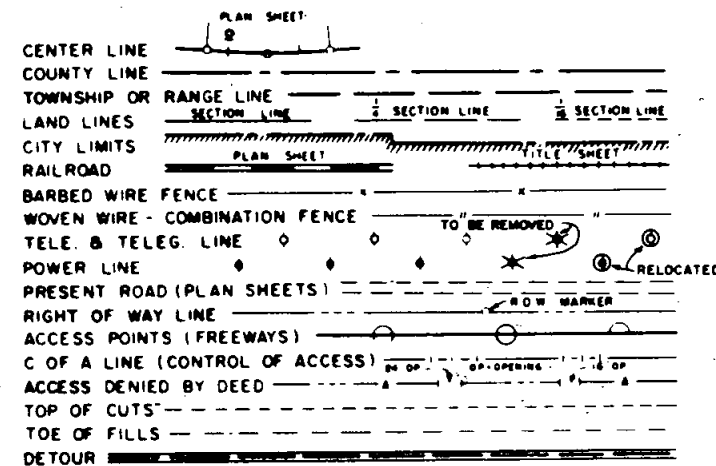


STATE DEPARTMENT OF HIGHWAYS

DIVISION OF HIGHWAYS—STATE OF COLORADO

CONVENTIONAL SIGNS



PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 1 70-2 (38) SEC. 3 STATE HIGHWAY NO. 70 SUMMIT COUNTY RIGHT OF WAY

SCALE OF ORIGINAL DRAWINGS

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

R.O.W. LENGTH OF PROJECT = 4.349 MI = 22,963.58'

T.5S.

T.6S.

STA. 838+00.0 BEGIN 170-2(57)197 Const. =
STA. 838+00.0 BEGIN 170-2(41)197 Const. =
STA. 838+00.0 END 170-2(45)194 Const.

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

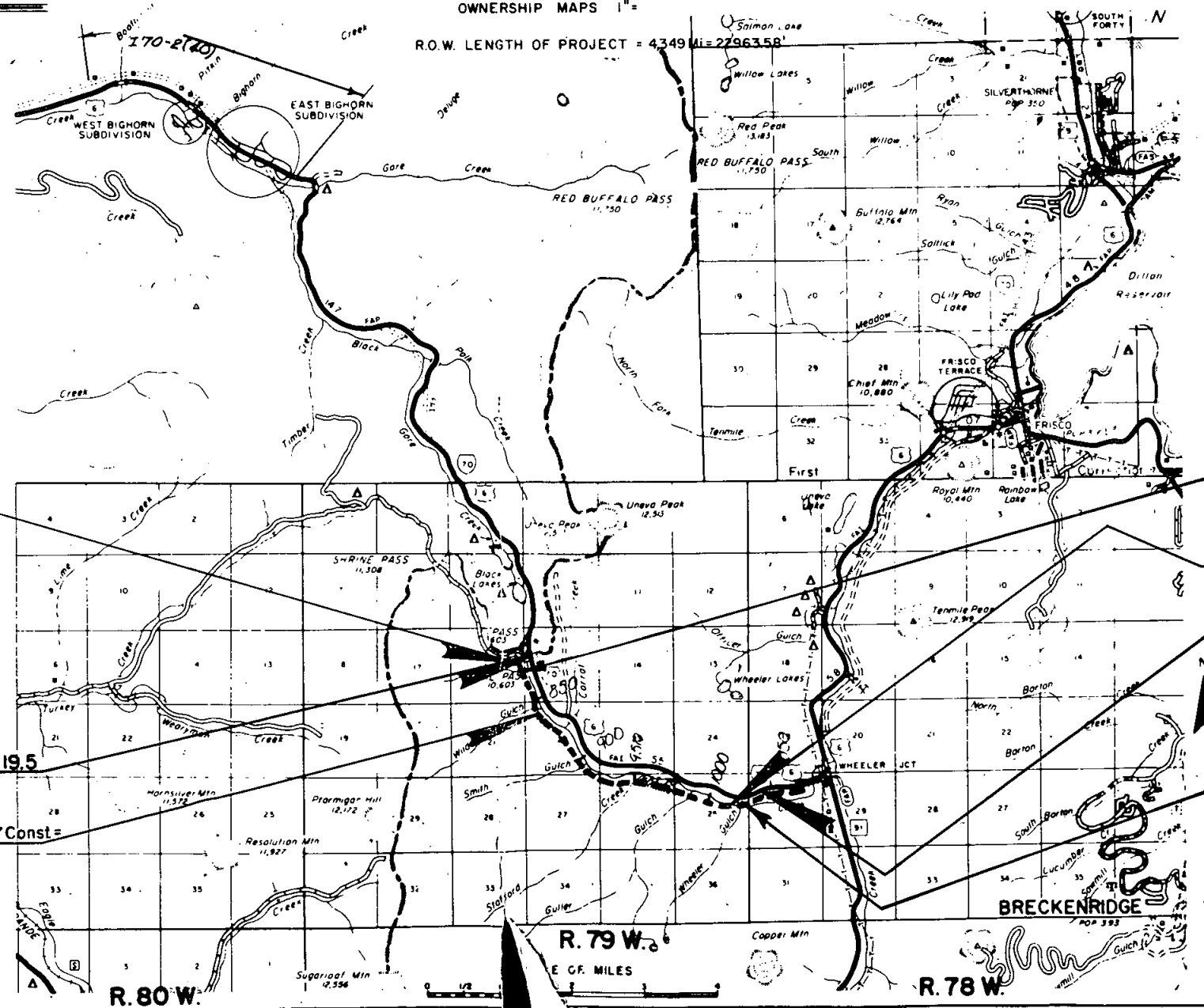
STA. 860+26.50 BEGIN CONST. PROJ. 170-2(52)197 Const. =
860+26.50 ON 170-2(41)197 CONST.

STA. 200+00 BEGIN 170-2(68)197 CONST. =
Approx. 250' RT. of STA. 830+80 (E.B.) on 170-2(45)194 Const.

