

FED. ROAD DIV. NO.	DIST.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0121 (9)	1	

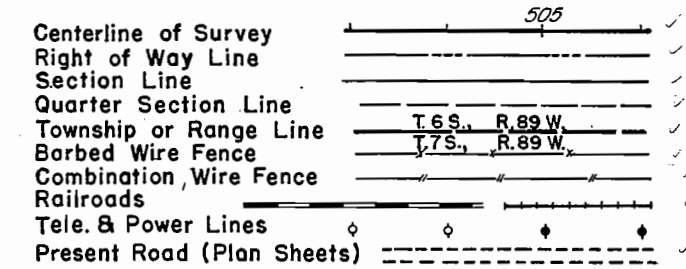
# COLORADO STATE HIGHWAY DEPARTMENT

## PLAN AND PROFILE OF PROPOSED FEDERAL AID SECONDARY PROJECT NO. S 0121 (9) STATE HIGHWAY NO. 131 ROUTT COUNTY

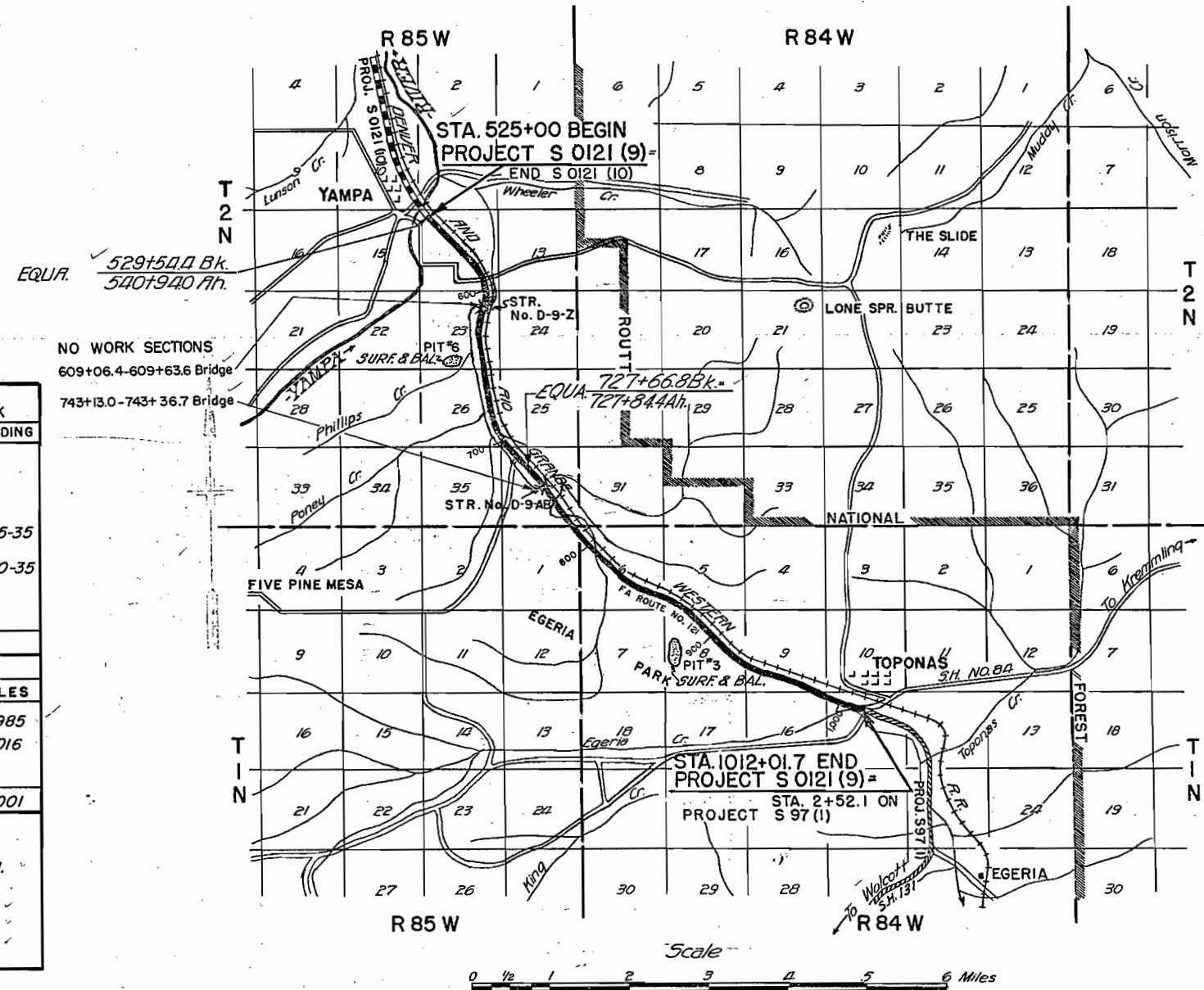
### INDEX OF SHEETS

- SHEET NO. 1 SKETCH MAP AND TITLE PAGE AND TABULATION OF LENGTH & DESIGN DATA.
- 2 TYPICAL SECTION, GENERAL NOTES AND SUMMARY OF APPROXIMATE QUANTITIES.
- 3 SURFACING PLAN, BALLAST PLAN, LIST OF STRUCTURES, SUMMARY OF GUARD POSTS AND GUARD FENCE AND SHAPING ROADBED.
- 4 STANDARD TIMBER GUARD POSTS. M-19-B
- 5 STANDARD METHODS FOR SUPERELEVATION & WIDENING OF CURVES. M-1-B
- 6 STANDARD SIDE APPROACH ROADS, FLARING, CUT SLOPE TREATMENT & WIDENING AT BRIDGES AND AT CREST OF GRADES. M-2-DM
- 7 STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS. M-2-DS
- 8-24 ALIGNMENT PLAN AND PROFILE.
- 25-33 CROSS SECTIONS.
- 34 SUMMARY OF EARTHWORK QUANTITIES.

### CONVENTIONAL SIGNS



**SCALES ON 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 47,524.0 FT. = 9.001 MI.  
 NET LENGTH OF PROJECT 47,443.1 FT. = 8.985 MI.



**NOTE:**  
 It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this Department.  
 L.C. Bower Construction Engineer Steamboat Springs, Colo.  
 Stanley Dismuke Resident Engineer Steamboat Springs, Colo.

### TABULATION OF LENGTH & DESIGN

STATION	ROADWAY		BRIDGE NO. WORK	
	LIN. FT.	LIN. FT.	LOADING	
525+00 - BEGIN S 0121 (9)				
525+00 - END S 0121 (10)				
529+54.4 Bk=540+94.0 Ah - Eq'n	454.4			
579+21.0 Bk=579+27.5 Ah - Eq'n	3,827.0			
609+06.4 - 609+63.6 Bridge	2,978.9	57.2	H-15-35	
727+66.8 Bk=727+84.4 Ah	11,803.2			
743+13.0 - 743+36.7 Bridge	1,528.6	23.7	H-10-35	
857+44.7 Bk=857+58.7 Ah - Eq'n	11,408.0			
1012+01.7 - END S 0121 (9)	15,443.0			
TOTALS	47,443.1	80.9		

SUMMARY		
	LIN. FT.	MILES
S 0121 (9) - ROADWAY	47,443.1	8.985
S 0121 (9) - BRIDGES (NO WORK)	80.9	0.016
TOTAL	47,524.0	9.001

DESIGN DATA	
Maximum Design Speed	40 M.P.H.
Maximum Degree of Curve	3° 00'
Maximum Grade	5 %
Minimum N.P.S.D. - horizontal	830'
Minimum N.P.S.D. - vertical	390'

**NOTE:**  
 It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this Department.  
 Gas. W. Miles, District Engineer, Steamboat Springs, Colo.  
 L.C. Bower, District Engineer, Steamboat Springs, Colo.

