FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0065 (1)	1	

COLORADO
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
FEDERAL AID SECONDARY PROJECT NO. S 0065 (1)
STATE HIGHWAY NO. 265
ADAMS COUNTY

INDEX OF SHEETS

TABULATION OF LENGTH & DESIGN DATA

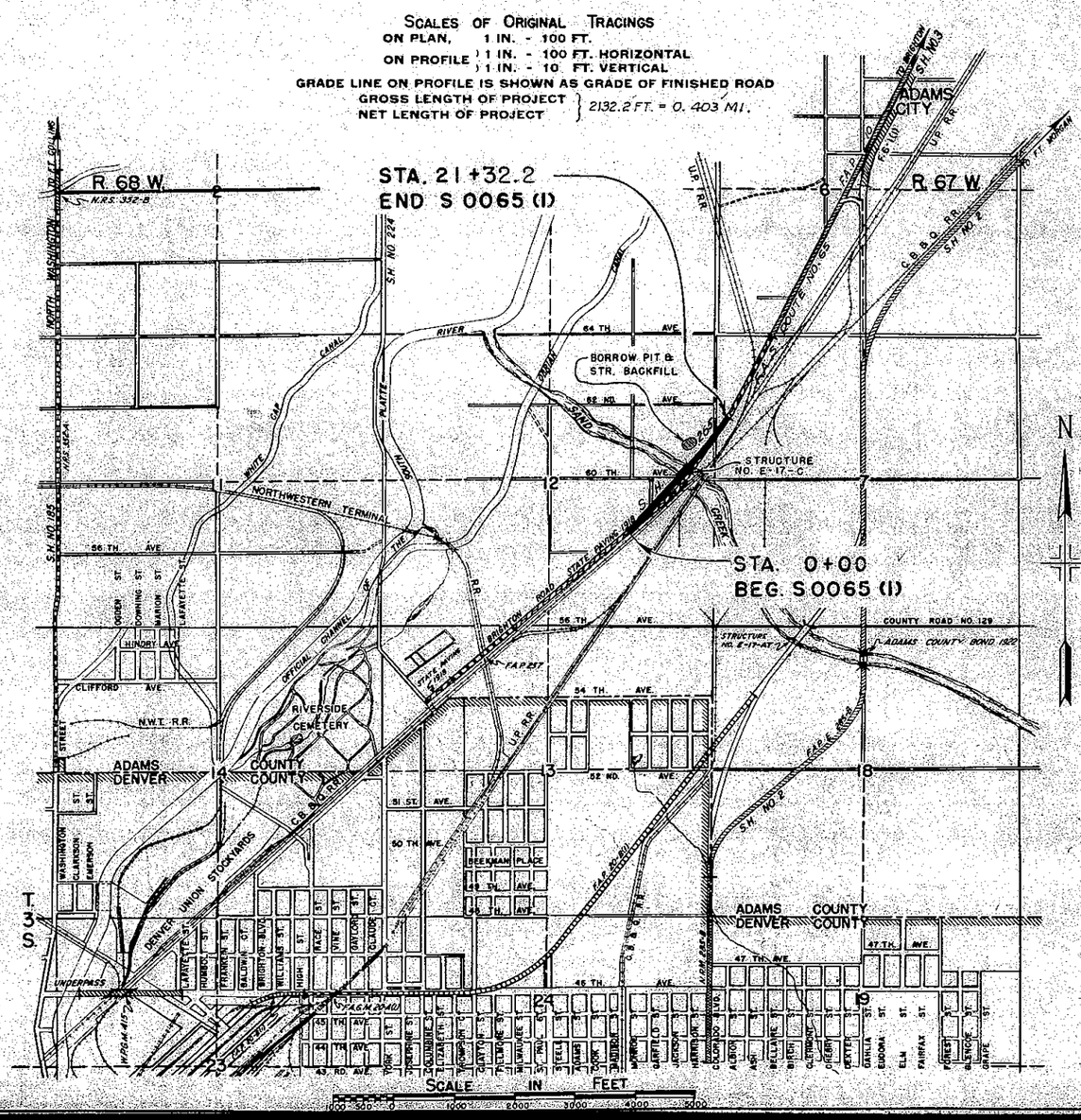
STATION	ROADWAY LIN. FT.	BRIDGES LIN. FT.	BRIDGES LOADING	
a. 0+00 Begin S.0065(1)				
	765.0			
a. 7+65.0 Br. End Sand Creek		316.2	H-20-44	
a. 10+81.2 Br. End	1051.0			
a. 21+32.2 End S.0065(1)				
TOTALS	1816.0	316.2		