STA. 1015+58.14 END CONST. PROJ. 170-2(52)197 Const. =
STA. 1015+58.14 END 170-2(57)197 Const.

END R.O.W. PROJ. 170 2(38) Sec.3 STA.
P.O.C. 1042+94.8 = Begin R.O.W. 170-2(24)Sta.1042+94.8 =
Sta.1042+94.8 on 170-2(44)Const. =
18.7' Lt. of P.O.C. 904+31.7 on PWA122 OF unit 3

STA. 194+57.80 END 170-2(68)197 CONST. =
Approx. 310' RT. of STA. 1021+30 (E.B.) on 170-2(44)200 Const.



FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
XIII	COLORADO	170-2 (38) SEC. 3	1

REVISIONS			
NO.	DATE	DESCRIPTION	BY
3-25-76		ADD BEG. & END. CONST.	R.B.
6-25-76		CHANGE END. STA.	SW
3-25-77		Add Bike Path 170-2(68)	DI

RIGHT OF WAY
BIGHORN - WHEELER JUNCTION

INDEX OF SHEET

SHEET NO.	TITLE SHEET
1	TABULATION OF OWNERSHIP
2	ALIGNMENT SHEETS
3-10	

PROJ. I 70-2(38)Sec. 3

RIGHT OF WAY BIGHORN-WHEELER JCT.

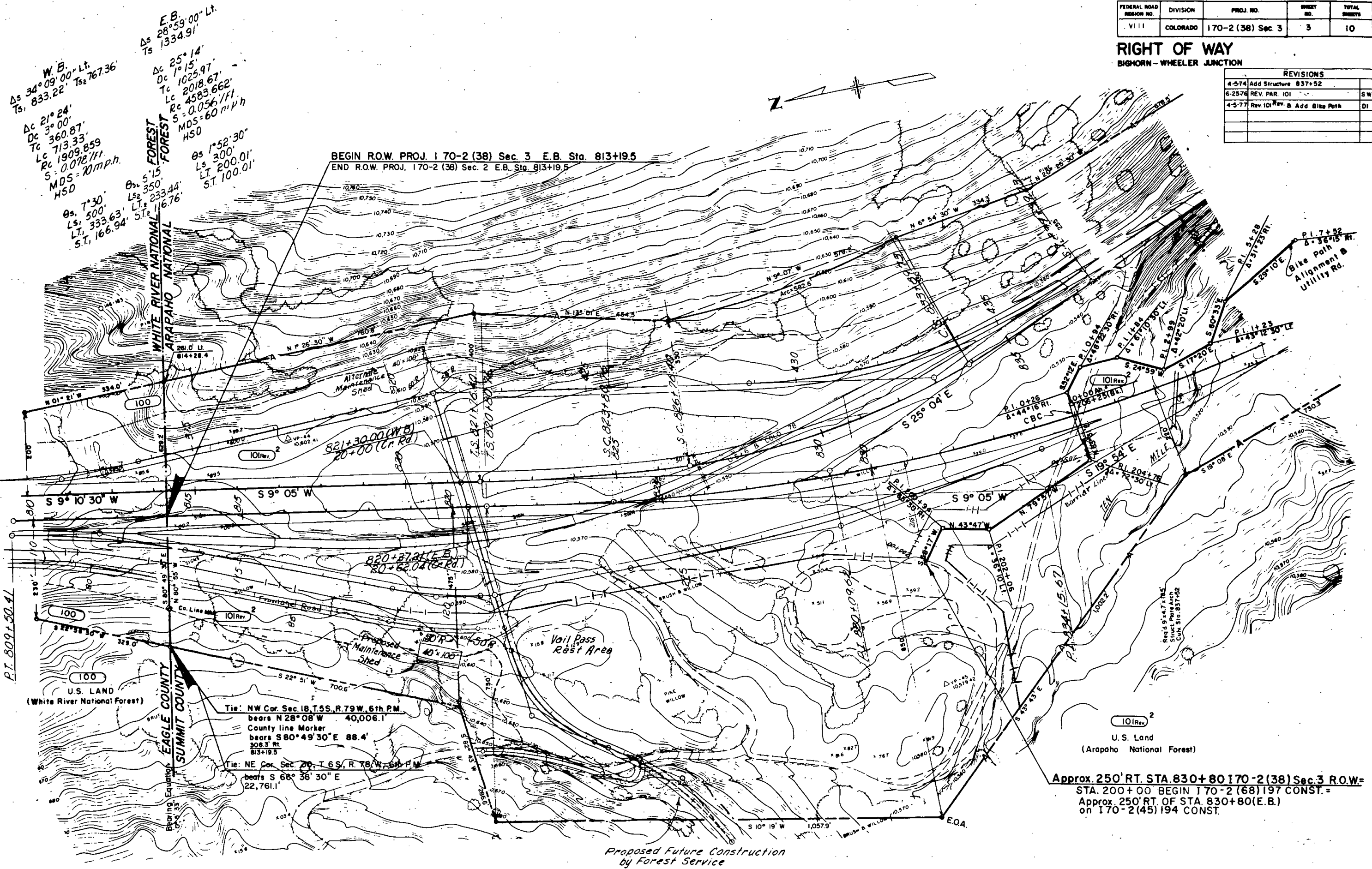
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FEDERAL ROAD SECTION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2 (38) Sec. 3	3	10

RIGHT OF WAY BIGHORN - WHEELER JUNCTION

REVISIONS		
4-5-74	Add Structure 837+52	
6-25-76	REV. PAR. 101	SW
4-5-77	Rev 101 Rev. & Add Bike Path	DI

E.B. Sta. 28°59'00" Lt.
 Ts 1334.91'
 Dc 25°14'
 Lc 1025.97'
 Rc 2018.67'
 S=0.056/fh
 MDS=60 mph
 HSD
 W.B. Sta. 34°09'00" Lt.
 Ts 833.22'
 Dc 21°24'
 Lc 360.87'
 Rc 713.33'
 S=0.078/fh
 MDS=10 mph
 HSD
 Os 1°52'30"
 Ls 300'
 Lt 200.01'
 St 100.01'
 Os 5°15'
 Ls 350'
 Lt 233.44'
 St 166.76'
 Os 7°30'
 Ls 500'
 Lt 333.63'
 St 166.94'