HIGHWAY DEPARTMENT  
STATE OF COLORADO

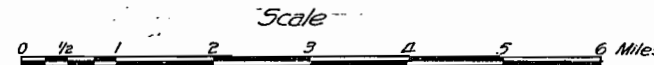
RECOMMENDED FOR APPROVAL:  
*Justin Bell* 7-18-50  
 ASSISTANT ENGINEER DATE

APPROVED: *Mark Tolbert* 7-19-50  
 STATE HIGHWAY ENGINEER DATE

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:  
 \_\_\_\_\_ DATE  
 DISTRICT ENGINEER

APPROVED:  
 \_\_\_\_\_ DATE  
 DIVISION ENGINEER

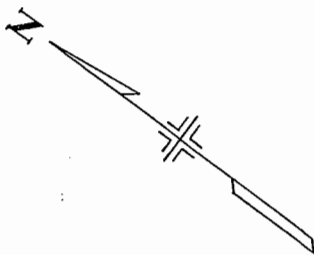


T.2N., R.85 W.

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

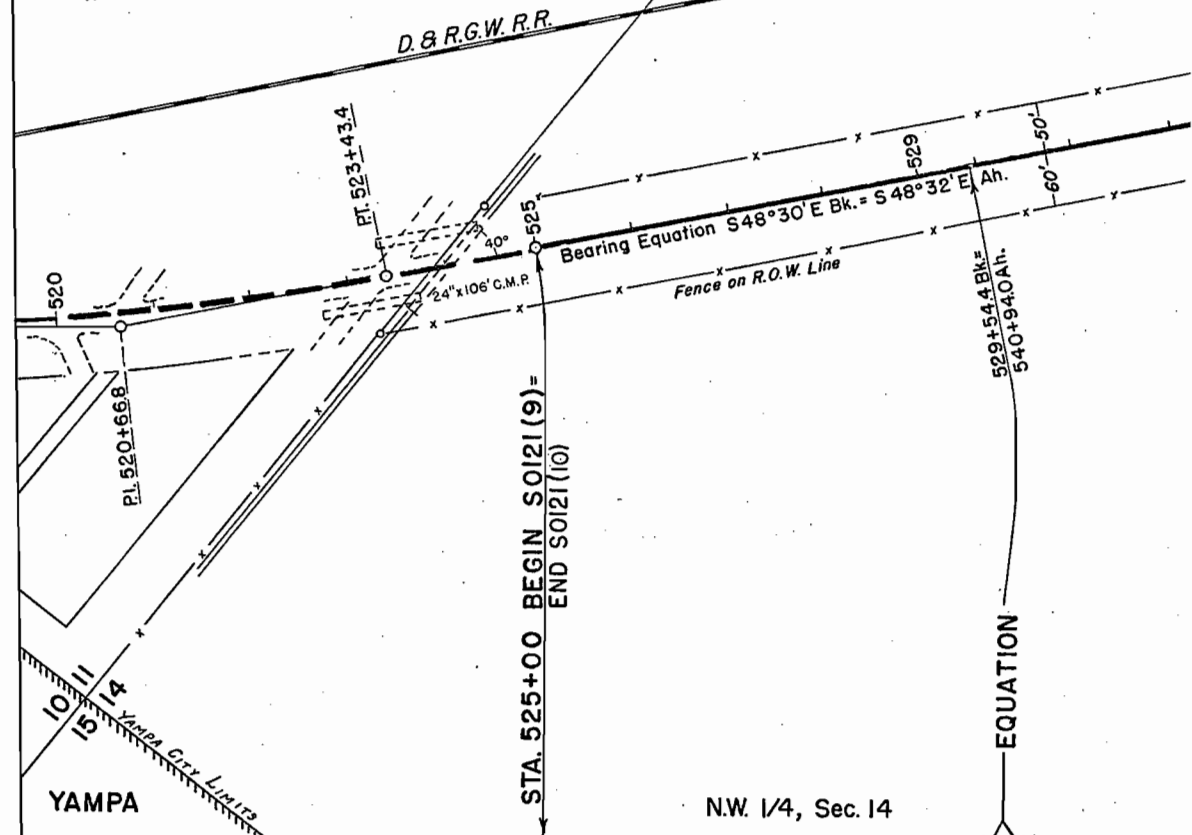
Soil data shown on the plans is obtained from best available testing laboratory information. This information is shown for convenience of the Contractor and the Department does not guarantee the accuracy of these tests. If materials not conforming to the data on plans are encountered during construction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

Road approaches tabulated on Sheet No. 3.



$\Delta = 11^{\circ}06'$  Lt.  
 $D = 2^{\circ}00'$   
 $T = 278.4'$   
 $L = 555.0'$   
 $R = 2865.0'$

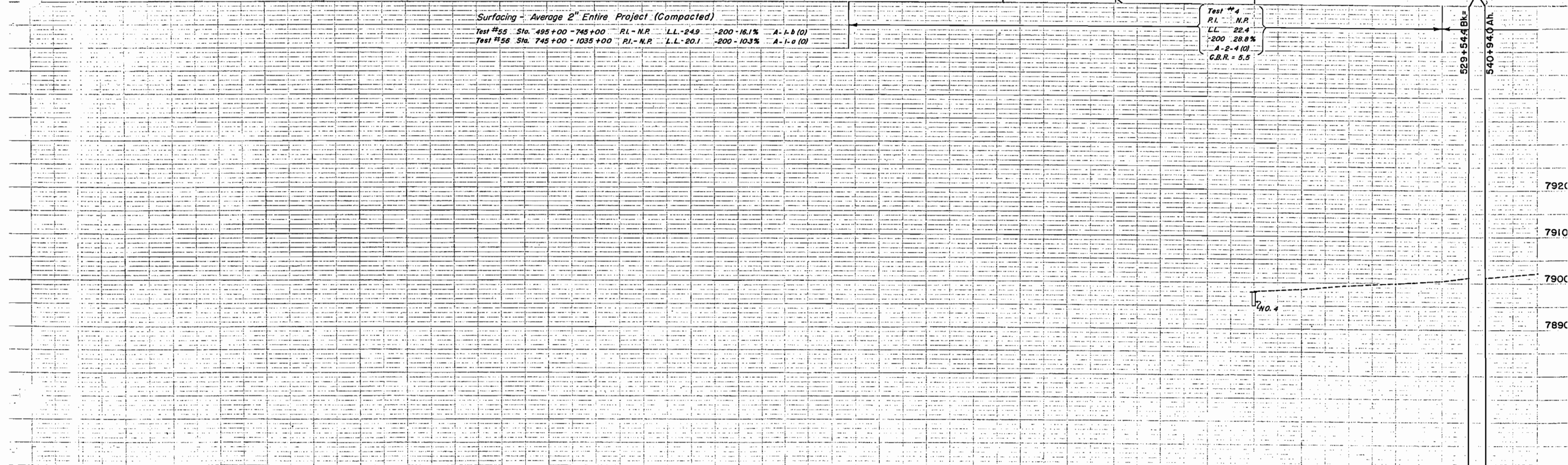
FED. ROAD DIV. NO.	DISTRICT	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0121(9)	8	



Surfacing - Average 2" Entire Project (Compacted)

Test #55	Sta. 495+00 - 745+00	RI - N.P.	LL - 24.9	-200 - 16.1%	A-1-b (0)
Test #56	Sta. 745+00 - 1035+00	RI - N.P.	LL - 20.1	-200 - 10.3%	A-1-a (0)

Test #4	R.I. - N.P.
	LL - 22.4
	-200 - 28.8%
	A-2-a (0)
	G.B.R. = 5.5



520

525

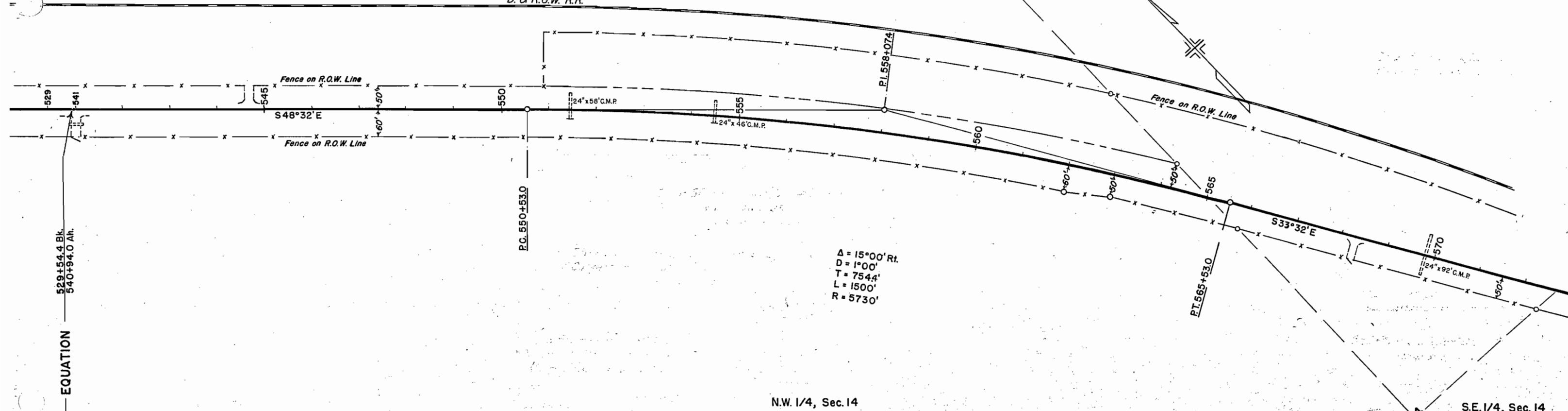
542

T.2N., R.85 W.

