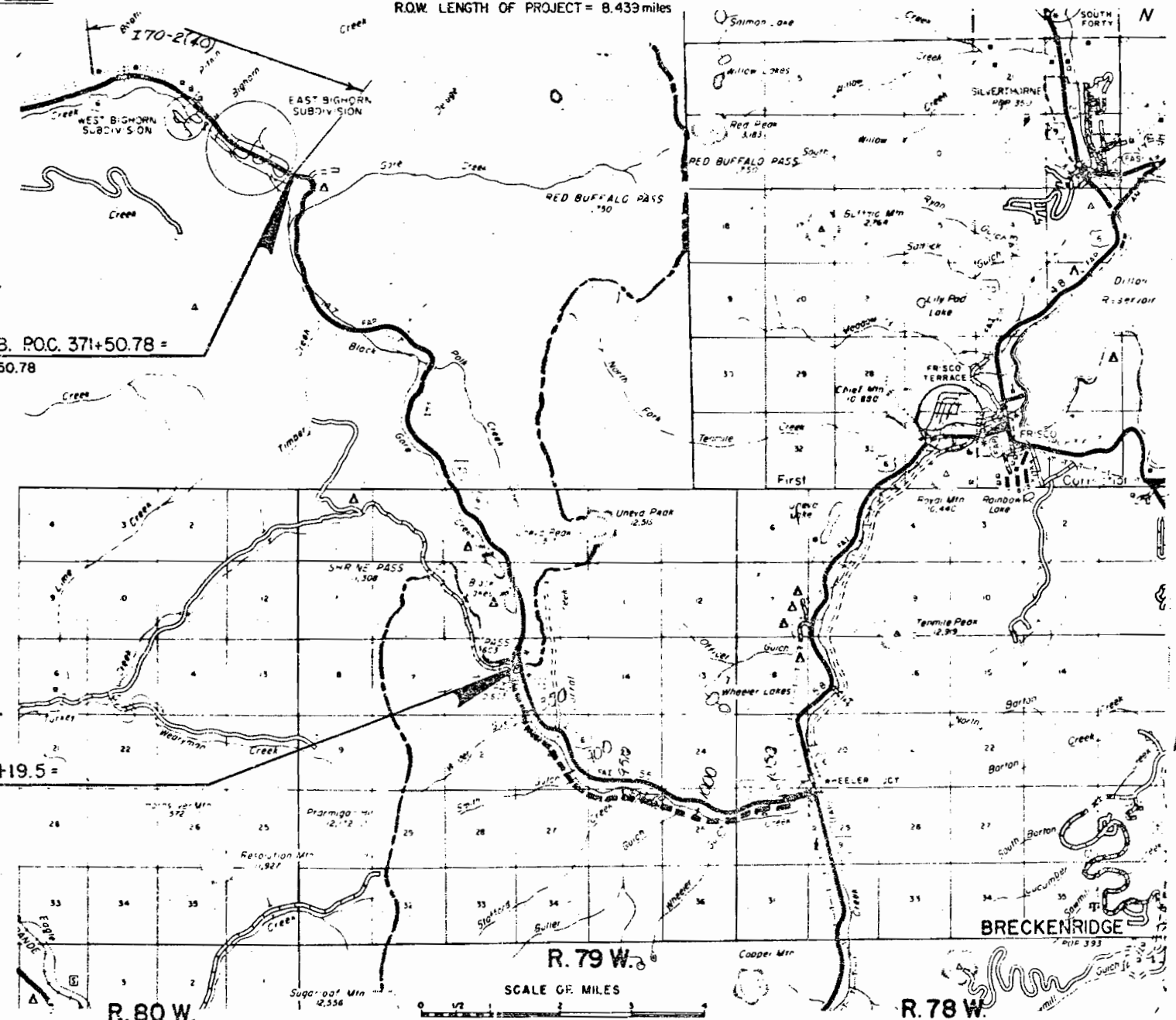
BEGIN R.O.W. PROJ. 170-2(38) Sec. 2 E.B. P.O.C. 371+50.78 =
END R.O.W. PROJ. 170-2(38) Sec. 1 E.B. P.O.C. 371+50.78

T.5S.

T.6S.

END R.O.W. PROJ. 170-2(38) Sec. 2 E.B. Sta. 813+19.5 =

BEGIN R.O.W. PROJ. 170-2(38) Sec. 3 E.B. Sta. 813+19.5



DIVISION OF HIGHWAYS

APPROVED: *E. N. Haase* 5/17/82
CHIEF ENGINEER DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____ DATE _____
DIVISION ADMINISTRATOR

PROJ. I 70-2(38) Section 2

FEDERAL ROAD DIVISION NO.	DISTRICT	PROJECT NO.	SHEET NO.
8	COLORADO	I 70-2(38) Section 2	2

RIGHT OF WAY: BIGHORN-WHEELER JCT.

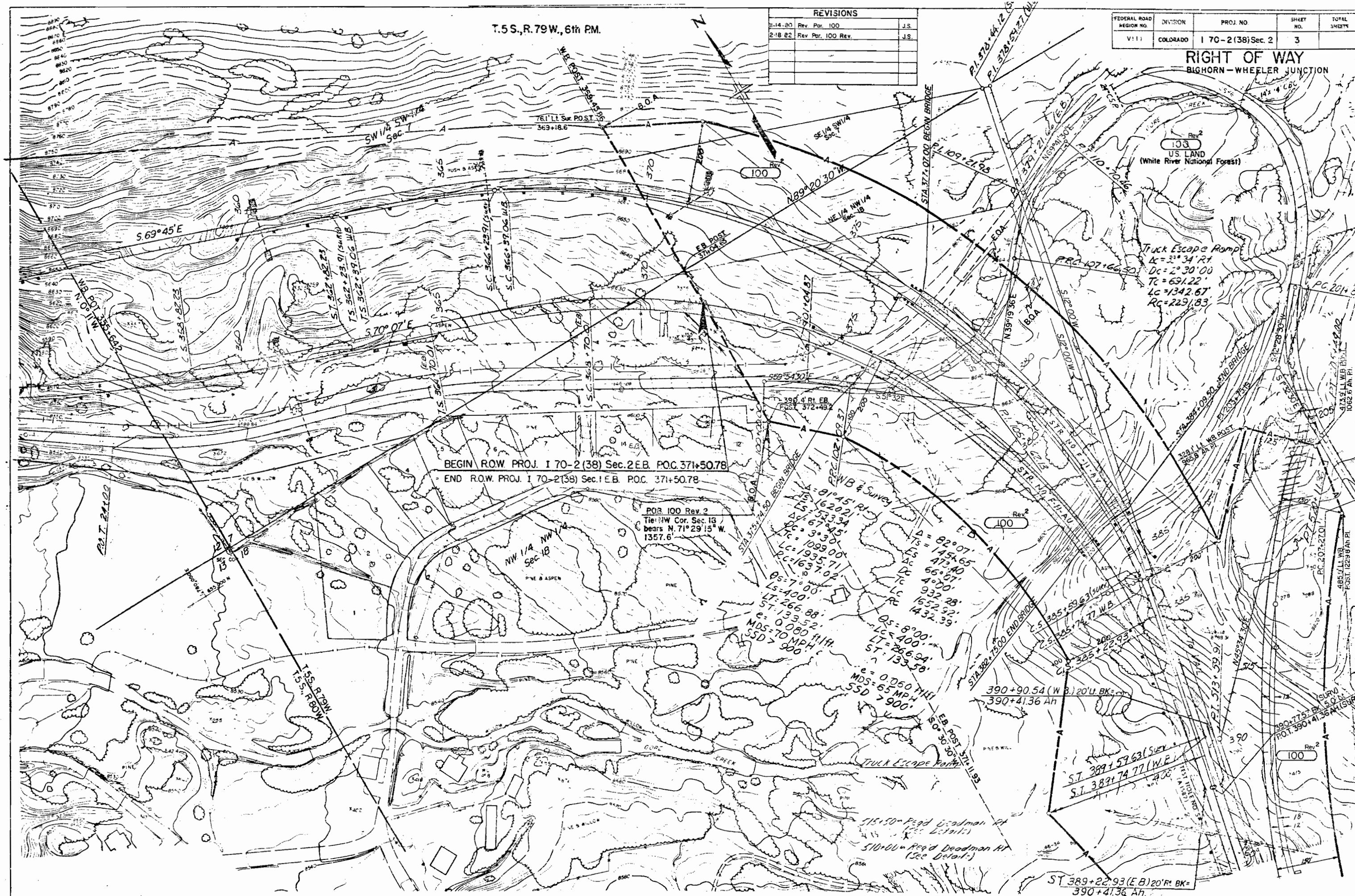
[illegible]

T.5S., R.79W., 6th PM.