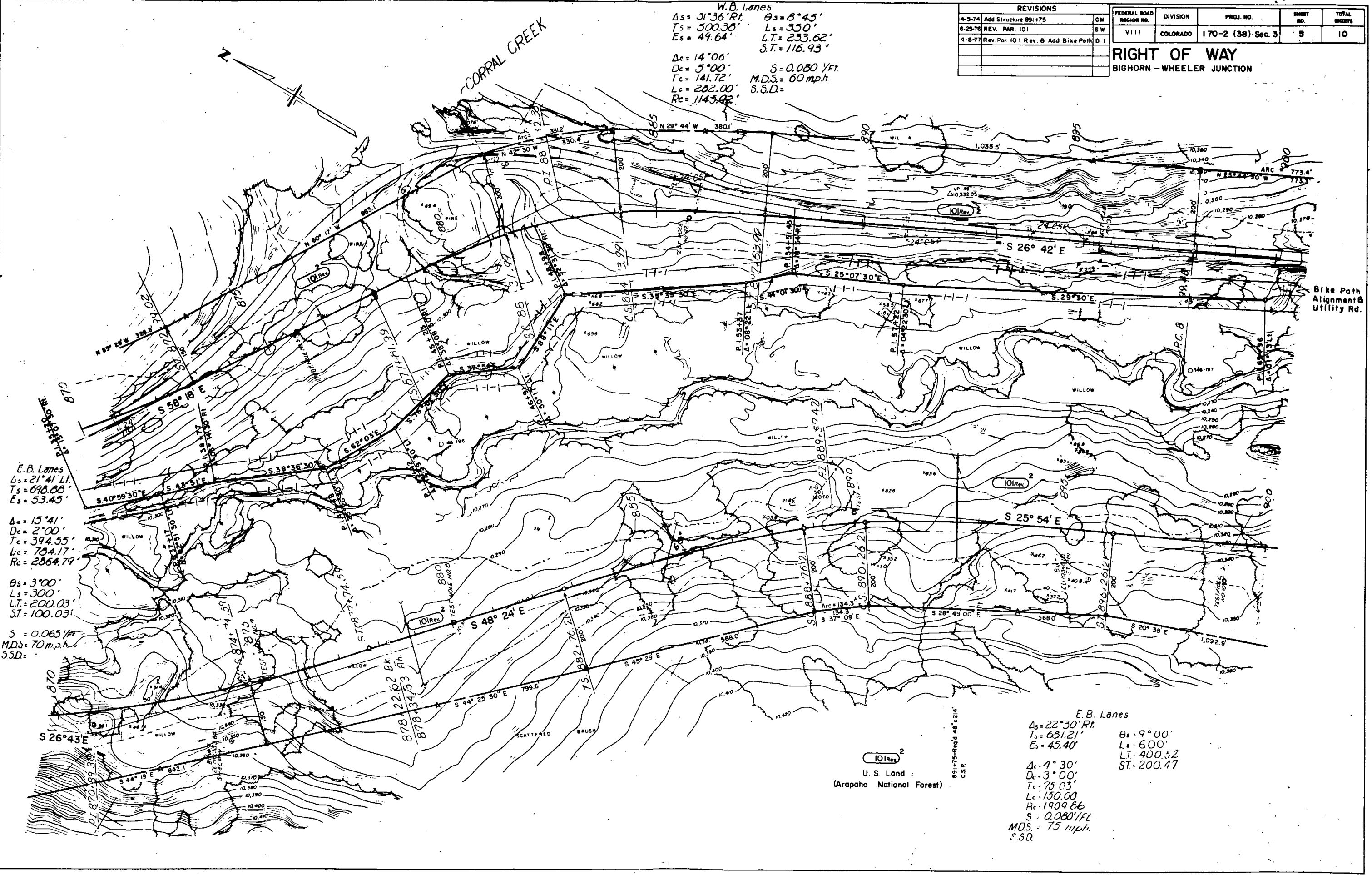


W.B. Lanes
 $\Delta s = 31.36' Rt.$
 $Ts = 500.30'$
 $Es = 44.64'$
 $\theta s = 8.45'$
 $Ls = 350'$
 $LT = 233.62'$
 $ST = 116.93'$
 $\Delta c = 14.06'$
 $Dc = 5.00'$
 $Tc = 141.72'$
 $Lc = 282.00'$
 $Rc = 1145.92'$
 $S = 0.080' / Ft.$
 $M.D.S. = 60 \text{ mph.}$
 $S.S.D. =$

REVISIONS		
4-5-74	Add Structure 891+75	GM
6-25-76	REV. PAR. 101	SW
4-8-77	Rev. Par. 101 Rev. & Add Bike Path D.I	

FEDERAL ROAD DISTRICT NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2 (38) Sec. 3	5	10

RIGHT OF WAY
BIGHORN - WHEELER JUNCTION



E.B. Lanes
 $\Delta s = 21.41' Lt.$
 $Ts = 698.88'$
 $Es = 53.45'$
 $\Delta c = 15.41'$
 $Dc = 2.00'$
 $Tc = 394.55'$
 $Lc = 784.17'$
 $Rc = 2864.79'$
 $\theta s = 3.00'$
 $Ls = 300'$
 $LT = 200.03'$
 $ST = 100.03'$
 $S = 0.065' / Ft.$
 $M.D.S. = 70 \text{ m.p.h.}$
 $S.S.D. =$

E.B. Lanes
 $\Delta s = 22.30' Rt.$
 $Ts = 631.21'$
 $Es = 45.40'$
 $\Delta c = 4.30'$
 $Dc = 3.00'$
 $Tc = 75.03'$
 $Lc = 150.00'$
 $Rc = 1909.86'$
 $S = 0.080' / Ft.$
 $M.D.S. = 75 \text{ mph.}$
 $S.S.D. =$
 $\theta s = 9.00'$
 $Ls = 600'$
 $LT = 400.52'$
 $ST = 200.47'$

101 Rev. 2
U.S. Land
(Arapaho National Forest)

W.B. Lanes
 $\Delta s = 1'55''$ Lt.
 $T_s = 3.20'$
 $D_c = 0'15''$
 $T_c = 383.37'$
 $L_c = 766.67'$
 $R_c = 22,918.31'$

$S = 0.015$ /ft.
 M.D.S. = 80 m.p.h.
 S.S.D. =

W.B. Future
 Construction

Bike Path
 Alignment &
 Utility Rd.