NE. 1/4, Sec. 14

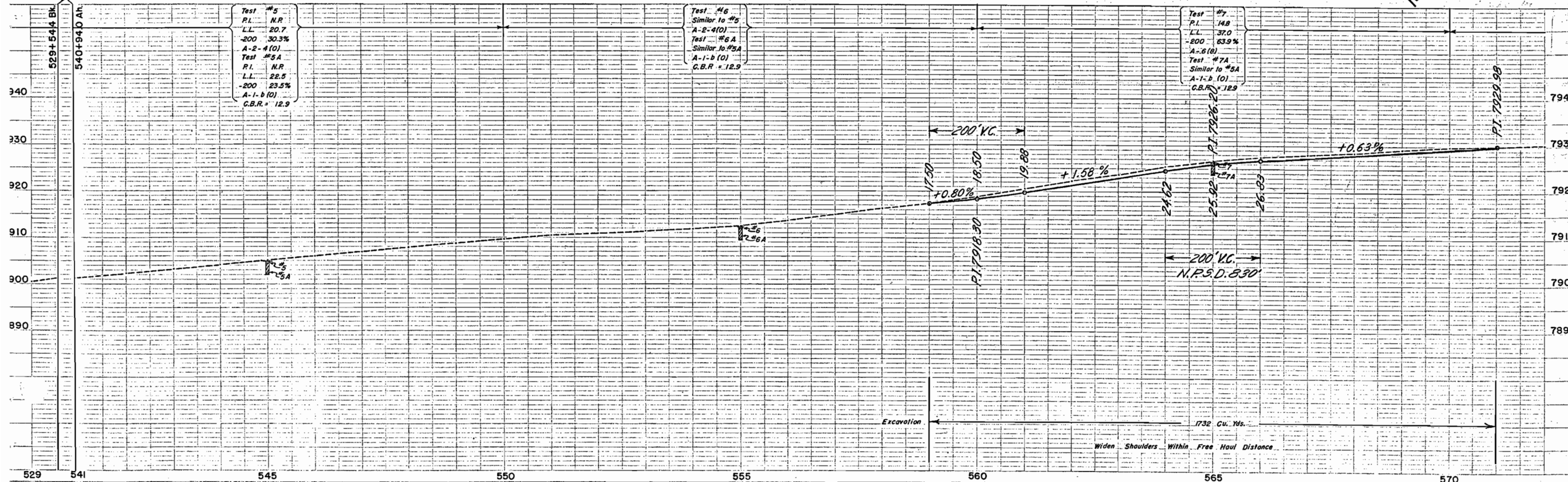
FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	C.L.O.	S 0121(9)	9	

D. & R.G.W. R.R.

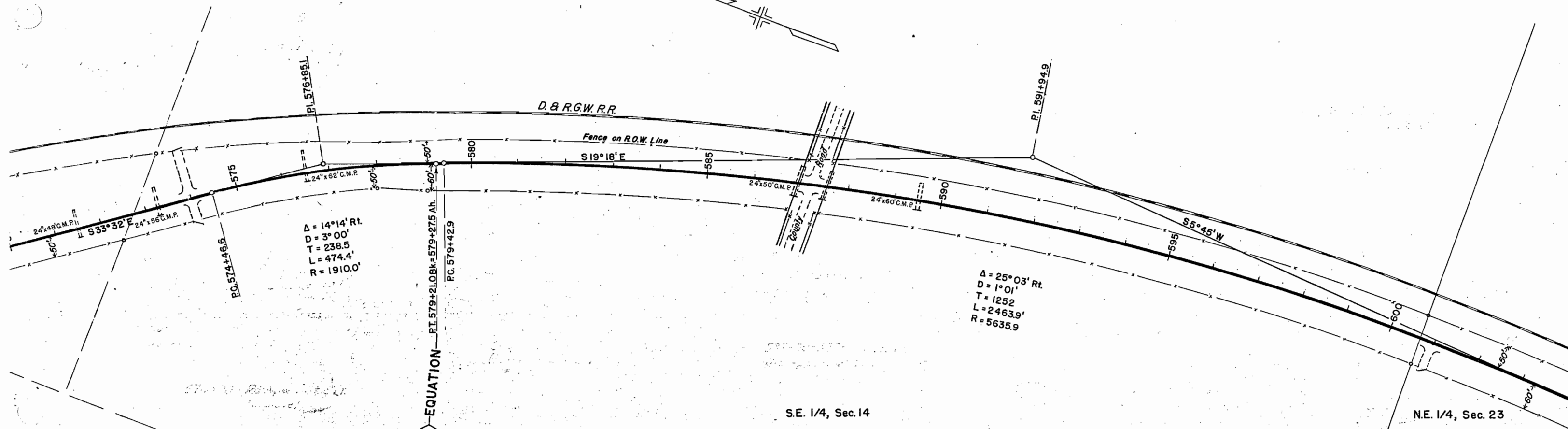
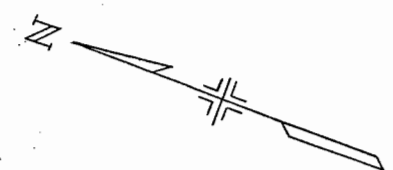