REVISIONS		
1-14-80	Rev. Par. 100	J.S.
2-18-82	Rev. Par. 100 Rev.	J.S.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2(38) Sec. 2	3	

RIGHT OF WAY
BIGHORN - WHEELER JUNCTION



BEGIN R.O.W. PROJ. 170-2(38) Sec. 2 E.B. P.O.C. 371+50.78
END R.O.W. PROJ. 170-2(38) Sec. 1 E.B. P.O.C. 371+50.78

POB 100 Rev. 2
Tie: NW Cor. Sec. 13
bears N. 71° 29' 15" W.
1357.6'

Curve Data:
Δ = 81° 45' R
Ls = 620.21'
Lc = 674.45'
Tc = 330.00'
Rc = 1099.00'
Qs = 7° 00'
Lt = 266.88'
St = 133.52'
e = 0.060 H/H
MDS = 70 MPH
SSD > 900'

Curve Data:
Δ = 82° 07' A
Ls = 1454.65'
Lc = 473.40'
Tc = 66° 51'
Rc = 400'
Qs = 8° 00'
Lt = 266.94'
St = 133.58'
e = 0.050 H/H
MDS = 65 MPH
SSD > 900'

ST 389+59.63 (S) 20' R BK
ST 389+74.77 (W) 20' R BK

ST 389+22.93 (E) 20' R BK
390+41.36 Ah

FRONTAGE ROAD CURVES

T. 5 S., R. 79 W., 6th. PM.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	17022(38) Sec. 2	4	

RIGHT OF WAY
BIGHORN-WHEELER JCT.

REVISIONS			
11-14-80	Rev. Par. 100		J.S.
2-18-82	Rev. Par. 100 Rev		J.S.

STA 416+ to 423+ Rgd.
Channel Change

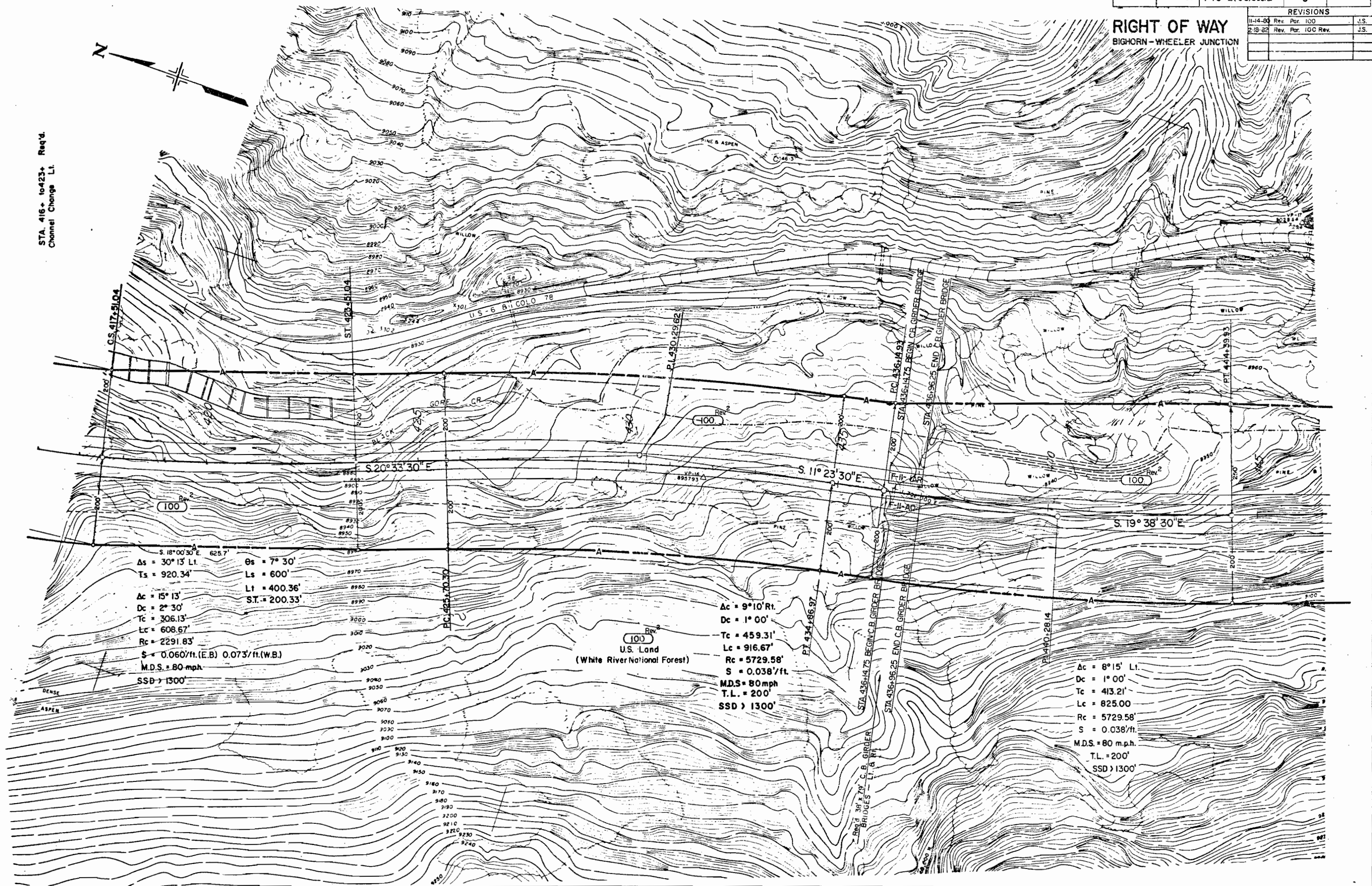
Δs = 30° 13' Lt.
Ts = 920.34'
Δc = 15° 13'
Dc = 2° 30'
Tc = 306.13'
Lc = 608.67'
Rc = 229.83'
e = 0.060'/ft. (EB), 0.073'/ft. (WB)
M.D.S. = 80 m.p.h.
SSD = 1300'

Δs = 7° 30'
Ts = 600'
Δc = 15° 13'
Dc = 2° 30'
Tc = 306.13'
Lc = 608.67'
Rc = 229.83'
e = 0.060'/ft. (EB), 0.073'/ft. (WB)
M.D.S. = 80 m.p.h.
SSD = 1300'