SUMMARY	LIN. FT.	MILES
.0065(1) Roadway	1816.0	0.344
.0065(1) Bridge	316.2	0.059
OTAL S.0065(1)	2132.2	0.403

DESIGN DATA

laximum Degree of Curve	4°00'
laximum Grade	2.00%
inimum N.P.S.D. Horizontal	>1300
inimum N.P.S.D. Vertical	>870
ximum Design Speed — M.P.H.	60

SCALES OF ORIGINAL TRACINGS
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 } 2132.2 FT. = 0.403 MI.
NET LENGTH OF PROJECT }



CONVENTIONAL SIGNS

CENTER LINE OF SURVEY — TITLE SHEET
RIGHT OF WAY LINES
TOWNSHIP OR RANGE LINES
SECTION LINES
ONE QUARTER SECTION LINES
BARBED WIRE FENCE
POLE LINES
RAILROAD
PRESENT ROAD

NOTE:

It is recommended that bidders on this project go over the plan details with one of the following field representatives of this department

W.J. Walsh, District Engineer, Denver, Colo.
F.W. Miller, Construction Engineer, Denver, Colo.

RECOMMENDED FOR APPROVAL
Jas. A. Bell
ASSISTANT ENGINEER — DATE 9-17-48

APPROVED
Mark C. Walker
STATE HIGHWAY ENGINEER — DATE 9-27-48

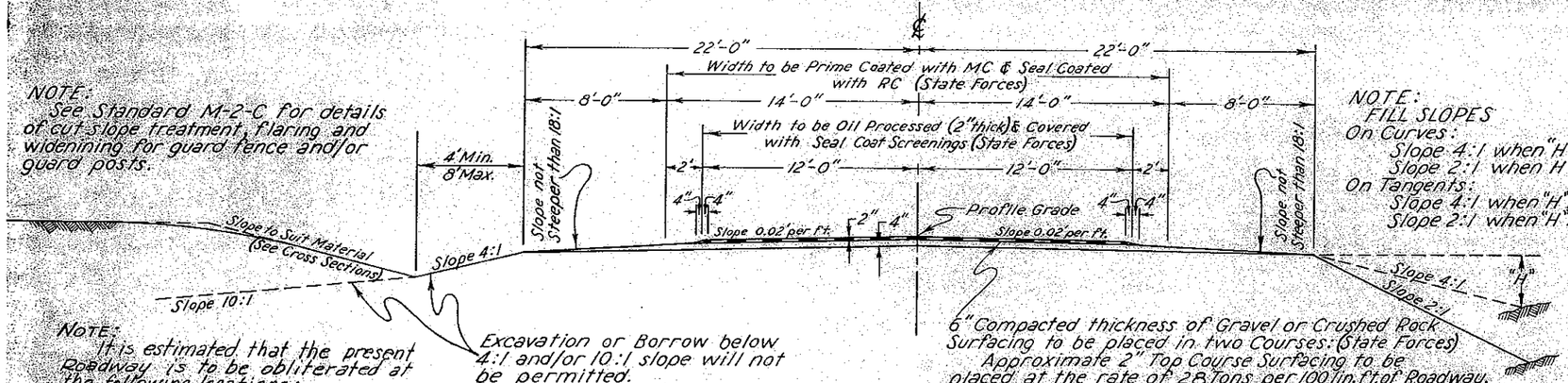
RECOMMENDED FOR APPROVAL — DATE
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

APPROVED — DATE
DIVISION ENGINEER
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

Rev. Feb. 23, 1949, A.L. (Guard Reinf. & Pile Shoes).