N.W. 1/4, Sec. 14

SE. 1/4, Sec. 14

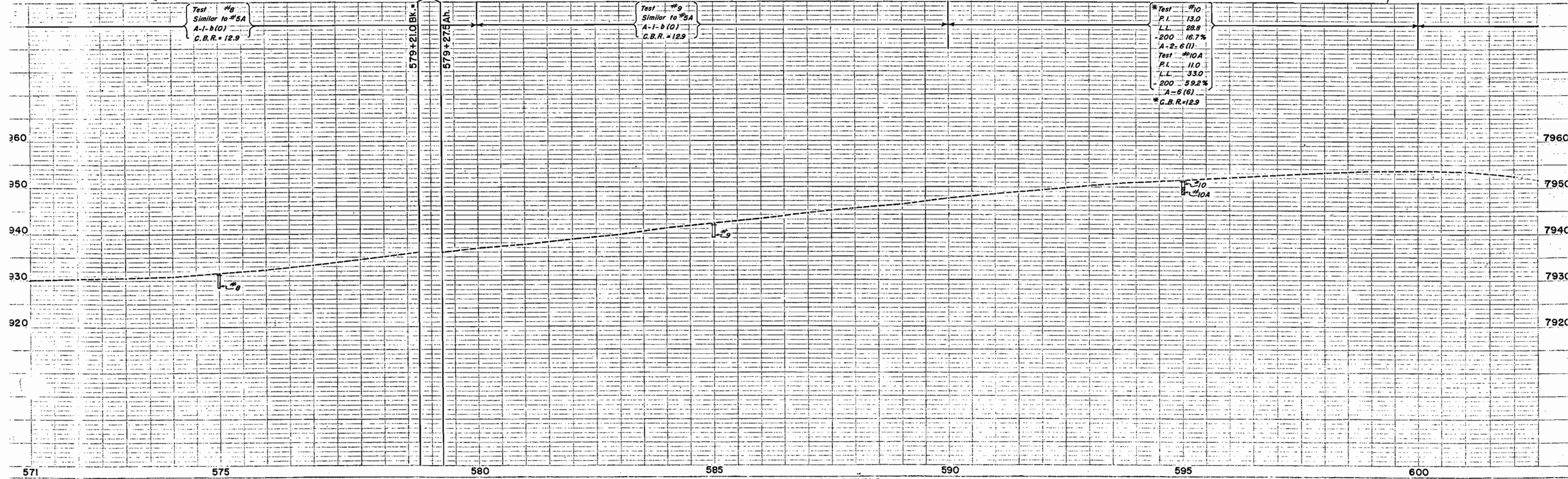


FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0121(9)	10	

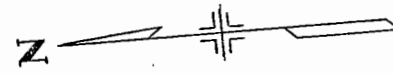


S.E. 1/4, Sec. 14

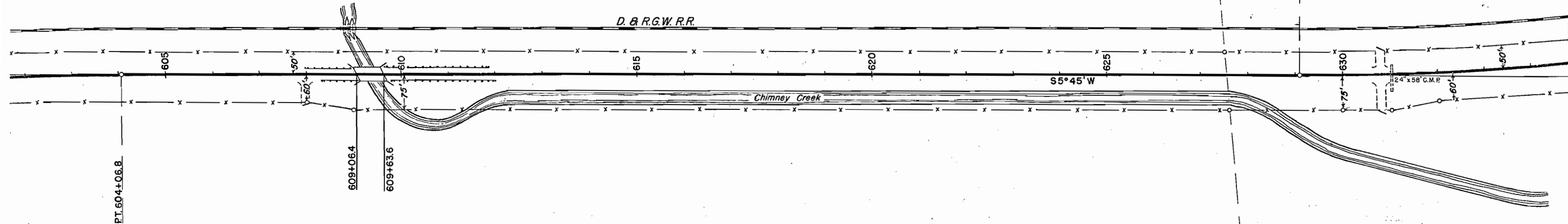
N.E. 1/4, Sec. 23



T.2N., R.85W.

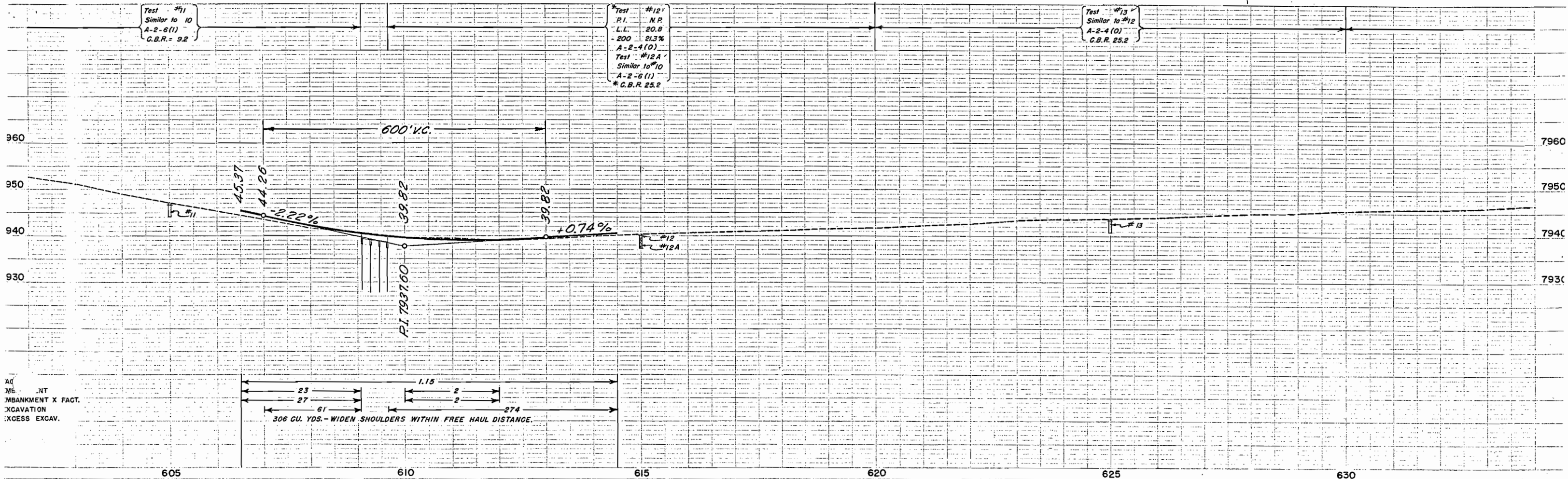


FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0121(9)	11	



N.E. 1/4, Sec. 23

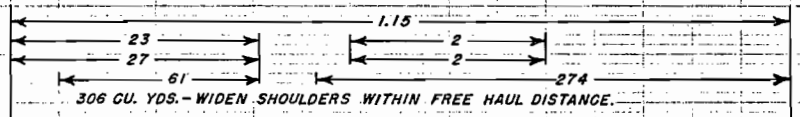
S.E. 1/4, Sec. 23



Test #11  
Similar to #10  
A-2-6(1)  
C.B.R. = 9.2

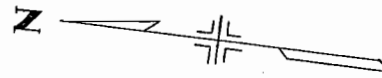
\*Test #12  
P.I. N.P.  
L.L. 20.8  
-200 21.3%  
A-2-4(0)  
Test #12A  
Similar to #10  
A-2-6(1)  
\*C.B.R. 25.2

Test #13  
Similar to #12  
A-2-4(0)  
C.B.R. 25.2



AD  
MB .NT  
MBANKMENT X FACT.  
XCAVATION  
XCESS EXCAV.

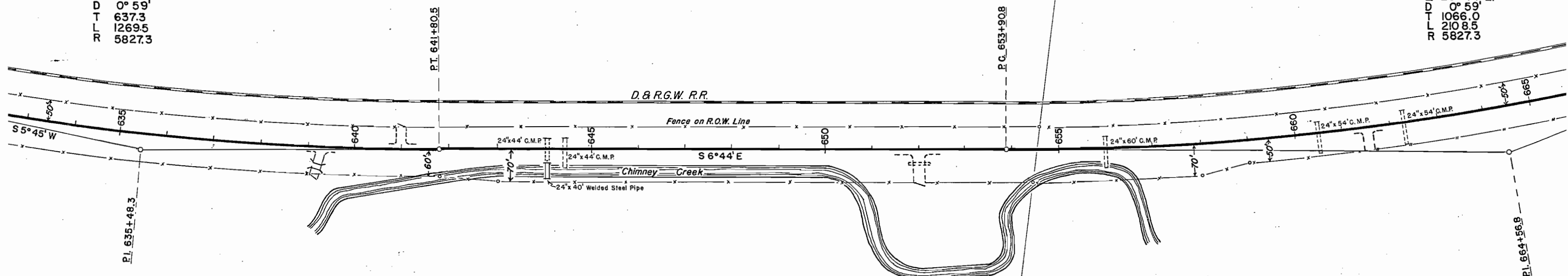
T. 2N., R. 85 W.