W.B. Lanes
 $\Delta s = 40'13''$ Lt.
 $T_s = 598.14'$ $T_{s2} = 619.35'$
 $E_s = 79.36'$
 $\Delta c = 21'28''$
 $D_c = 5'00''$
 $T_c = 217.21'$
 $L_c = 429.33'$
 $R_c = 1145.92'$

$S = 0.060$ /ft.
 M.D.S. = 60 m.p.h.
 S.S.D. =

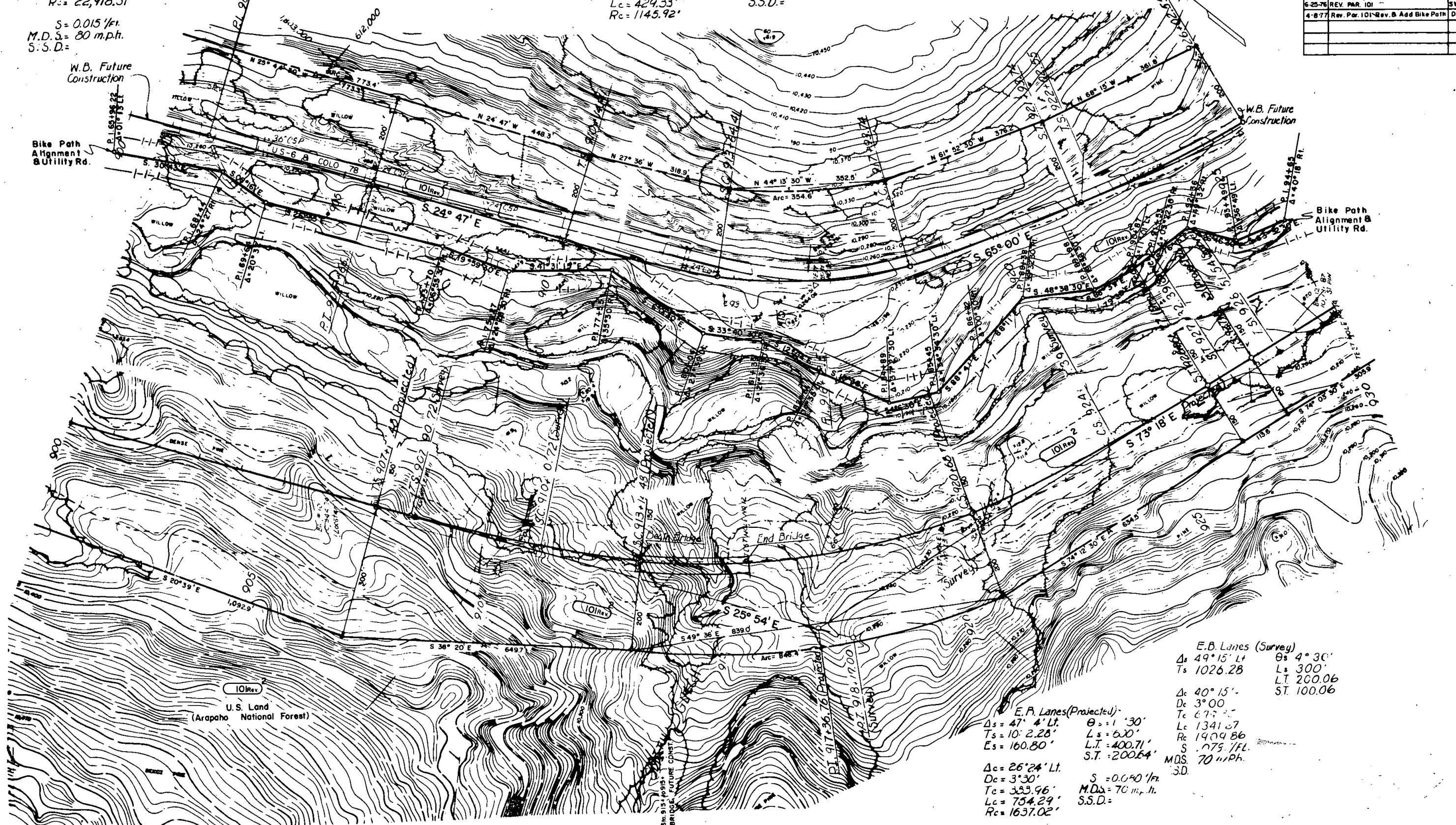
FEDERAL ROAD REGION NO.	DIVISION	PROJECT	SHEET	TOTAL SHEETS
VIII	COLORADO	170-2 (38) Sec. 3	6	10

RIGHT OF WAY

BIGHORN - WHEELER JUNCTION

REVISIONS

NO.	DESCRIPTION	BY
4-5-74	Add BRIDGE- 913+ -915+	GM
6-25-76	REV. PAR. 101	SW
4-8-77	Rev. Par. 101-Rev. B Add Bike Path	DI



E.B. Lanes (Survey)
 $\Delta s = 49'15''$ Lt.
 $T_s = 1026.28'$
 $\Delta c = 40'15''$
 $D_c = 3'00''$
 $T_c = 673.37'$
 $L_c = 1341.67'$
 $R_c = 1909.86'$
 $S = 0.075$ /ft.
 M.D.S. = 70 m.p.h.
 S.S.D. =