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S. 0065 (1)	2	

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



NOTE:
See Standard M-2-C for details of cut slope treatment, flaring and widenining for guard fence and/or guard posts.

NOTE:
It is estimated that the present Roadway is to be obliterated at the following locations:
Sta. 2+ to 7+
Sta. 10+ to 14+

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

NOTE:
FILL SLOPES
On Curves:
Slope 4:1 when "H" is 5 ft. or less
Slope 2:1 when H is over 5 ft.
On Tangents:
Slope 4:1 when "H" is 3 ft. or less
Slope 2:1 when H is over 3 ft.

6" Compacted thickness of Gravel or Crushed Rock Surfacing to be placed in two Courses: (State Forces)
Approximate 2" Top Course Surfacing to be placed at the rate of 28 Tons per 100 lin. Ft. of Roadway.
Approximate 4" Bottom Course Surfacing to be placed at the rate of 78 Tons per 100 lin. Ft. of Roadway.

GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted January 1, 1948.

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

All roadway excavation required to construct this Project is to be obtained and used as indicated on the plans. Quantities involved beyond the limits of the ditches shown on the Typical Cross Section, either noted as "Borrow" on the Plans or as "Embankment" in the List of Structures, are to be classified and paid for as "Unclassified Excavation." These Quantities are to be staked as part of the original excavation at locations indicated on the Plans. Any slope stakes beyond the limits of the Typical Section as shown, are subject to change by the Engineer to fit conditions actually met in construction.

All poles encroaching on construction are to be moved by the owners.

All concrete used on this project shall be "Air Entrained Concrete".

Except as otherwise noted on the plans, payment for overhaul will be based on measurement along the center line of the project.

All curves are to be superelevated and widened as provided by the Standard Superelevation sheet included with the plans, except as otherwise noted on plans.

The Detour for this project lies along the present traveled road. At all places on the project where the new work lies along the present traveled road, the Contractor shall, at his own expense, prosecute construction in such manner that traffic may readily pass over the road. Also, the Contractor shall maintain in safe condition and at his own expense, all temporary approaches to and crossings of intersecting roads.

(WORK BY STATE FORCES)

At Bridge Approaches, the Oil Processing shall be widened to meet the curbed width of the bridge and shall take place gradually over a distance of 300 ft., each way from the Bridge ends.

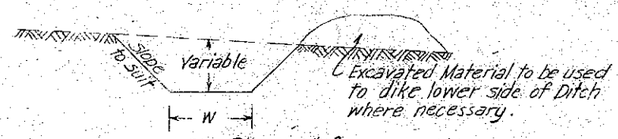
Asphaltic Road Material MC is to be used for prime coat over a 28 ft., width of roadway previous to placing of Oil Processed Material. Grade of MC oil to be determined by the Engineer.

Asphaltic Road Material MC-3 is to be used for processing oil mat on this project.

Asphaltic Road Material RC is to be used for seal coat as indicated on the Typical Section. Grade of RC oil to be determined by the Engineer.

All side approach roads to the project shall be primed and seal coated to approximately 50 feet out from edge of the oil mat or to the Right of Way line, whichever is less, unless otherwise noted on the plans.