FED. ROAD DIV. NO.	DISTRICT	PROJECT NO.	SHEET	TOTAL SHEETS
9	C.O.L.D.	S 0121(9)	12	

Δ 12° 29' Lt  
 D T 0° 59'  
 L 637.3  
 R 1269.5  
 R 5827.3

Δ 20° 44' Lt  
 D T 0° 59'  
 L 1066.0  
 R 2108.5  
 R 5827.3



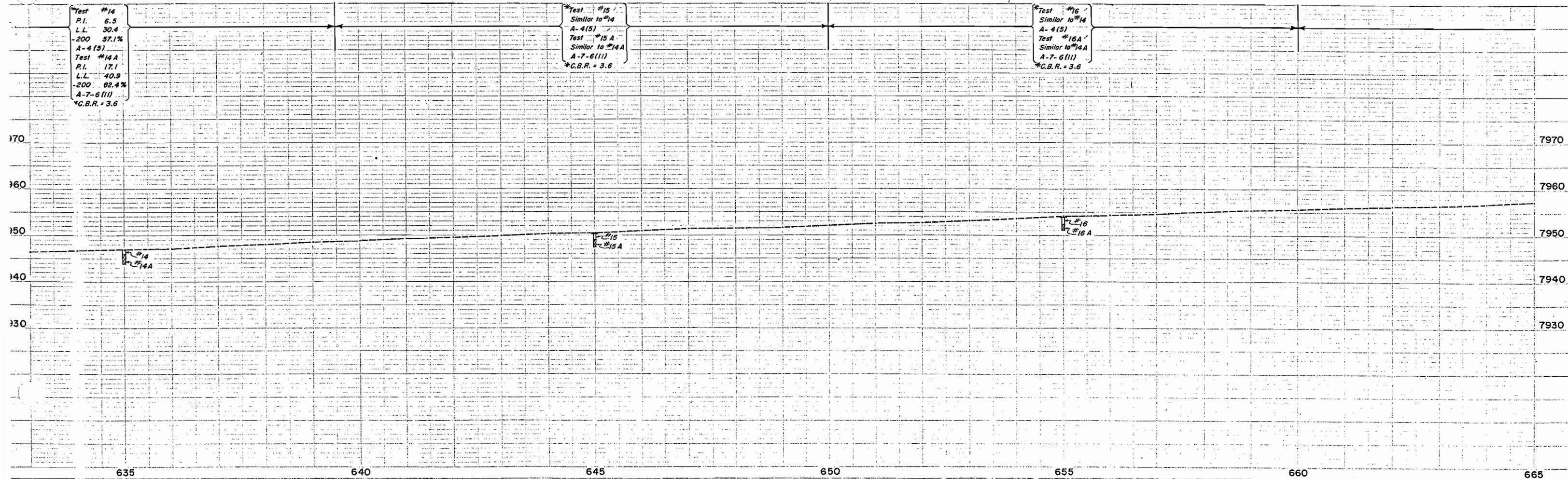
S.E. 1/4, Sec. 23

N.W. 1/4, Sec. 26

\*Test #14  
 P.I. 6.5  
 L.L. 30.4  
 -200 57.1%  
 A-4(5)  
 Test #14A  
 P.I. 17.1  
 L.L. 40.9  
 -200 82.4%  
 A-7-6(11)  
 \*C.B.R. = 3.6

\*Test #15  
 Similar to #14  
 A-4(5)  
 Test #15A  
 Similar to #14A  
 A-7-6(11)  
 \*C.B.R. = 3.6

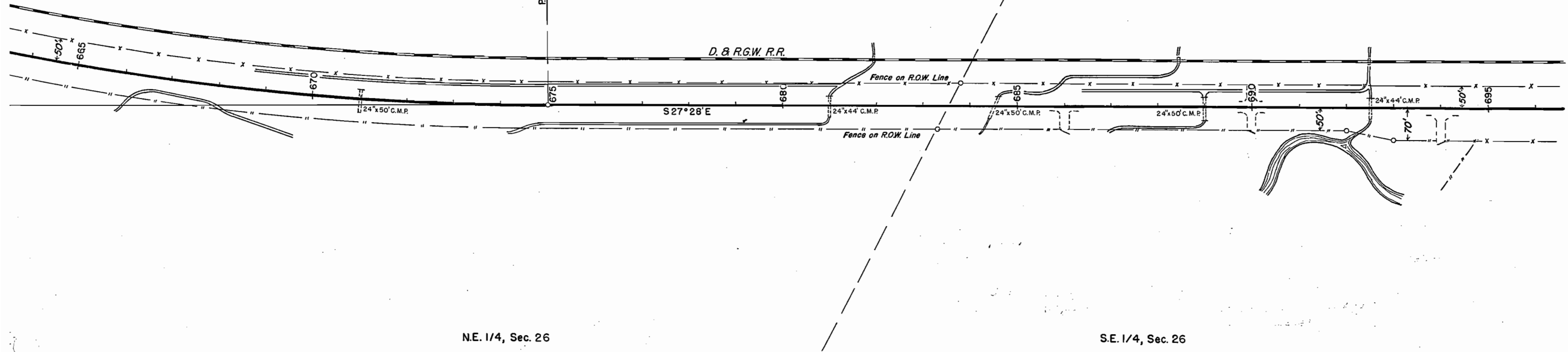
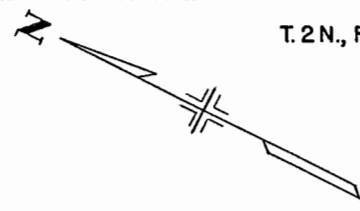
\*Test #16  
 Similar to #14  
 A-4(5)  
 Test #16A  
 Similar to #14A  
 A-7-6(11)  
 \*C.B.R. = 3.6



$\Delta = 20^\circ 44' \text{ Lt.}$   
 $D = 0^\circ 59'$   
 $T = 1066.0'$   
 $L = 2108.5'$   
 $R = 5827.3'$

T. 2N., R. 85 W.

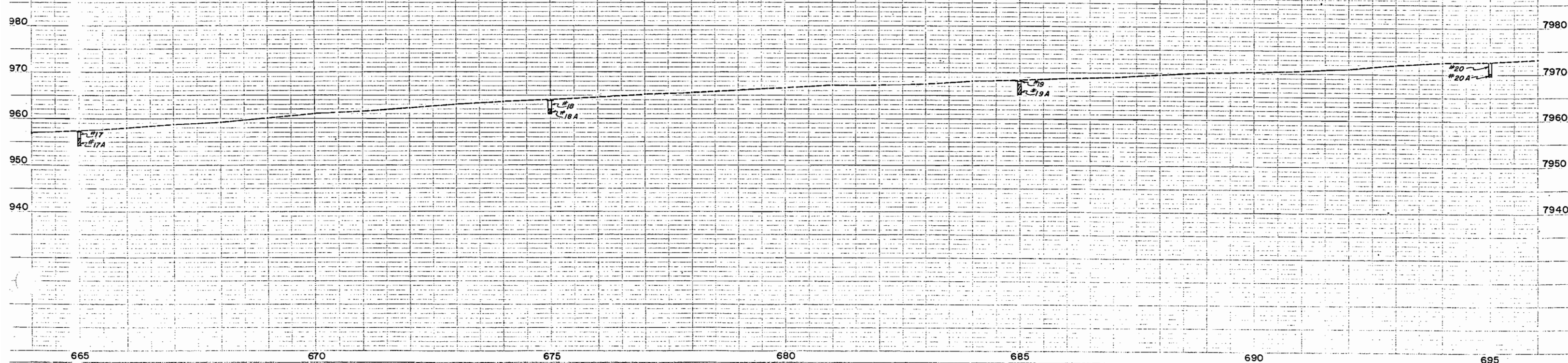
FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0121(9)	13	



NE 1/4, Sec. 26

SE 1/4, Sec. 26

Test #17 P.I. 10.5 L.L. 29.7 -200 54.8% A-6 (5) Test #17A P.I. 17.4 L.L. 36.3 -200 64.2% A-6 (9) G.B.R. = 3.6	Test #18 P.I. 16.0 L.L. 37.6 -200 72.2% A-6 (10) Test #18A Similar to #17A A-6 (9) G.B.R. < 2.3	Test #19 Similar to #18 A-6 (10) Test #19A Similar to #17A A-6 (9) G.B.R. < 2.3	Test #20 P.I. 22.0 L.L. 47.5 -200 86.6% A-7-6 (14) Test #20A Similar to #17A A-6 (9) G.B.R. < 2.3
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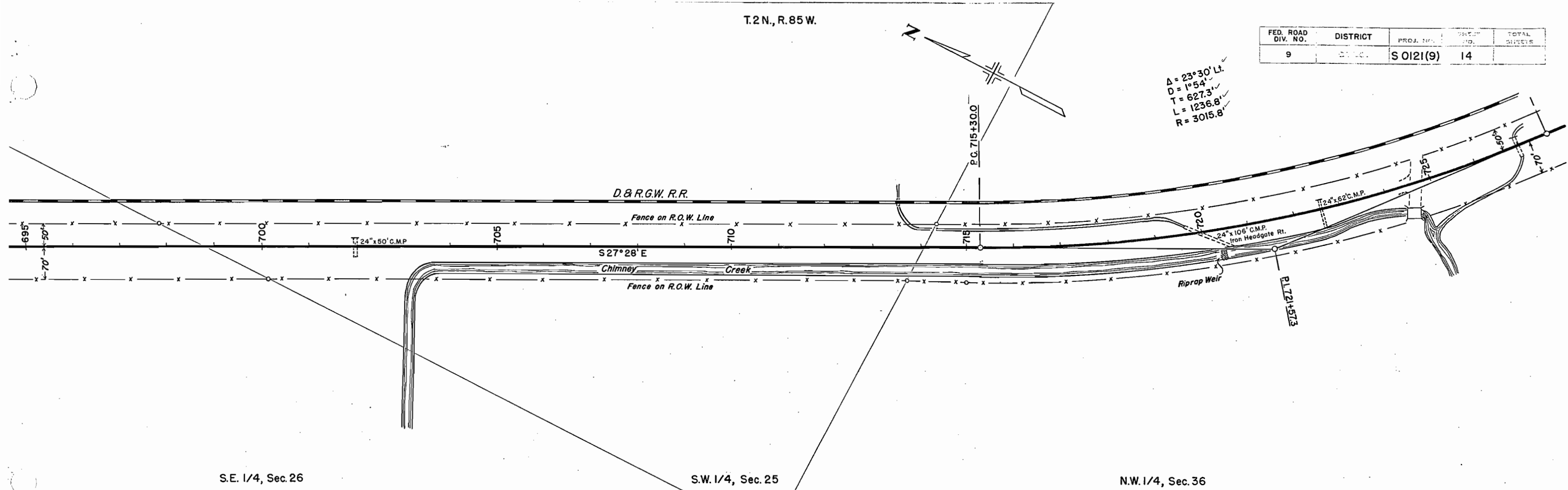