E.P. Lanes (Projected)
 $\Delta s = 47'4''$ Lt.
 $T_s = 10'2.28'$
 $E_s = 160.80'$
 $\Delta c = 26'24''$ Lt.
 $D_c = 3'30''$
 $T_c = 383.96'$
 $L_c = 754.29'$
 $R_c = 1637.02'$

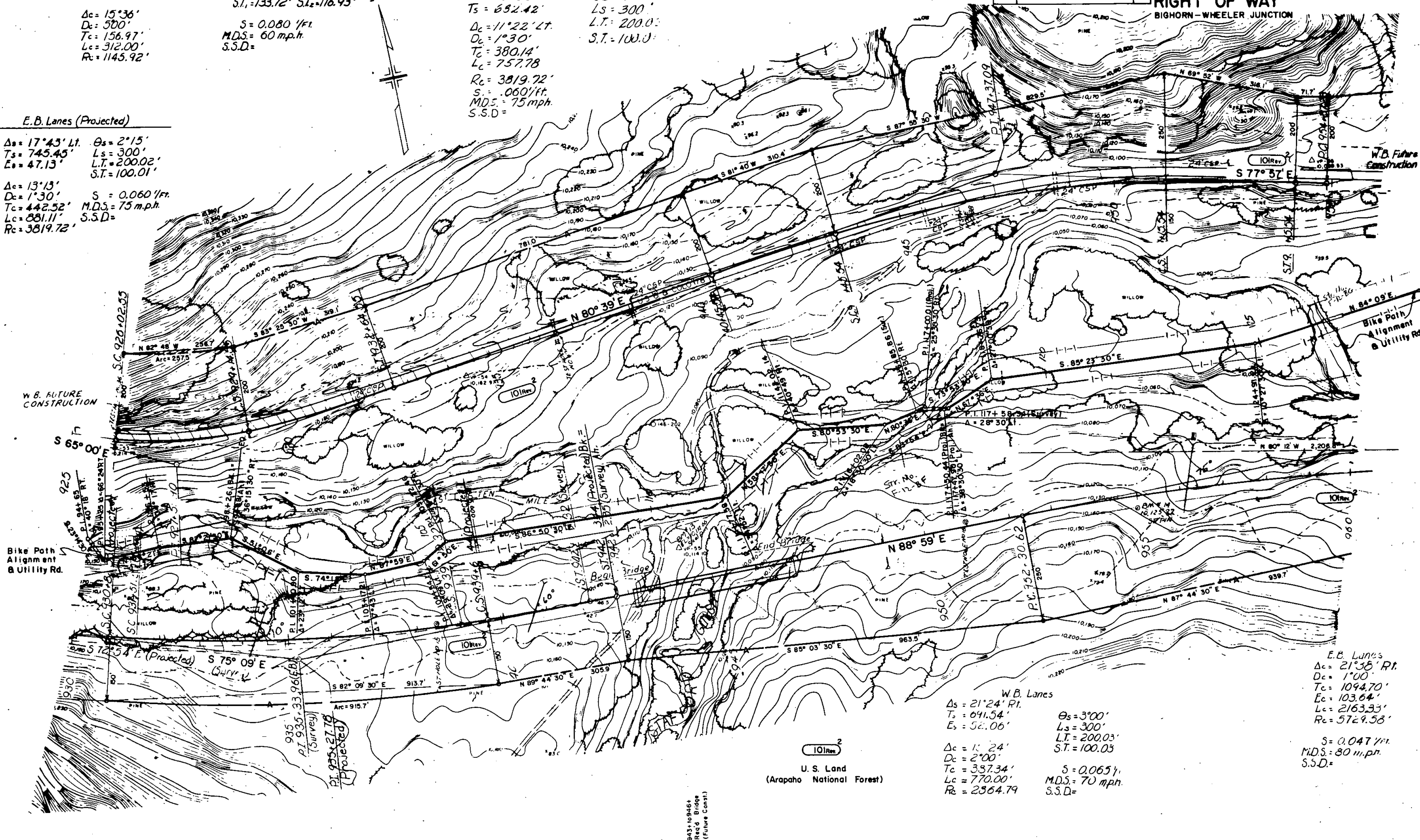
W.B. Lanes
 $\Delta s = 34.21' Lt.$
 $T_s = 553.35'$
 $E_s = 58.86'$
 $\Delta c = 15.36'$
 $D_c = 500'$
 $T_c = 156.97'$
 $L_c = 312.00'$
 $R_c = 1145.92'$
 $\theta_s = 10.00'$
 $\theta_c = 8.45'$
 $L_s = 400'$
 $L_c = 350'$
 $L_t = 267.09'$
 $L_t = 233.62'$
 $S.T. = 133.72'$
 $S.T. = 116.93'$
 $S = 0.080' / ft.$
 $M.D.S. = 60 mph.$
 $S.S.D. =$

E.B. Lanes (Survey)
 $\Delta s = 15.52' Lt.$
 $T_s = 632.42'$
 $\Delta c = 11.22' Lt.$
 $D_c = 1.30'$
 $T_c = 380.14'$
 $L_c = 757.78'$
 $R_c = 3819.72'$
 $S = .060' / ft.$
 $M.D.S. = 75 mph.$
 $S.S.D. =$
 $\theta_s = 2.15'$
 $L_s = 300'$
 $L.T. = 200.03'$
 $S.T. = 100.03'$

REVISIONS			FEDERAL ROAD REVISION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4-5-74	Add Bridge 943+ - 948+	GN	VIII	COLORADO	170-2 (36) Sec. 3	7	10
6-25-76	REV. PAR. 101	SW					
4-11-77	Rev. 101 Rev. 8 Add Bike Path	DI					