TYPICAL SECTION OF DITCHES



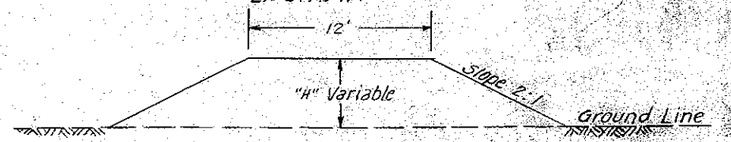
See Plan Sheet for dimensions of "W" and locations of ditches

SUMMARY OF APPROXIMATE QUANTITIES

	ITEM NO.	ITEM	UNIT	ROADWAY	BRIDGE STA. 7+	PROJECT TOTALS
CONTRACT ITEMS	1Ca	Clearing & Grubbing Entire Project	Lump Sum	•		•
	11a	Removal of Bridge, Rt. Sta. 7+	Lump Sum		•	•
	11b	Removing & Resetting Mail Boxes	Lump Sum	•		•
	11c	Removing Concrete Pavement	Sq. Yd.	3230		3230
	11d	Breaking Concrete Pavement	Sq. Yd.	1020		1020
	12a	Removing Fence	Lin. Ft.	500		500
	13c	Unclassified Excavation	Cu. Yd.	26000		26,000
	13d	Unclassified Ditch Excavation	Cu. Yd.	300		300
	14a	Dry Rock Excavation (Str.)	Cu. Yd.		10	10
	14b	Dry Common Excavation (Str.)	Cu. Yd.	5	275	280
	14c	Wet Rock Excavation (Str.)	Cu. Yd.		10	10
	14d	Wet Common Excavation (Str.)	Cu. Yd.	5	465	470
	16a	Structure Backfill (Class I)	Cu. Yd.	20	830	850
	16d	Mechanical Tamping	Hour	10	190	200
	18b	Yard Mile Overhaul	Yd. Mi.	100		100
	#17c	Rolling With Rubber Tired Roller	Hour	140		140
	17f	Furnishing Rubber Tired Roller	Lump Sum	•		•
	17g	Wetting	M. Gal.	640		640
	18a	Station Yard Overhaul	Sta. Yd.	57000		57000
	42a	Untreated Bridge Timber	M ft. bm		040	040
	46a	Class "A" Concrete	Cu. Yd.		700	700
	47	Reinforcing Steel	Lb.		89800	89800
	48	Structural Steel	Lb.		258300	258300
	53b	18" Corrugated Metal Culvert Pipe	Lin. Ft.	50		50
	60a	Treated Timber Piling	Lin. Ft.		3888	3888
	60e	Metal Pile Shoes	Each		144	144
	61a	Steel Piling (BP14-14"x14½" @ 73#)	Lin. Ft.		1200	1200
	80b	Bronze Name Plates	Each		2	2
	80c	Sheet Copper	Lb.		5	5
	81b	Right of Way Markers	Each	11		11
	89a	Drain Pipe (Conc. Fl.) (3" x 2'-0")	Each		28	28
	92	Timber Guard Posts	Each	47		47
		Force Account				
	20a	Obliterate Old Road	Lump Sum	•		•
STATE FORCES	17b	Rolling With Flat Wheeled Roller	Hour	10		10
	17c	Rolling With Rubber Tired Roller	Hour	10		10
	17e	Furnishing Flat Wheeled Roller	Lump Sum	•		•
	17f	Furnishing Rubber Tired Roller	Lump Sum	•		•
	17g	Wetting	M. Gal.	30		30
	26b	Gravel or Crushed Rock Surfacing (Grading B)	Ton	1830		1830
	26c	Gravel or Crushed Rock Surfacing (Grading C)	Ton	540		540
	30j	Asphaltic Road Material MC-3	Gal.	5100		5100
	30x	Asphaltic Road Material MC	Gal.	2800		2800
	30y	Asphaltic Road Material RC	Gal.	1800		1800
	31a	Road Mix Oil Processing	Sq. Yd.	5100		5100
	31d	Stone Screenings (Type 2)	Ton	60		60
	81a	Project Markers	Each	2		2

Flat Wheeled Roller may be substituted for Rubber Tired Roller.