665 670 675 680 685 690 695

T.2N., R.85W.

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9		S 0121(9)	14	

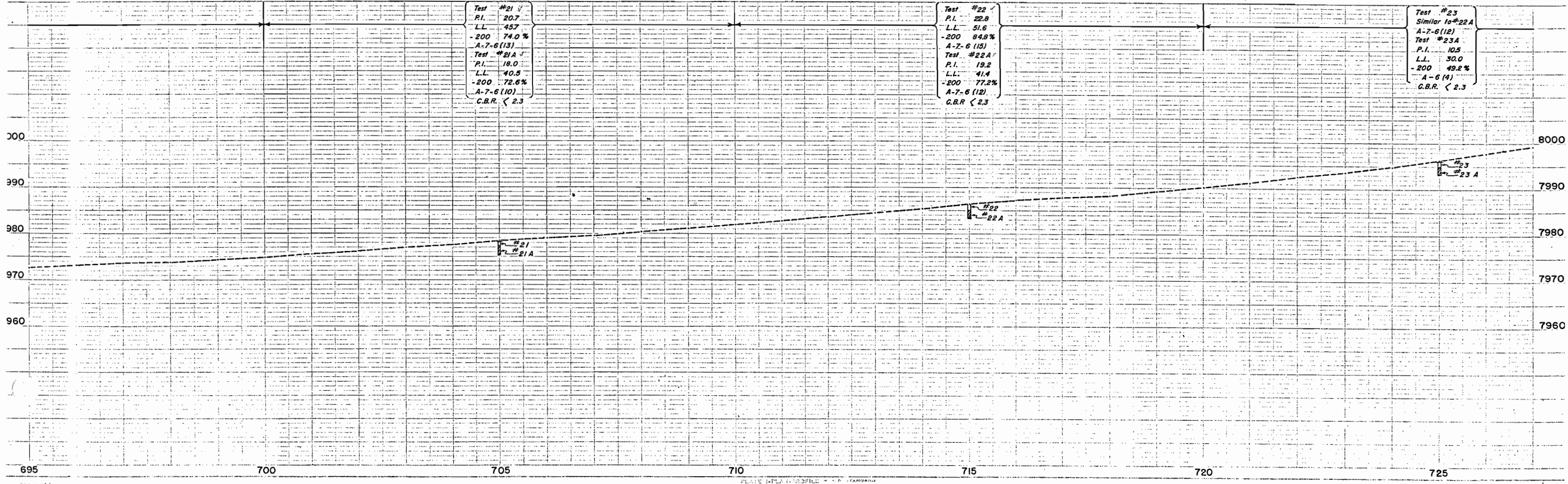
$\Delta = 23^{\circ}30' Lt.$   
 $D = 1^{\circ}54'$   
 $T = 627.3'$   
 $L = 1236.8'$   
 $R = 3015.8'$



S.E. 1/4, Sec. 26

S.W. 1/4, Sec. 25

N.W. 1/4, Sec. 36

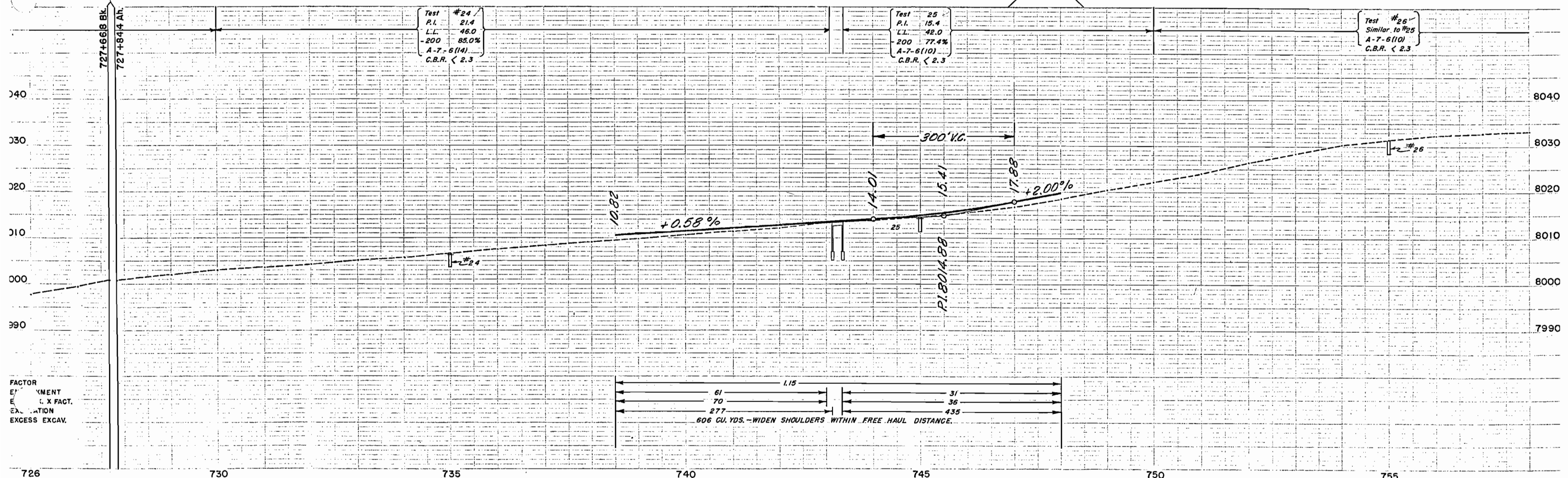
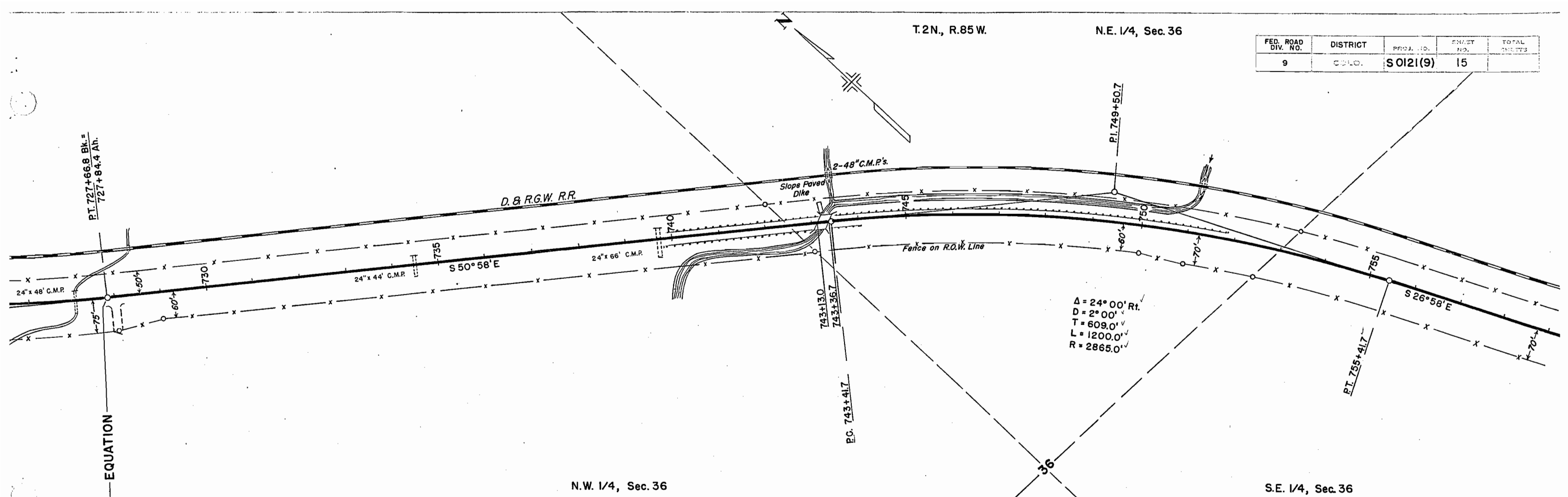