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	1 70-2(38)Sec.2	5	

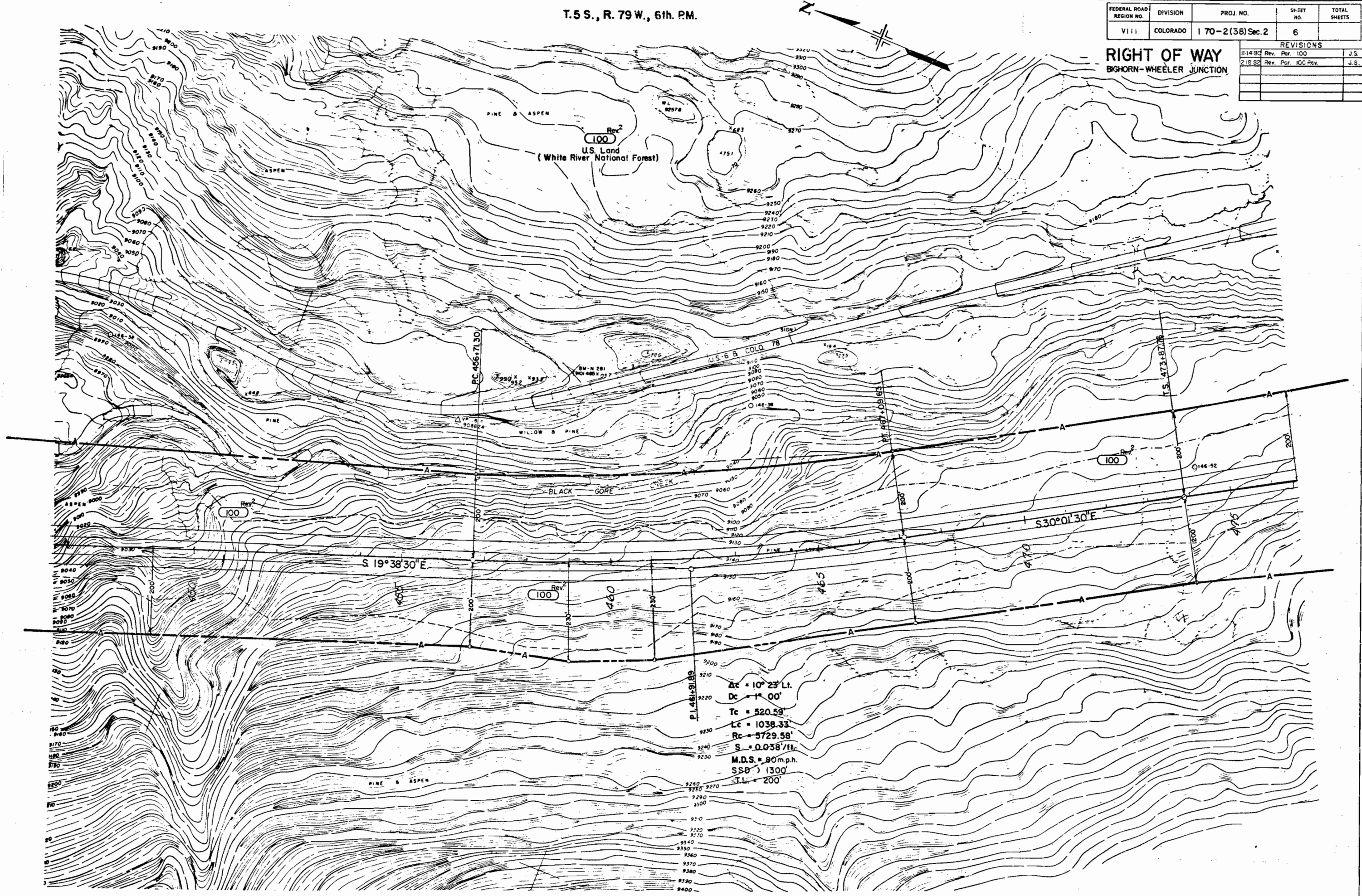
REVISIONS		
11-14-80	Rev. Par. 100	J.S.
2-18-82	Rev. Par. 100 Rev.	J.S.

BIGHORN - WHEELER JUNCTION



T.5 S., R. 79 W., 6th. P.M.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2(38)Sec.2	6	
RIGHT OF WAY BIGHORN-WHEELER JUNCTION				
REVISIONS				
11-14-80	Rev.	Par. 100	J.S.	
2-18-82	Rev.	Par. 100 Rev.	J.S.	



Δc = 10° 23' Lt.
Dc = 1° 00'
Tc = 520.59'
Lc = 1038.33'
Rc = 5729.58'
S = 0.038'/ft.
M.D.S. = 80 m.p.h.
SSB = 1300'
T.L. = 200'

T. 5 S., R. 79 W., 6th. P.M.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
XIII	COLORADO	I 70-2(38) Sec. 2	7	

RIGHT OF WAY			
BIGHORN-WHEELER JCT.			
REVISIONS			
Rev.	Par.	100	J.S.
1-14-80	Rev.	Par. 100	J.S.
2-18-82	Rev.	Par. 100	Rev.

Survey Line
 $\Delta_s = 30^\circ 43' 11''$
 $T_s = 725.45'$
 $E_s = 74.35'$
 $\Delta_c = 18^\circ 43'$
 $D_c = 5^\circ 00'$
 $T_c = 314.75'$
 $L_c = 623.89'$
 $R_c = 1909.86'$
 $\theta_s = 6^\circ 00'$
 $L_s = 400'$
 $L.T. = 266.87'$
 $S.T. = 133.47'$

Westbound
 $\Delta_s = 33^\circ 00' 11''$
 $T_s = 766.69'$
 $E_s = 85.67'$
 $\Delta_c = 21^\circ 00'$
 $D_c = 3^\circ 00'$
 $T_c = 353.97'$
 $L_c = 700.00'$
 $R_c = 1909.86'$
 $e = 0.078 1/m$
 $M.D.S. = 70 mph$
 $S.S.D. > 900'$
 Eastbound
 $\Delta_s = 31^\circ 48' 11''$
 $T_s = 744.96'$
 $E_s = 79.60'$
 $\Delta_c = 19^\circ 48'$
 $D_c = 3^\circ 00'$
 $T_c = 333.32'$
 $L_c = 660.00'$
 $R_c = 1909.86'$
 $e = 0.060 1/m$
 $M.D.S. = 70 mph$
 $S.S.D. > 900'$

$\Delta_s = 29^\circ 38' 11''$
 $T_s = 1059.08'$
 $E_s = 17.38'$
 $\Delta_c = 17^\circ 38'$
 $D_c = 444.35'$
 $T_c = 881.67'$
 $R_c = 2864.79'$
 $S = 0.060 1/m (E.B.), 0.065 1/m (W.B.)$
 $M.D.S. = 80 mph$
 $SSD > 1300'$
 $\theta_s = 6^\circ 00'$
 $L_s = 600'$
 $L.T. = 400.23'$
 $S.T. = 200.21'$

100
 U.S. LAND
 (White River National Forest)

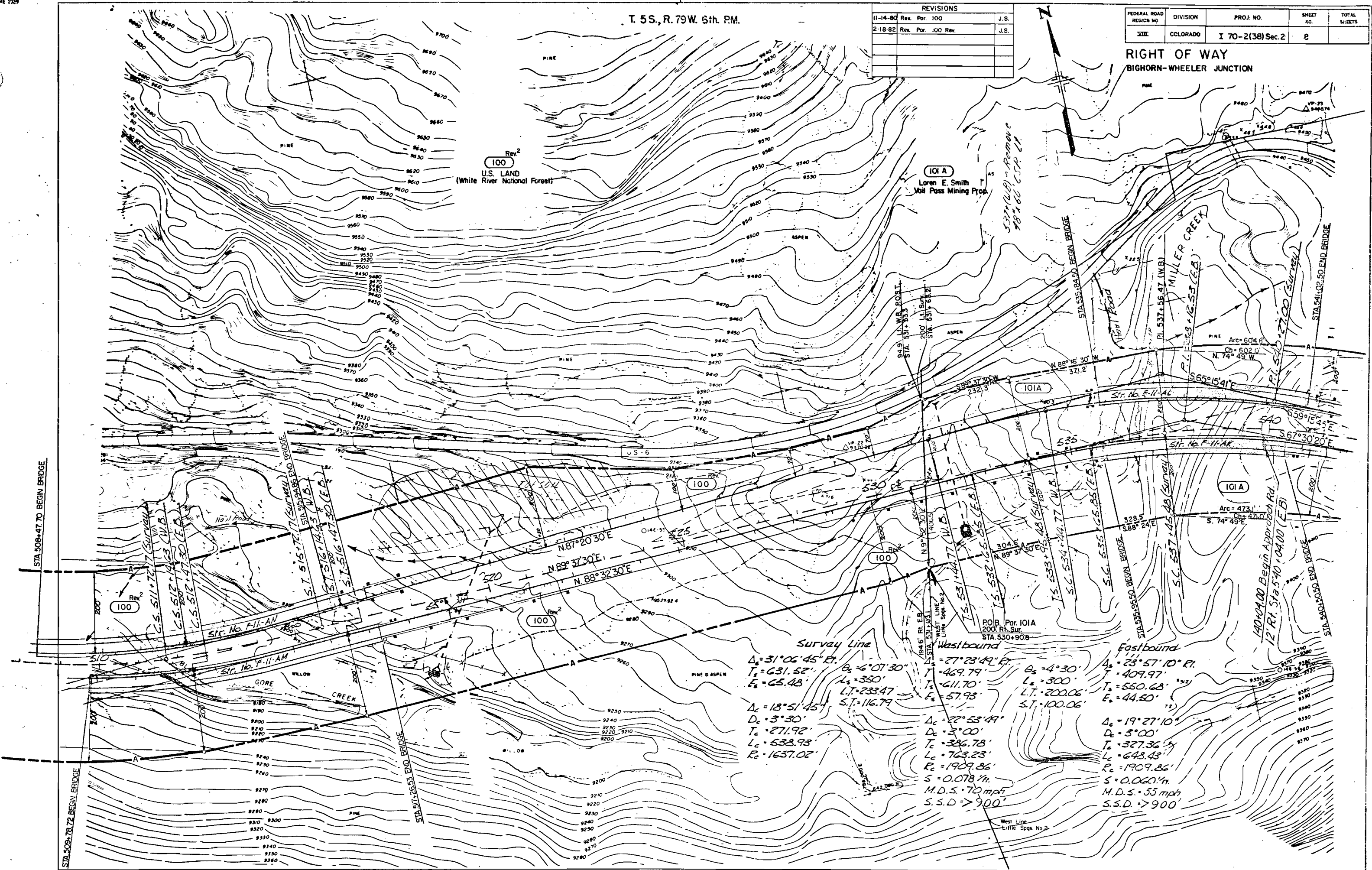
Brace Co. S.W. Abut. F-11-AN
 Stamped 6/1 9236-488

T. 5S, R. 79W. 6th. PM.

REVISIONS			
11-14-80	Rev. Por. 100	J.S.	
2-18-82	Rev. Por. 100 Rev.	J.S.	