RIGHT OF WAY
 BIGHORN - WHEELER JUNCTION

E.B. Lanes (Projected)
 $\Delta s = 17.43' Lt.$
 $T_s = 745.45'$
 $E_s = 47.13'$
 $\Delta c = 13.13'$
 $D_c = 1.30'$
 $T_c = 442.52'$
 $L_c = 881.11'$
 $R_c = 3819.72'$
 $S = 0.060' / ft.$
 $M.D.S. = 75 mph.$
 $S.S.D. =$
 $\theta_s = 2.15'$
 $L_s = 300'$
 $L.T. = 200.02'$
 $S.T. = 100.01'$



W.B. Lanes
 $\Delta s = 21.24' Rt.$
 $T_s = 691.54'$
 $E_s = 52.06'$
 $\Delta c = 1.24'$
 $D_c = 2.00'$
 $T_c = 337.34'$
 $L_c = 770.00'$
 $R_c = 2564.79'$
 $\theta_s = 3.00'$
 $L_s = 300'$
 $L.T. = 200.03'$
 $S.T. = 100.03'$
 $S = 0.065' / ft.$
 $M.D.S. = 70 mph.$
 $S.S.D. =$

E.B. Lanes
 $\Delta c = 21.38' Rt.$
 $D_c = 1.00'$
 $T_c = 1094.70'$
 $E_c = 103.64'$
 $L_c = 2163.33'$
 $R_c = 5724.58'$
 $S = 0.047' / ft.$
 $M.D.S. = 80 mph.$
 $S.S.D. =$

U.S. Land
 (Arapaho National Forest)

943+0946+
 Road Bridge
 (Future Const.)

W.B. Lanes
 $\Delta_s = 2^\circ 49' \text{ Lt.}$
 $E_s = 6.92'$
 $D_s = 0.15'$
 $T_s = 563.45'$
 $L_s = 1126.67'$
 $R_s = 22,918.31'$
 $S = 0.015' / \text{ft.}$
 $MDS = 80 \text{ m.p.h.}$
 $S.S.D. =$

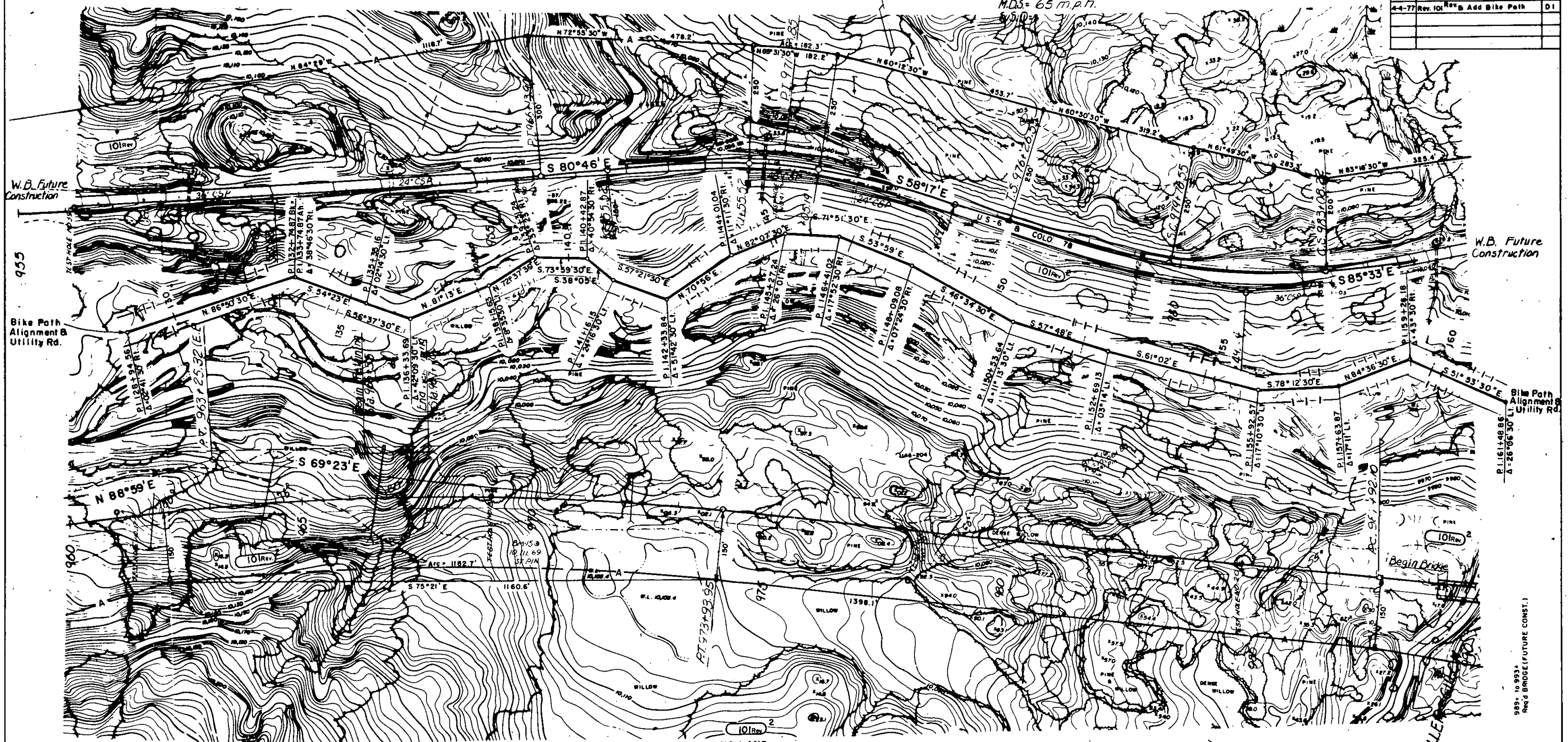
W.B. Lanes
 $\Delta_s = 22^\circ 29' \text{ Rt.}$
 $T_s = 378.33'$
 $E_s = 25.77'$
 $\theta_s = 7^\circ 30'$
 $L_s = 300'$
 $LT = 200.18'$
 $ST = 100.16'$
 $\Delta_s = 7^\circ 29'$
 $D_s = 5^\circ 00'$
 $T_s = 74.94'$
 $L_s = 149.67'$
 $R_s = 1145.92'$
 $S = 0.080' / \text{ft.}$
 $MDS = 60 \text{ m.p.h.}$
 $S.S.D. =$