695 700 705 710 715 720 725

T.2N., R.85 W.

N.E. 1/4, Sec. 36

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	SO121(9)	15	



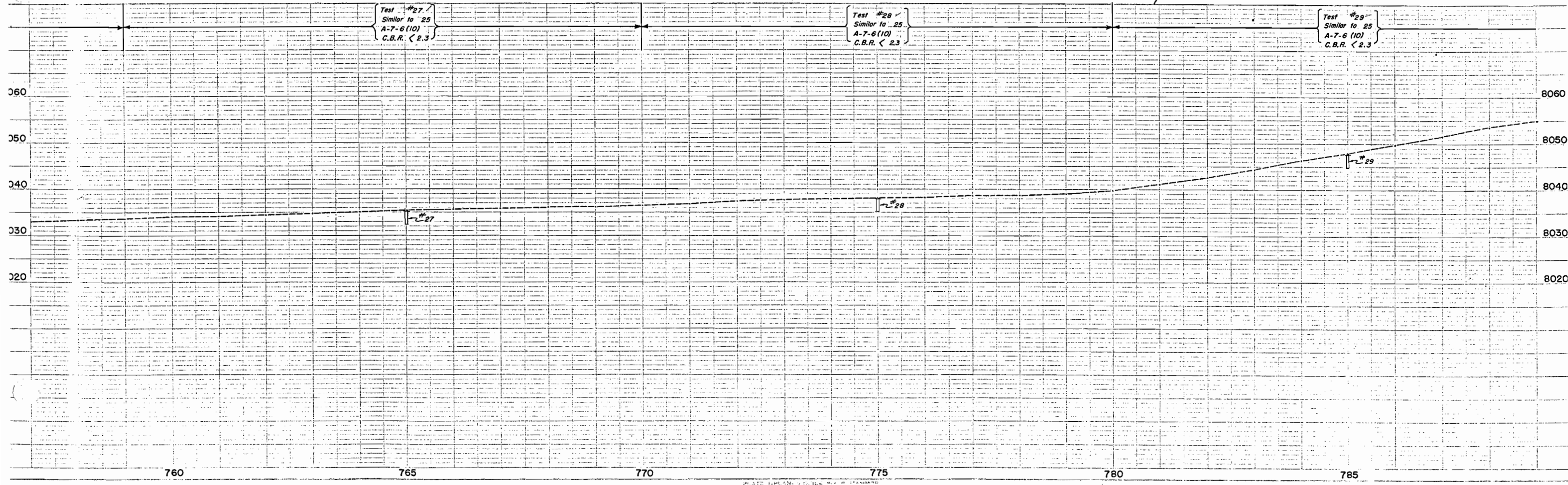
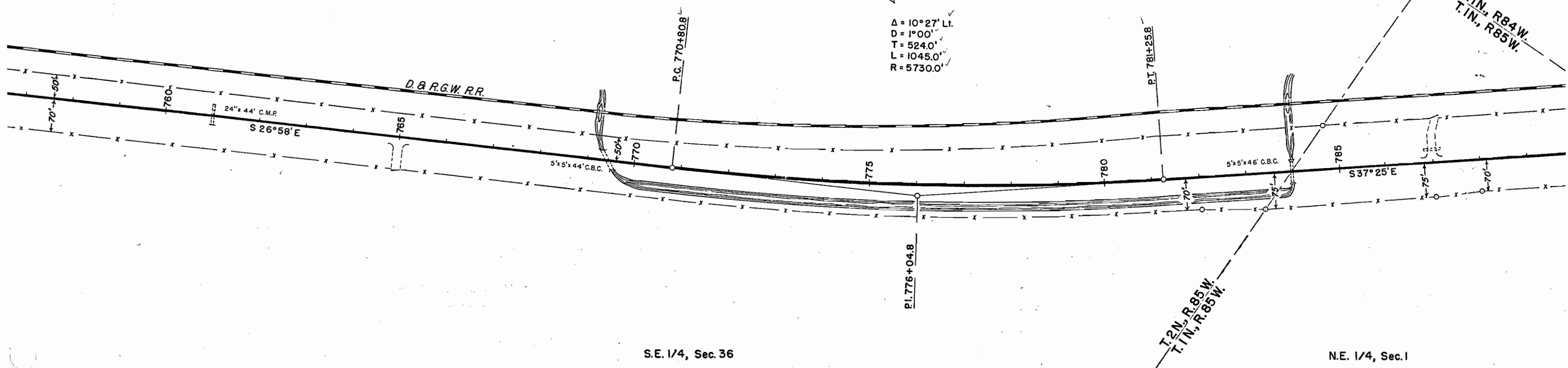
FACTOR  
 EXCESS EXCAV.

FED. ROAD DIV. NO.	DISTRICT	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9	3	SO121(9)	16	

T.2N., R.85W.

Δ = 10°27' Lt.  
D = 1°00'  
T = 524.0'  
L = 1045.0'  
R = 5730.0'

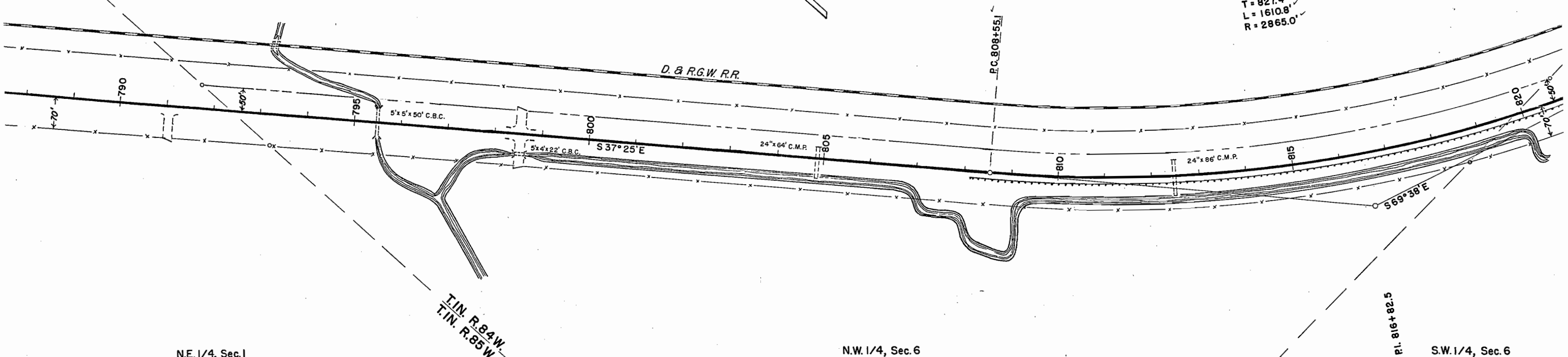
31  
36 6  
T.1N., R.84W.  
T.1N., R.85W.



T.1N., R.84W.