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
XXX	COLORADO	I 70-2(38)Sec.2	2	

RIGHT OF WAY
BIGHORN-WHEELER JUNCTION



Survey Line		Westbound		Eastbound	
$\Delta_c = 31^{\circ}06'45''$	$T_c = 631.52'$	$\Delta_c = 27^{\circ}23'49''$	$T_c = 469.79'$	$\Delta_c = 23^{\circ}57'10''$	$T_c = 409.97'$
$E_c = 65.48'$	$L_c = 350'$	$E_c = 57.93'$	$L_c = 300'$	$E_c = 44.50'$	$L_c = 300'$
$\Delta_c = 18^{\circ}51'45''$	$T_c = 233.47'$	$\Delta_c = 22^{\circ}53'49''$	$T_c = 326.78'$	$\Delta_c = 19^{\circ}27'10''$	$T_c = 327.36'$
$D_c = 3^{\circ}30'$	$S.T. = 116.79'$	$D_c = 3^{\circ}00'$	$L_c = 763.23'$	$D_c = 3^{\circ}00'$	$L_c = 648.43'$
$T_c = 271.92'$		$R_c = 1909.86'$	$S = 0.078'/m$	$R_c = 1909.86'$	$S = 0.060'/m$
$L_c = 538.93'$		$M.D.S. = 70 mph$		$M.D.S. = 55 mph$	
$R_c = 1637.02'$		$S.S.D. > 900'$		$S.S.D. > 900'$	

Stamp: 21. 9225.27

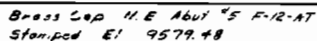
Stamp: 21. 9405.98

Stamp: 21. 9444.21

558+ (US) to 701422m Peg 1 Sur to 112
on Recreation Trail Also Timber & Cement
Material to Build up Trail A 1/2 mi.
to East Bound (Sta. 582+ to 674+)
(See Typical Sections)

RIGHT OF WAY
BIGHORN-WHEELER JCT.

Note: Embankment is required for cut scars and to Flatten Fill area is indicated (See Summary of Earthwork Quantities).



T. 5S., R. 79W. 6th. P.M.

FEDERAL ROAD REGION NO.	DIVISION	PROJ NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	I 70-2(36)Sec. 2	10	

REVISIONS				
11-14-80	Rev.	Par.	100	J.S.
2-18-82	Rev.	Par.	100	J.S.

RIGHT OF WAY
BIGHORN-WHEELER JCT.

Sfa. 575+44.69 Begin 170-2(51) 193 (EB) =
Sfa. 575+44.69 End 170-2(50) 192 (EB)
50' Rpt. of Sfa. 576+00.00 Bk. (Survey)

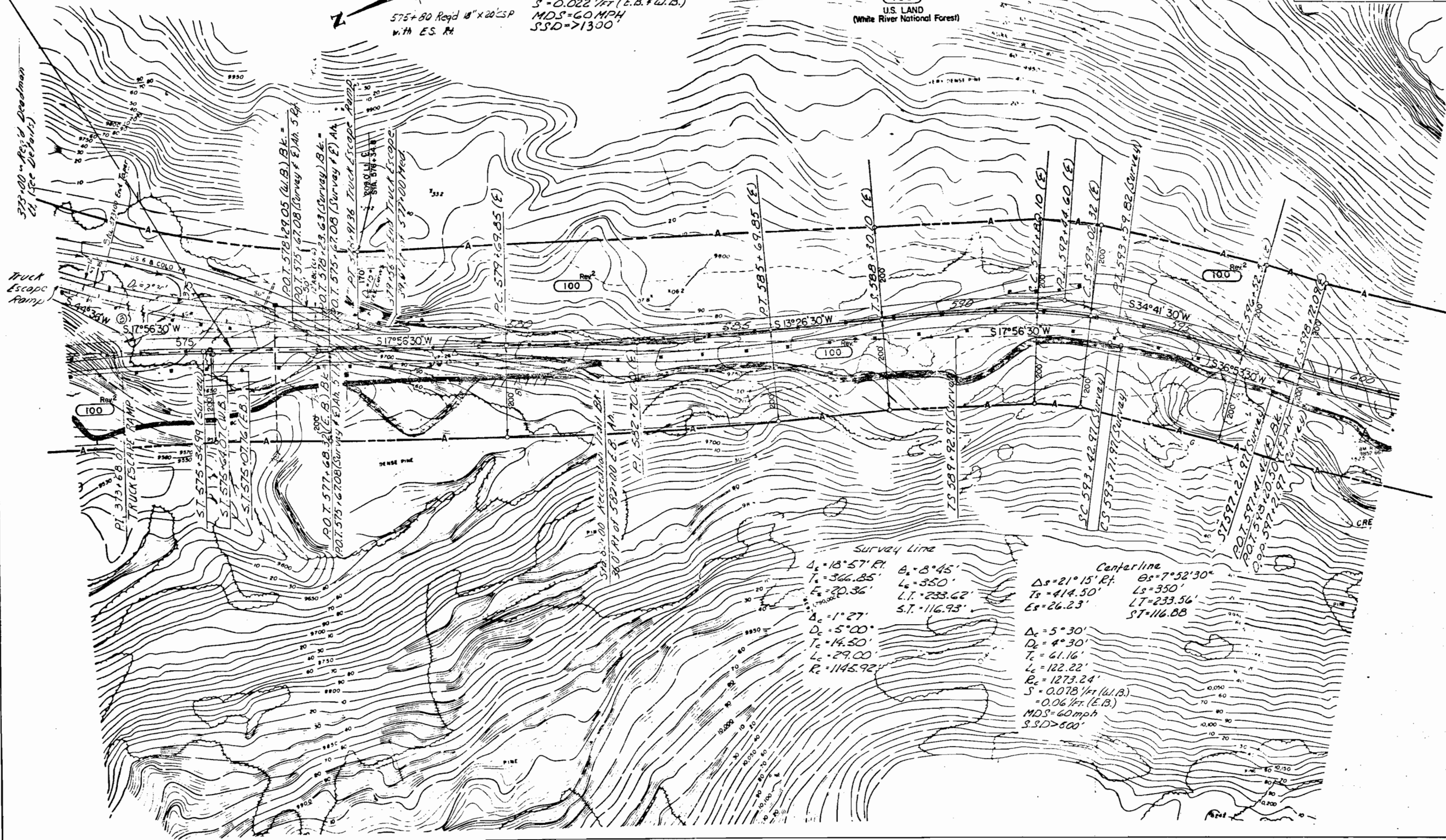
Sfa. 576+05.42 Begin 170-2(51) 193 (WB) =
Sfa. 576+05.42 End 170-2(50) 192 (WB)
50' Lf. of Sfa. 576+00.00 Bk. (Survey)

373+50 (T.E.R.) Reg'd Structure Excavation,
Structure Backfill, 24" SES to ice.
State furnished 24" x 88" CSP
577+10 (WB) Reg'd 30" x 56" CSP and
Ty C Inlet, Connect to existing CSP Lt

Centerline
 $\Delta_c = 4^\circ 30' \text{ Lt}$
 $D_c = 0^\circ 45'$
 $E_c = 5.89'$
 $T_c = 300.15'$
 $L_c = 600.00'$
 $R_c = 7639.437'$
 $S = 0.022' / \text{ft. (E.B. \& W.B.)}$
 $MDS = 60 \text{ MPH}$
 $SSD > 1300'$