TYPICAL SECTION OF DIKE
Lt. STA. 11+



See Plan Sheet for Profile and Grade of Dike

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	S 0065(1)	3	

LIST OF STRUCTURES

STATION	DESCRIPTION		EXCAVATION UNCLASS. CUBIC YARDS EXCAV.	EMB.	UNCL. DITCH CU. YDS.	STRUCTURAL EXCAVATION CUBIC YARDS Ø	STRUCTURAL BACKFILL CU. YDS. CL. "1"	MECH. TAMP. HOURS	* SURF. GR. "B" TONS				CORRUGATED METAL CULVERT PIPE LIN. FT. 18"	MISCELLANEOUS
0+00	Project Marker Lt.		(Furnished & Installed by State Forces)											1-Project Marker
	Appr. to Project		•	20					50					
	Road Appr. Lt.				215				20					
2+50 - 7+65	Drain Ditch Rt. (W=3')													
0+00 - 21+00	Rem. Conc. Pavement Rt.													Rem. Conc Pvt. - 3230 Sq Yds.
7+25	Rem. Cross Fence													Rem. 105 Lin. Ft. Fence
7+65.0 - 10+81.2	Bridge (Details Sheets No. 4-7)		(Quantities in Summary)											
	Rem. Bridge Rt.													
11+	Duke Lt. (Detail Sheet #2)			2550										
12+ - 18+	Break Conc. Pavement Rt.													Break Conc. Pvt. - 1020 Sq Yds.
12+30 - 15+40	Rem. Fence Lt. & Rt.													Rem. 310 Lin. Ft. Fence
13+00	Road Approach Rt.			850					210					
18+50	Road Appr. Lt; Side Drain Lt.			360	10	10	15	2	90				50	
21+32.2	Project Marker Rt.		(Furnished & Installed by State Forces)											1-Project Marker
PROJECT TOTALS				3780	225	10	15	2	370				50	

Ø Structural Excavation is estimated to be 50% Dry Common and 50% Wet Common.
* State Forces
• Included for Payment in Profile Quantities.

R.O.W. MARKERS

STATION	SIDE	NO.
0+00	Lt	1
10+00	Rt	1
+25	Rt	1
13+00	Rt	1
+50	Rt	1
15+50	Rt	1
18+40	Lt	1
19+30	Lt	2
21+32.2	Lt & Rt	2
TOTAL		11

SURFACING PLAN
(WORK BY STATE FORCES)