W.B. LANES
 $\Delta_s = 27^\circ 16' \text{ Lt.}$
 $T_s = 523.19'$
 $E_s = 45.23'$
 $\theta_s = 7^\circ 00'$
 $L_s = 350'$
 $LT = 233.52'$
 $ST = 116.83'$
 $\Delta_s = 13^\circ 16' \text{ Lt.}$
 $D_s = 4^\circ 00'$
 $T_s = 166.57'$
 $L_s = 331.67'$
 $R_s = 1432.39'$
 $S = 0.070' / \text{ft.}$
 $MDS = 65 \text{ m.p.h.}$
 $S.S.D. =$

FEDERAL ROAD REGION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2(36) Sec. 3	8	10

RIGHT OF WAY
 BIGHORN - WHEELER JUNCTION

REVISIONS	
4-5-76 Add BRIDGE 989 to 993.	GM
6-25-76 REV. PAR. 101	SW
4-4-77 Rev. 101 Rev. Add Bike Path	DI



E.B. Lanes
 $\Delta_s = 21^\circ 38' \text{ Rt.}$
 $D_s = 1^\circ 00'$
 $T_s = 1094.70'$
 $E_s = 103.64'$
 $L_s = 2163.33'$
 $R_s = 5724.58'$
 $S = 0.047' / \text{ft.}$
 $MDS = 80 \text{ m.p.h.}$
 $S.S.D. =$

US LAND
 (Arapahoe National Forest)

989 to 993
 Add BRIDGE (FUTURE CONST.)

FEDERAL ROAD SECTION NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
VIII	COLORADO	170-2 (38) Sec. 3	9	10

RIGHT OF WAY BIGHORN-WHEELER JUNCTION

W.B. Lanes
 $\Delta_s = 25^\circ 44' \text{ L.T.}$
 $T_s = 600.32'$
 $T_s = 724.24'$
 $E_s = 54.22'$
 $\Delta_c = 12^\circ 14' \text{ L.T.}$
 $D_c = 3^\circ 00'$
 $T_c = 204.67'$
 $L_c = 407.78'$
 $R_c = 1909.86'$
 $S = 0.067 \text{ /ft.}$
 $M.D.S. = 60 \text{ m.p.h.}$
 $S.S.D. =$

$\theta_s = 4^\circ 30'$
 $\theta_s = 9^\circ 00'$
 $L_s = 300'$
 $L.T. = 200.06'$
 $S.T. = 100.06'$
 $L.S. = 600'$
 $L.T. = 400.52'$
 $S.T. = 200.47'$

REVISIONS		
4-5-74	Add BRIDGES 989+ - 993+	GM
6-25-76	Change access distance, Rev. 101	SW
3-29-77	Rev. 101 Rev. B Add Bike Path	DI

Bike Path
Alignment
& Utility Road

989+ to 993+
BRIDGE (Future Const.)

Bike Path
Alignment &
Utility Road

U. S. Land
(Arapaho National Forest)

E.B. Lanes
 $\Delta_s = 18^\circ 26' \text{ L.T.}$
 $D_s = 1^\circ 00'$
 $T_c = 429.70'$
 $E_c = 74.94'$
 $L_c = 1843.33'$
 $R_c = 5729.58'$
 $S = 0.047 \text{ /ft.}$
 $M.D.S. = 30 \text{ m.p.h.}$
 $S.S.D. =$

W.B. Lanes
 $\Delta_s = 26^\circ 31' \text{ R.I.}$
 $T_s = 513.26'$
 $E_s = 42.90'$
 $\Delta_c = 12^\circ 31' \text{ R.I.}$
 $D_c = 4^\circ 00'$
 $T_c = 157.08'$
 $L_c = 312.42'$
 $R_c = 1432.39'$
 $S = 0.079 \text{ /ft.}$
 $M.D.S. = 65 \text{ m.p.h.}$
 $S.S.D. =$

REVISIONS				FEDERAL ROAD ROAD NO.	DIVISION	PROJ. NO.	SHEET NO.	TOTAL SHEETS
6-25-76	Rev. Per 101 Add AC-1, AC-2A SW				VIII	COLORADO	(70-2(38) SEC. 3	10
3-29-77	Rev. 101 Rev. Add Bike Path D1							10

RIGHT OF WAY BIGHORN-WHEELER JUNCTION

W.B. PROJ.

$\Delta s = 25'44"$ Lt.
 $Ts = 600.2'$
 $Ts_2 = 724.2'$
 $\Delta c = 12'14"$
 $Dc = 3'00"$
 $Tc = 204.7'$
 $Lc = 407.8'$
 $Rc = 1009.9'$
 $e = 0.060 \frac{1}{ft}$
 $SSD = 935'$
 $MDS = 75 \text{ mph}$