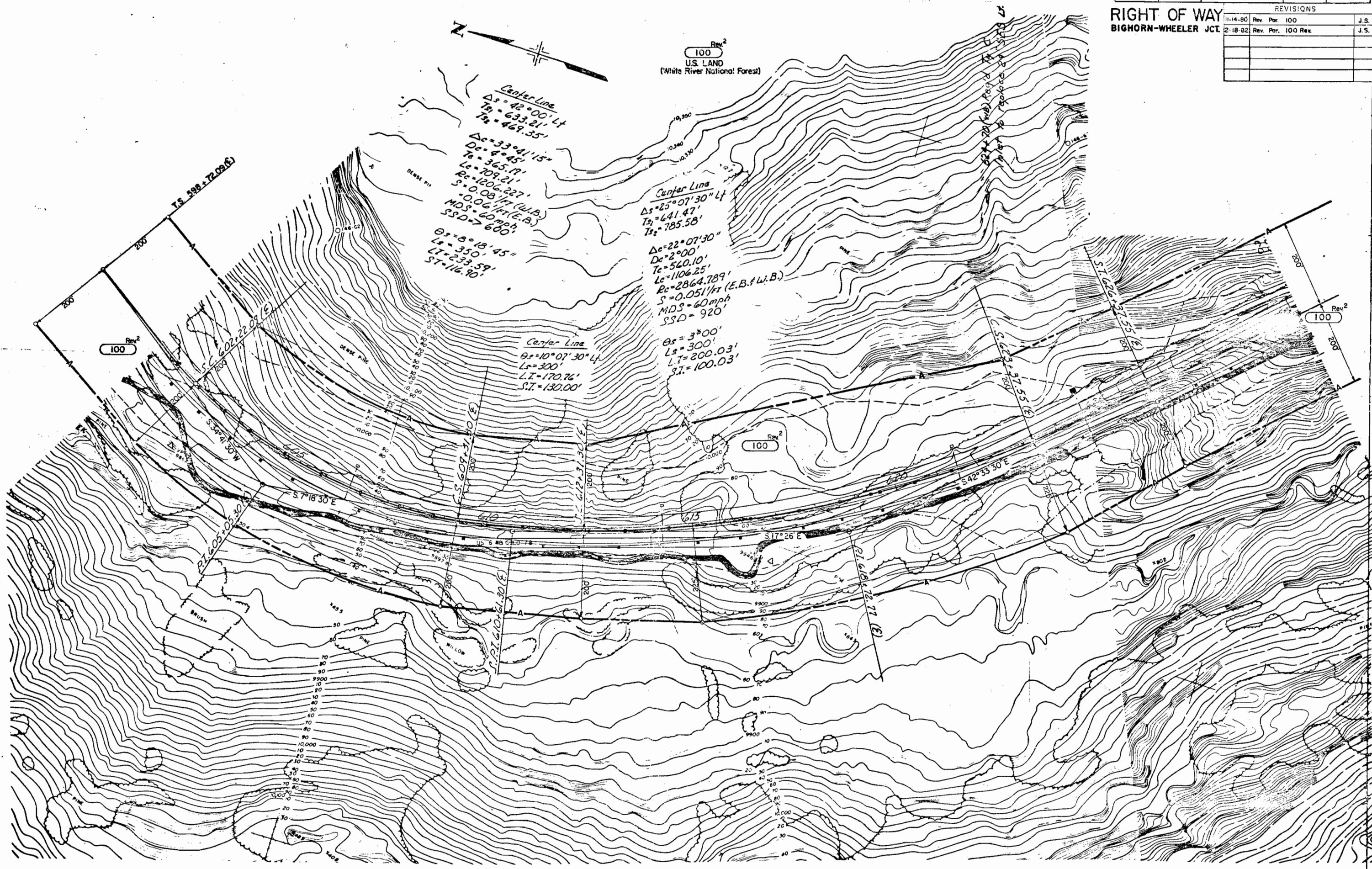
575+80 Reg'd 18" x 20" CSP
with ES. R.

100
U.S. LAND
(White River National Forest)



T.5S., R.79 W. 6th. PM.

FEDERAL ROAD REGION NO.	DIVISION	PRC. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	I 70-2(38) Sec.2	II	
RIGHT OF WAY BIGHORN-WHEELER JCT.				
REVISIONS				
11-14-80	Rev.	Por.	100	J.S.
2-18-82	Rev.	Por.	100	J.S.



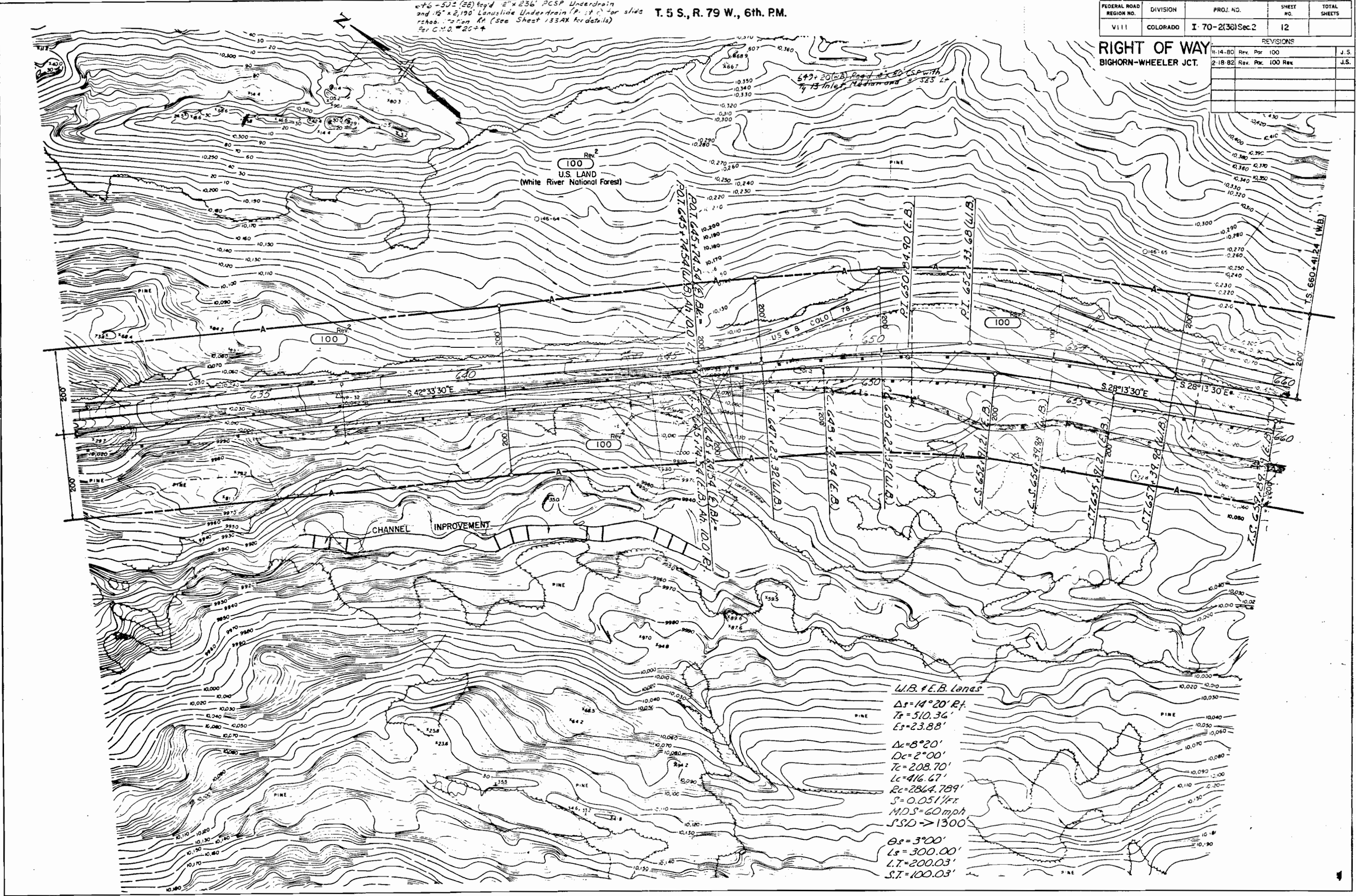
645+50±(36) seg'd 2'x236' PCSP Underdrain
and 1/2'x2,190' Landslide Underdrain (P. 17) for slide
rehab. station Kt (See Sheet 133AX for details)
Per C.M.D. #2074

T. 5 S., R. 79 W., 6th. PM.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	I-70-2(36)Sec.2	12	

REVISIONS				
11-14-80	Rev.	Pgr.	100	J.S.
2-18-82	Rev.	Pgr.	100 Rev.	J.S.