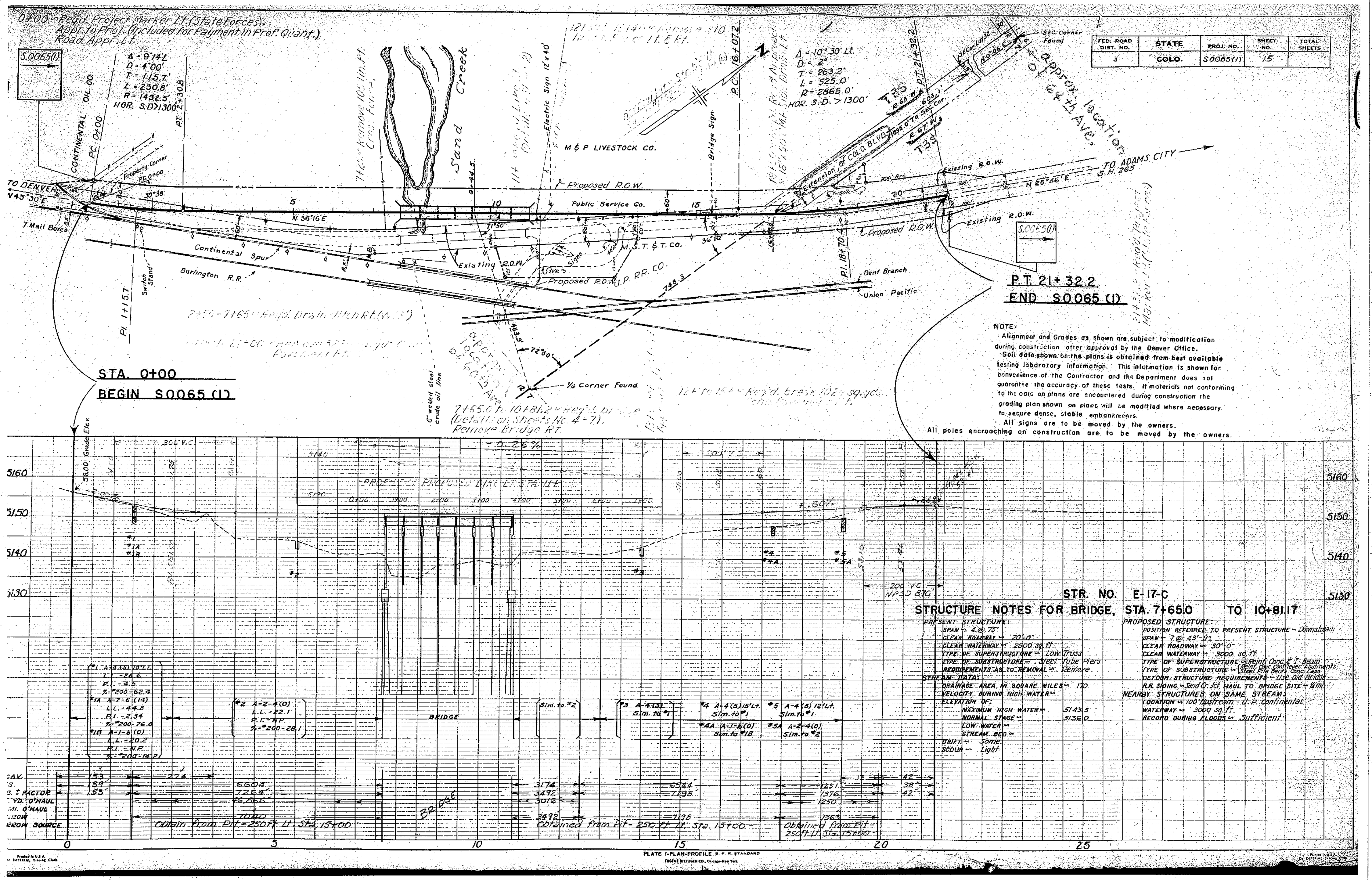
Estimated quantities involved in this operation are shown below.

Alteration of the Surfacing Plan as here outlined will be allowed only on written permission from the Department.

MATERIAL TO BE PLACED	SOURCE	QUANTITY-TONS AVAIL.	TOP COURSE GR. C	BASE COURSE GR. B	
0+00 to 21+32.2	Not Designated	Ample	510	1417	
BRIDGE WIDEN. APPROACHES			21	42	
			-	370	
PROJECT TOTALS			531	1829	

TIMBER GUARD POSTS

STATION	SIDE	SPACING	NO.
1+50 - 3+00	Rt.	50'±	4
6+00 - 6+50	Lt & Rt.	50'±	4
6+98 - 7+62	Lt. & Rt.	Bridge	10
10+84 - 11+48	Lt & Rt.	Bridge	10
12+00 - 17+00	Lt.	50'±	11
15+75 - 19+25	Rt.	50'±	8
TOTAL			47