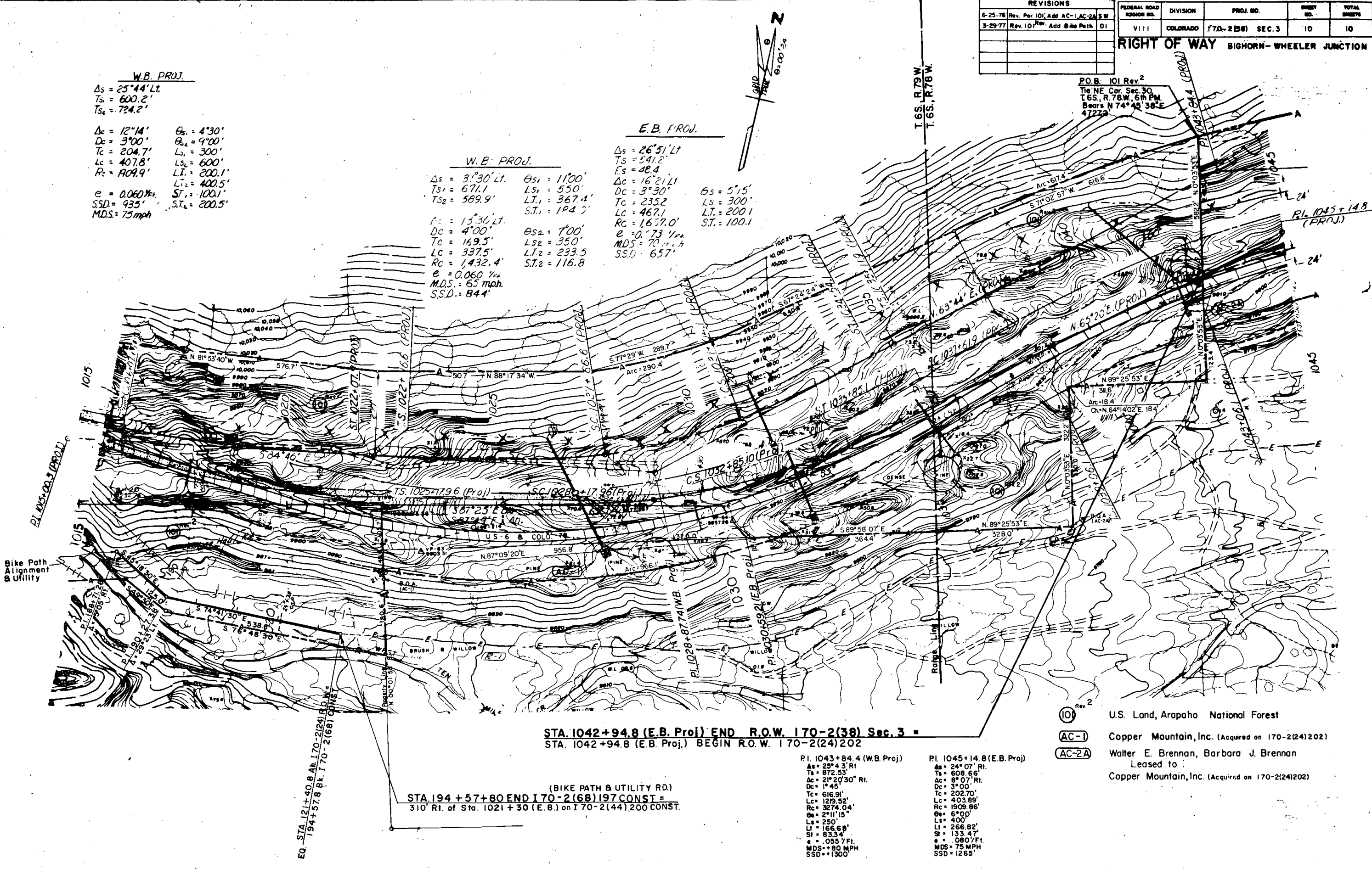
E.B. PROJ.

W.B. PROJ.

$\Delta s = 31'30"$ Lt.
 $Ts_1 = 671.1'$
 $Ts_2 = 589.9'$
 $\Delta c = 4'00"$
 $Tc = 169.5'$
 $Lc = 337.5'$
 $Rc = 1432.4'$
 $e = 0.060 \frac{1}{ft}$
 $MDS = 65 \text{ mph}$
 $SSD = 844'$

$\Delta s = 26'51"$ Lt.
 $Ts = 541.2'$
 $Ts_2 = 48.4'$
 $\Delta c = 16'21"$ Lt.
 $Dc = 3'30"$
 $Tc = 235.2'$
 $Lc = 467.1'$
 $Rc = 1657.0'$
 $e = 0.73 \frac{1}{ft}$
 $MDS = 70 \frac{1}{ft} \cdot h$
 $SSD = 657'$

P.O.B. 101 Rev. 2
 Tie NE Cor. Sec. 30
 T. 6S., R. 78W., 6th PM.
 Bears N 74° 45' 38" E
 47272'



STA. 1042+94.8 (E.B. Proj.) END R.O.W. 170-2(38) Sec. 3 =
 STA. 1042+94.8 (E.B. Proj.) BEGIN R.O.W. 170-2(24) 202

(BIKE PATH & UTILITY RD.)
 STA. 194+57+80 END 170-2(68) 197 CONST =
 310' Ri. of Sta. 1021+30 (E.B.) on 170-2(44) 200 CONST.

P.I. 1043+84.4 (W.B. Proj.)
 $\Delta s = 25'43"$ Ri.
 $Ts = 872.53'$
 $\Delta c = 21'20'30"$ Ri.
 $Dc = 1'45"$
 $Tc = 616.9'$
 $Lc = 1219.52'$
 $Rc = 3274.04'$
 $\Delta s = 2'11'15"$
 $Ls = 250'$
 $Li = 166.68'$
 $Si = 83.34'$
 $e = .055 \frac{1}{ft}$
 $MDS = 80 \text{ MPH}$
 $SSD = 1300'$

P.I. 1045+14.8 (E.B. Proj.)
 $\Delta s = 24'07"$ Ri.
 $Ts = 608.66'$
 $\Delta c = 8'07"$ Ri.
 $Dc = 3'00"$
 $Tc = 202.70'$
 $Lc = 403.89'$
 $Rc = 1909.86'$
 $\Delta s = 6'00"$
 $Ls = 400'$
 $Li = 266.82'$
 $Si = 133.47'$
 $e = .080 \frac{1}{ft}$
 $MDS = 75 \text{ MPH}$
 $SSD = 1265'$

- 101 Rev. 2 U.S. Land, Arapaho National Forest
- AC-1 Copper Mountain, Inc. (Acquired on 170-2(24) 202)
- AC-2A Walter E. Brennan, Barbara J. Brennan
Leased to:
Copper Mountain, Inc. (Acquired on 170-2(24) 202)