RIGHT OF WAY
BIGHORN-WHEELER JCT.



6674 (EB) Reg'd 18" x 30" CSP
with E.S. R.P.

T. 6 S., R. 79 W., 6th. P.M.

REVISIONS			FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
11-14-80	Rev.	Par. 100					
2-18-82	Rev.	Par. 100 Rev.	J.S.	VIII	COLORADO	I 70-2(38) Sec. 2	13

RIGHT OF WAY
BIGHORN-WHEELER JCT.

W.B. Lane
 $\Delta s = 15^{\circ}25' Lf$
 $Ts = 371.84'$
 $Es = 17.24'$
 $\Delta c = 4^{\circ}55'$
 $Dc = 3^{\circ}30'$
 $Tc = 70.28'$
 $Lc = 140.48'$
 $Rc = 1637.022'$

 $S = 0.073'/ft$
 $MDS = 60 mph$
 $SSD = 700'$

 $\theta s = 5^{\circ}15'$
 $Ls = 300'$
 $LT = 200.09'$
 $ST = 100.08'$

E.B. Lane
 $\Delta s = 17^{\circ}05' Lf$
 $Ts = 396.17'$
 $Es = 20.68'$
 $\Delta c = 6^{\circ}35'$
 $Dc = 3^{\circ}30'$
 $Tc = 94.15'$
 $Lc = 188.10'$
 $Rc = 1637.022'$

 $S = 0.060'/ft$
 $MDS = 60 mph$
 $SSD = 1113'$

 $\theta s = 5^{\circ}15'$
 $Ls = 300'$
 $LT = 200.09'$
 $ST = 100.08'$

W.B. Lane
 $\Delta s = 31^{\circ}35' Rf$
 $Ts = 690.66'$
 $Es = 76.95'$
 $\Delta c = 22^{\circ}35'$
 $Dc = 3^{\circ}00'$
 $Tc = 381.34'$
 $Lc = 752.78'$
 $Rc = 1909.859'$

 $S = 0.067'/ft$
 $MDS = 60 mph$
 $SSD = 700'$

 $\theta s = 4^{\circ}30'$
 $Ls = 300'$
 $LT = 200.06'$
 $ST = 100.06'$

E.B. Lane
 $\Delta s = 33^{\circ}15' Rf$
 $Ts = 720.82'$
 $Es = 85.37'$
 $\Delta c = 24^{\circ}15'$
 $Dc = 3^{\circ}00'$
 $Tc = 410.31'$
 $Lc = 808.33'$
 $Rc = 1909.859'$

 $S = 0.060'/ft$
 $MDS = 60 mph$
 $SSD = 875'$

 $\theta s = 4^{\circ}30'$
 $Ls = 300'$
 $LT = 200.06'$
 $ST = 100.06'$

Sta 687+64.84 End 170-2(5)193 EB -
Sta 687+68.06 End 170-2(5)193 WB -
Sta 681+57.10 Begin 170-2(45)194

T.6 S., R. 79 W., 6th. P.M.

REVISIONS			FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
11-14-80	Rev. Per 100	J.S.	VIII	COLORADO	I 70-2(38) Sec. 2	14	
2-18-82	Rev. Per 100 Rev.	J.S.					

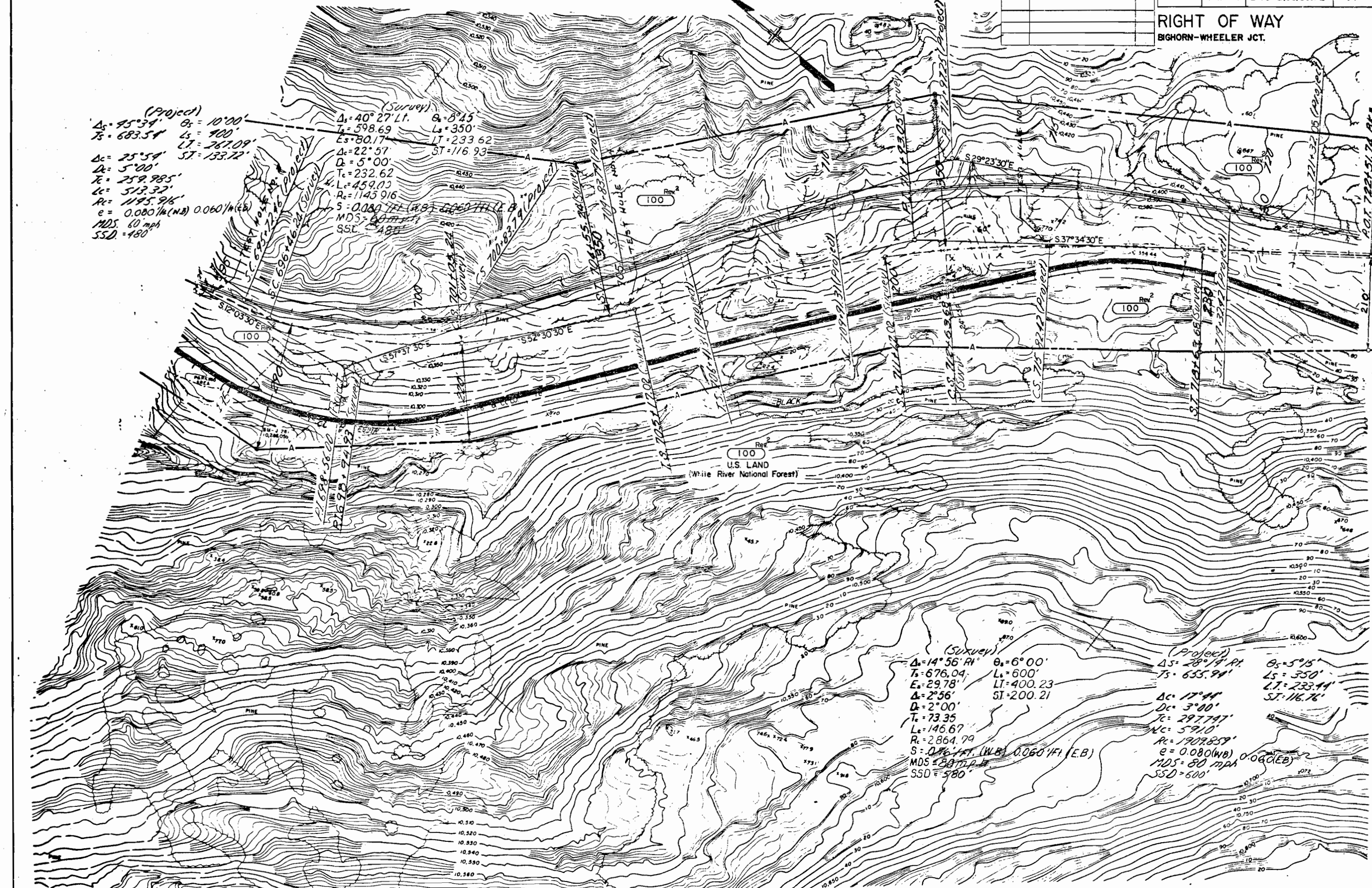
RIGHT OF WAY
BIGHORN-WHEELER JCT.