FED. ROAD DIST. NO. 3
STATE COLO.
PROJ. NO. S0065(1)
SHEET NO. 15
TOTAL SHEETS
0+00 ~ Req'd. Project Marker Lt. (State Forces).
Appr. to Proj. (Included for Payment in Prof. Quant.)
Road Appr. Lt.
S.0065(1)
Δ = 9°14' L
D = 4°00'
T = 115.7'
L = 230.8'
R = 1432.5'
HOR. S.D. > 1300'
P.T. 2+30.8
CONTINENTAL OIL CO.
P.C. 0+00
Property Corner
P.C. 0+00
TO DENVER
N 45° 30' E
7 Mail Boxes
Sand Creek
M & P LIVESTOCK CO.
Electric Sign 12 x 40'
Bridge Sign
Proposed R.O.W.
Public Service Co.
N 36° 16' E
Continental Spur
Burlington R.R.
Switch Stand
P.I. 1+15.7
Existing R.O.W.
Signs
M.S.T. & T. CO.
Proposed R.O.W.
U.P. RR. CO.
Δ = 10° 30' Lt.
D = 2°
T = 263.2'
L = 525.0'
R = 2865.0'
HOR. S.D. > 1300'
P.C. 16+07.2
P.I. 18+70.4
P.T. 21+32.2
Extension of COLO. BLVD.
T3S R 68 W
T3S R 67 W
Sec. Corner Found
approx. location of 64th Ave.
TO ADAMS CITY S.H. 265
N 25° 46' E
Existing R.O.W.
Proposed R.O.W.
Dent Branch
Union Pacific
S.0065(1)
P.T. 21+32.2
END S0065 (1)
2+50 - 7+65 ~ Req'd. Drain Ditch Rt.
¼ Corner Found
approx. location of 60th Ave.
6" welded steel crude oil line
7+65.0 to 10+81.2 ~ Req'd. bridge (Details on Sheets No. 4 - 7). Remove Bridge Rt.
STA. 0+00
BEGIN S0065 (1)
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 materials 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.
All signs are to be moved by the owners.
All poles encroaching on construction are to be moved by the owners.
Grade Elev.
300' V.C.
- 0.26%
+.667%
200' V.C.
NPSD 870'
PROFILE OF PROPOSED DIKE LT. STA. 11+
5160
5150
5140
5130
BRIDGE
STR. NO. E-17-C
STRUCTURE NOTES FOR BRIDGE, STA. 7+65.0 TO 10+81.17
PRESENT STRUCTURE:
SPAN ~ 4 @ 75'
CLEAR ROADWAY ~ 20'-0"
CLEAR WATERWAY ~ 2500 sq. ft.
TYPE OF SUPERSTRUCTURE ~ Low Truss
TYPE OF SUBSTRUCTURE ~ Steel Tube Piers
REQUIREMENTS AS TO REMOVAL ~ Remove
STREAM DATA:
DRAINAGE AREA IN SQUARE MILES ~ 170
VELOCITY DURING HIGH WATER ~
ELEVATION OF:
MAXIMUM HIGH WATER ~ 5143.5
NORMAL STAGE ~ 5136.0
LOW WATER ~
STREAM BED ~
DRIFT ~ Some
SCOUR ~ Light
PROPOSED STRUCTURE:
POSITION REFERRED TO PRESENT STRUCTURE ~ Downstream
SPAN ~ 7 @ 43'-9"
CLEAR ROADWAY ~ 30'-0"
CLEAR WATERWAY ~ 3000 sq. ft.
TYPE OF SUPERSTRUCTURE ~ Reinf. Conc. & I-Beam
TYPE OF SUBSTRUCTURE ~ Reinf. Conc. Cantilever Abutments, Steel Pile Bents Conc. Caps
DETOUR STRUCTURE REQUIREMENTS ~ Use Old Bridge
R.R. SIDING ~ Sand Cr. Jct. HAUL TO BRIDGE SITE ~ ¼ mi.
NEARBY STRUCTURES ON SAME STREAM:
LOCATION ~ 100' Upstream - U.P. Continental
WATERWAY ~ 3000 sq. ft.
RECORD DURING FLOODS ~ Sufficient
Obtain from Pit - 250 ft. Lt. Sta. 15+00
Obtained from Pit - 250 ft. Lt. Sta. 15+00
Obtained from Pit - 250 ft. Lt. Sta. 15+00
0
5
10
15
20
25
PLATE 1-PLAN-PROFILE