(Project)
 $\Delta_s = 45^\circ 34'$ $\theta_s = 10^\circ 00'$
 $T_s = 683.54'$ $L_s = 400'$
 $L_T = 267.09'$
 $\Delta_c = 25^\circ 54'$ $ST = 133.72'$
 $D_c = 5^\circ 00'$
 $T_c = 259.985'$
 $L_c = 513.32'$
 $R_c = 1195.916'$
 $e = 0.080/4(NB) 0.060/4(SB)$
MDS: 60 mph
SSD = 480'

(Survey)
 $\Delta_s = 40^\circ 27' LT$ $\theta_s = 8^\circ 45'$
 $T_s = 598.69'$ $L_s = 350'$
 $L_T = 233.62'$
 $\Delta_c = 22^\circ 57'$ $ST = 116.93'$
 $D_c = 5^\circ 00'$
 $T_c = 232.62'$
 $L_c = 459.03'$
 $R_c = 1145.916'$
 $S = 0.080/4(NB) 0.060/4(SB)$
MDS: 60 mph
SSD = 480'

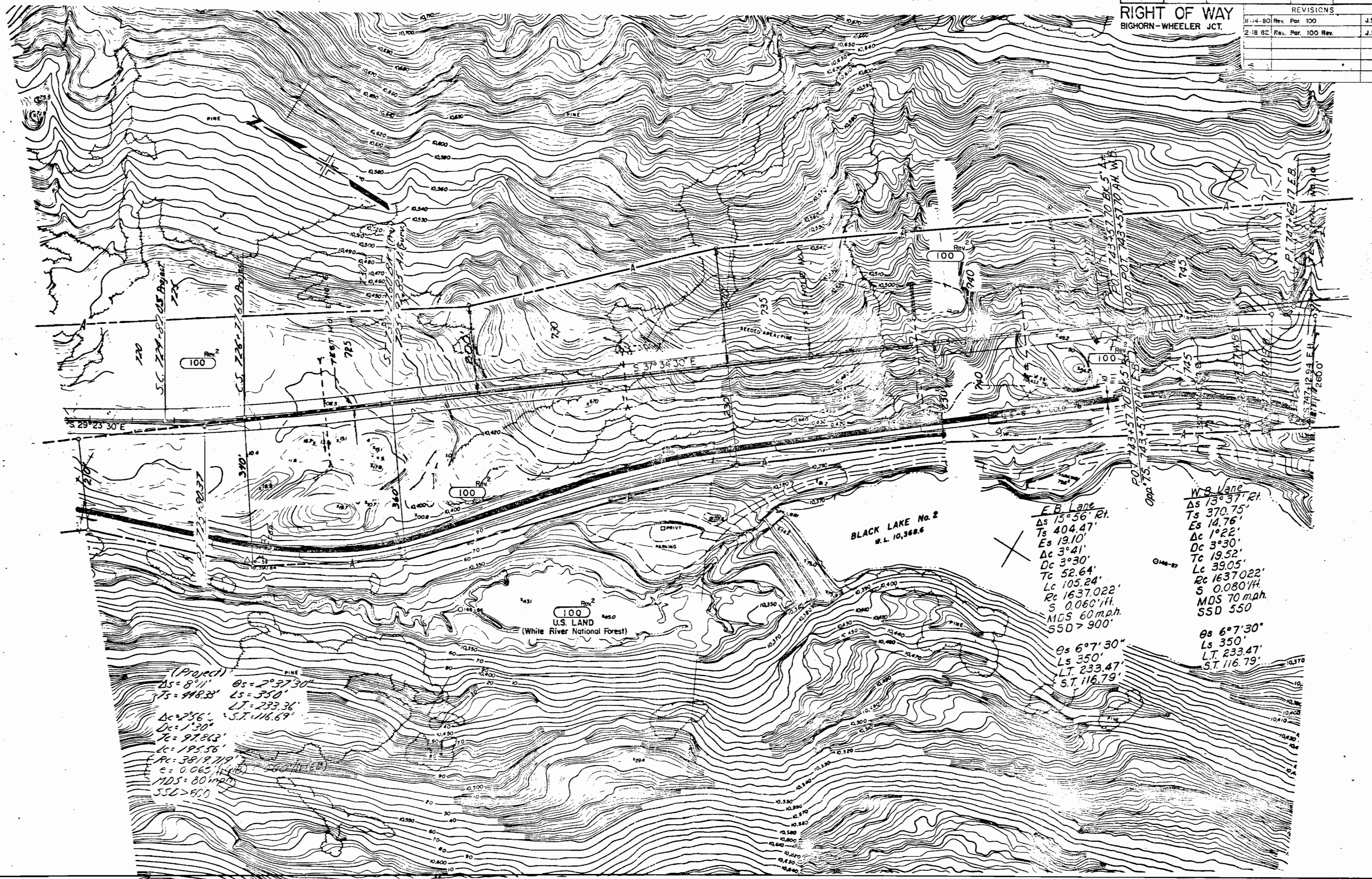
(Survey)
 $\Delta_s = 14^\circ 56' RT$ $\theta_s = 6^\circ 00'$
 $T_s = 676.04'$ $L_s = 600'$
 $E_s = 29.78'$ $LT = 400.23'$
 $\Delta_c = 2^\circ 56'$ $ST = 200.21'$
 $D_c = 2^\circ 00'$
 $T_c = 73.35'$
 $L_c = 146.67'$
 $R_c = 2864.79'$
 $S = 0.06/4(NB) 0.060/4(SB)$
MDS: 80 mph
SSD = 580'

(Project)
 $\Delta_s = 28^\circ 14' RT$ $\theta_s = 5^\circ 15'$
 $T_s = 633.94'$ $L_s = 350'$
 $L_T = 233.44'$
 $\Delta_c = 17^\circ 44'$ $ST = 116.76'$
 $D_c = 3^\circ 00'$
 $T_c = 297.747'$
 $L_c = 591.0'$
 $R_c = 1909.859'$
 $e = 0.080(NB) 0.060(SB)$
MDS: 80 mph
SSD = 600'



T. 6 S., R. 79 W., 6th. P.M.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	I 70-2(38)Sec. 2	15	
RIGHT OF WAY BIGHORN-WHEELER JCT.				
REVISIONS				
11-14-80	Rev.	Par.	100	J.S.
2-18-82	Rev.	Par.	100	J.S.



(Project)
As = 8' 11" Os = 2° 37' 30"
Ts = 448.33' Ls = 350'
 LT = 233.36'
 ST = 116.69'
Δc = 2° 56'
Dc = 1' 30"
Tc = 97.863'
Lc = 195.56'
Rc = 3819.719'
e = 0.065 1/ft.
MDS = 80 m.p.h.
SSD > 500'

E.B. Lane
As 15° 56' Rt.
Ts 404.47'
Es 19.10'
Δc 3° 41'
Dc 3° 30'
Tc 52.64'
Lc 105.24'
Rc 1637.022'
S 0.060'/ft.
MDS 60 m.p.h.
SSD > 900'

W.B. Vane
As 15° 37' Rt.
Ts 370.75'
Es 14.76'
Δc 1° 22'
Dc 3° 30'
Tc 19.52'
Lc 39.05'
Rc 1637.022'
S 0.080'/ft.
MDS 70 m.p.h.
SSD 550'

Os 6° 7' 30"
Ls 350'
LT 233.47'
ST 116.79'

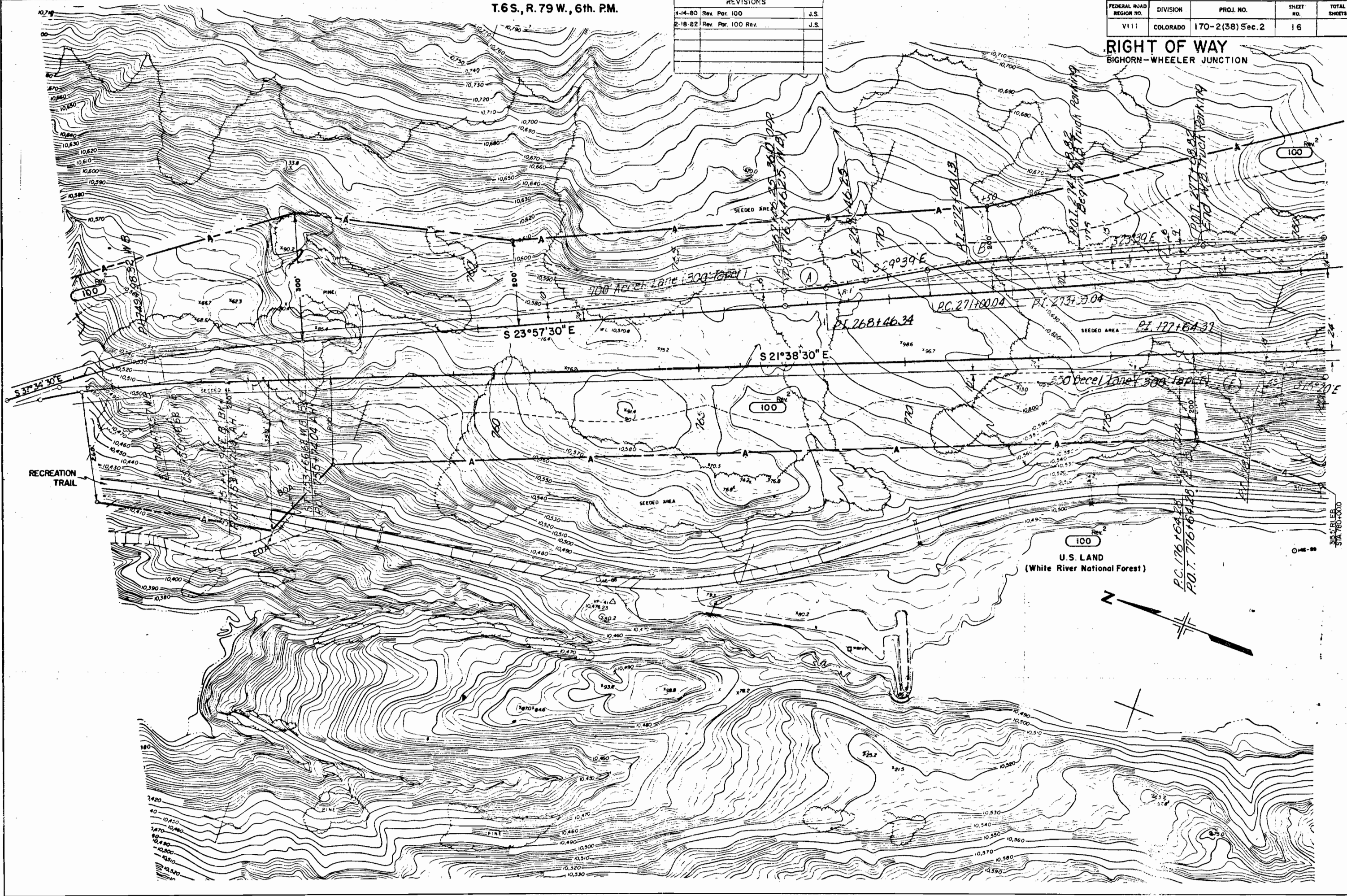
Os 6° 7' 30"
Ls 350'
LT 233.47'
ST 116.79'

T.6S., R.79 W., 6th. P.M.

REVISIONS		
1-14-80	Rev. Par. 100	J.S.
2-18-82	Rev. Par. 100 Rev.	J.S.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2(38) Sec. 2	16	

RIGHT OF WAY
BIGHORN-WHEELER JUNCTION



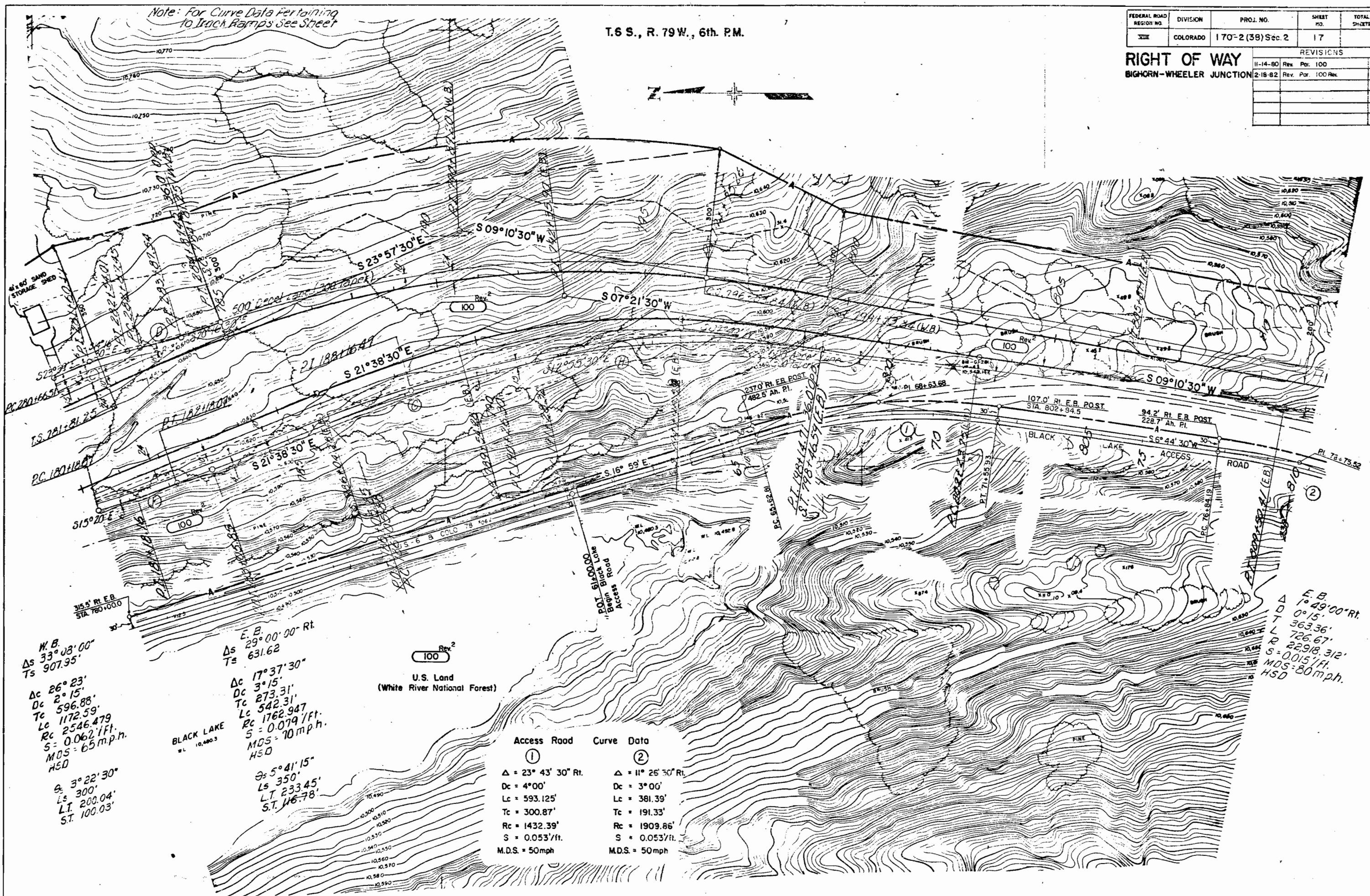
Note: For Curve Data Pertaining
to Truck Ramps See Sheet

T.6 S., R. 79 W., 6th. P.M.

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
XIII	COLORADO	170-2(39) Sec. 2	17	

REVISIONS				
11-14-80	Rev.	Por. 100		J.S.
2-18-82	Rev.	Por. 100		J.S.

RIGHT OF WAY
BIG HORN - WHEELER JUNCTION



H.B.
Δs 33° 08' 00"
Ts 907.95'

Δc 26° 23'
Dc 2° 15'
Tc 596.88'
Lc 1172.59'
Rc 2546.479
S = 0.062'/ft.
MDS = 65 mph.
HSD

Δs 3° 22' 30"
Ts 300'
LT 200.04'
ST 100.03'

E.B.
Δs 29° 00' 00" Rt.
Ts 631.62

Δc 17° 37' 30"
Dc 3° 15'
Tc 273.31'
Lc 542.31'
Rc 1762.947
S = 0.079'/ft.
MDS = 70 mph.
HSD

Δs 5° 41' 15"
Ts 350'
LT 233.45'
ST 116.78'

U.S. Land
(White River National Forest)

Access Road	Curve Data
①	②
Δ = 23° 43' 30" Rt.	Δ = 11° 26' 30" Rt.
Dc = 4° 00'	Dc = 3° 00'
Lc = 593.125'	Lc = 381.39'
Tc = 300.87'	Tc = 191.33'
Rc = 1432.39'	Rc = 1909.86'
S = 0.053'/ft.	S = 0.053'/ft.
M.D.S. = 50 mph	M.D.S. = 50 mph

E.B.
Δs 1° 49' 00" Rt.
Ts 0° 15'
Lc 363.36'
Rc 229.67'
S = 0.015'/ft.
MDS = 80 mph.
HSD

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2 (38) Sec. 2	18	18

REVISIONS		
11-14-80	Rev. Par. 100	J.S.
2-18-82	Rev. Par. 100 Rev.	J.S.