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	OKLA.	S 0121(9)	17	

$\Delta = 32^\circ 13' \text{ Lt.}$   
 $D = 2^\circ 00'$   
 $T = 827.4'$   
 $L = 1610.8'$   
 $R = 2865.0'$



NE. 1/4, Sec. 1

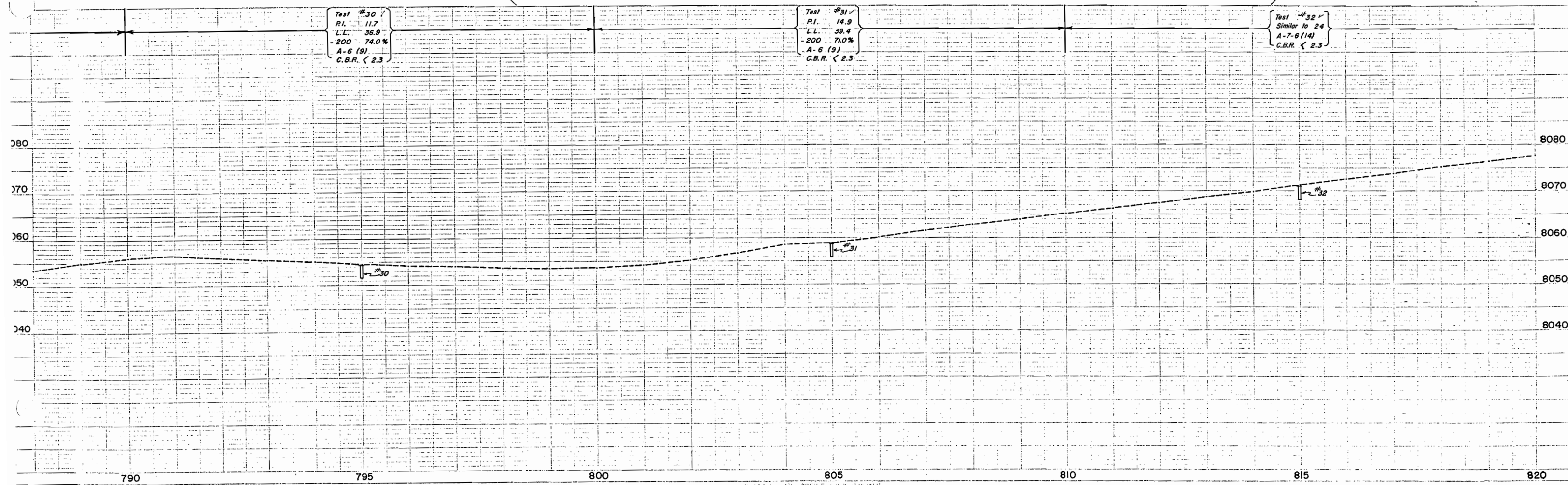
N.W. 1/4, Sec. 6

S.W. 1/4, Sec. 6

Test #30 ✓  
 P.I. 11.7  
 L.L. 36.9  
 -200 74.0%  
 A-6 (9)  
 C.B.R. < 2.3

Test #31 ✓  
 P.I. 14.9  
 L.L. 39.4  
 -200 71.0%  
 A-6 (9)  
 C.B.R. < 2.3

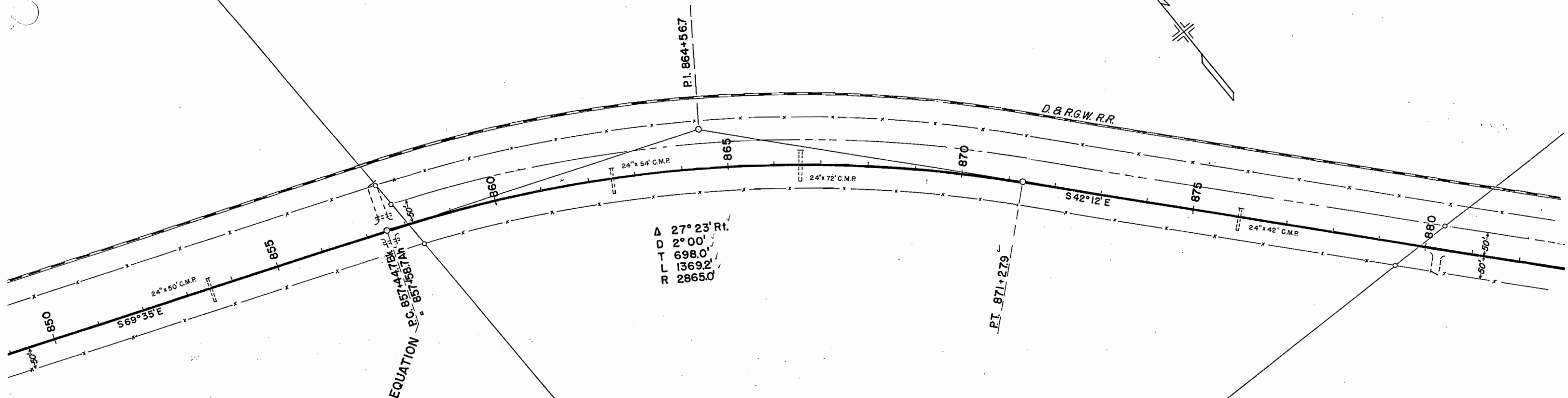
Test #32 ✓  
 Similar to 24  
 A-7-6 (14)  
 C.B.R. < 2.3





T.1N., R.84W.

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	0010	S 0121(9)	19	



S.E. 1/4 Sec. 6

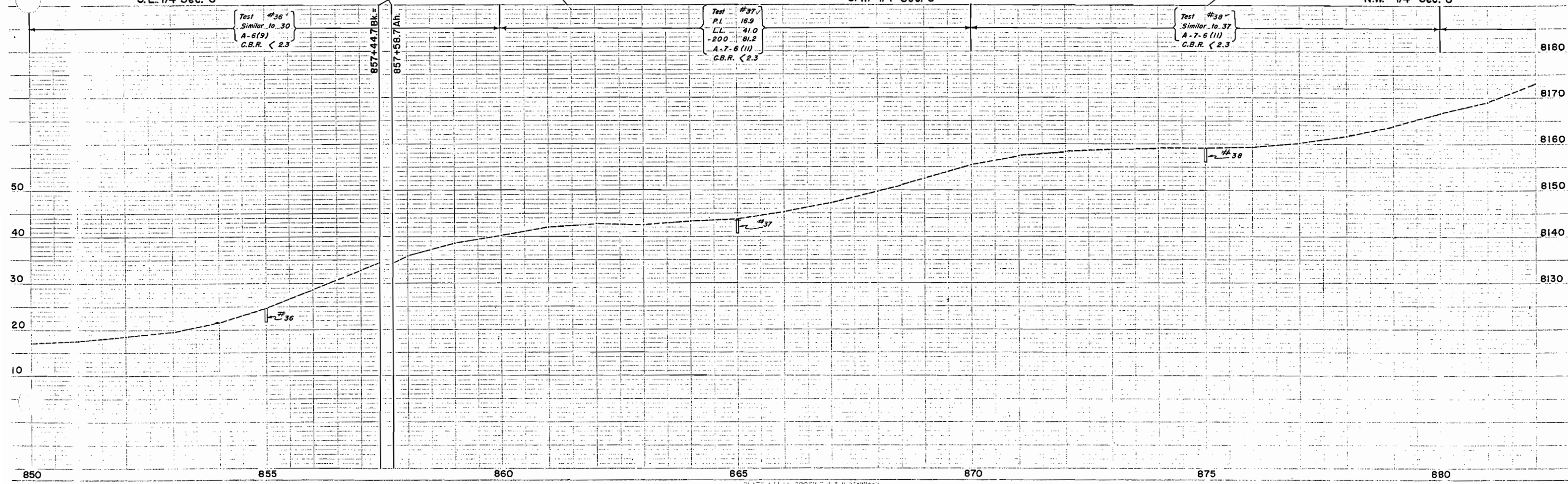
S.W. 1/4 Sec. 5

N.W. 1/4 Sec. 8

Test #36  
Similar to 30  
A-6(9)  
C.B.R. < 2.3

Test #37  
P.I. 16.9  
L.L. 41.0  
-200 81.2  
A-7-6(11)  
C.B.R. < 2.3

Test #38  
Similar to 37  
A-7-6(11)  
C.B.R. < 2.3

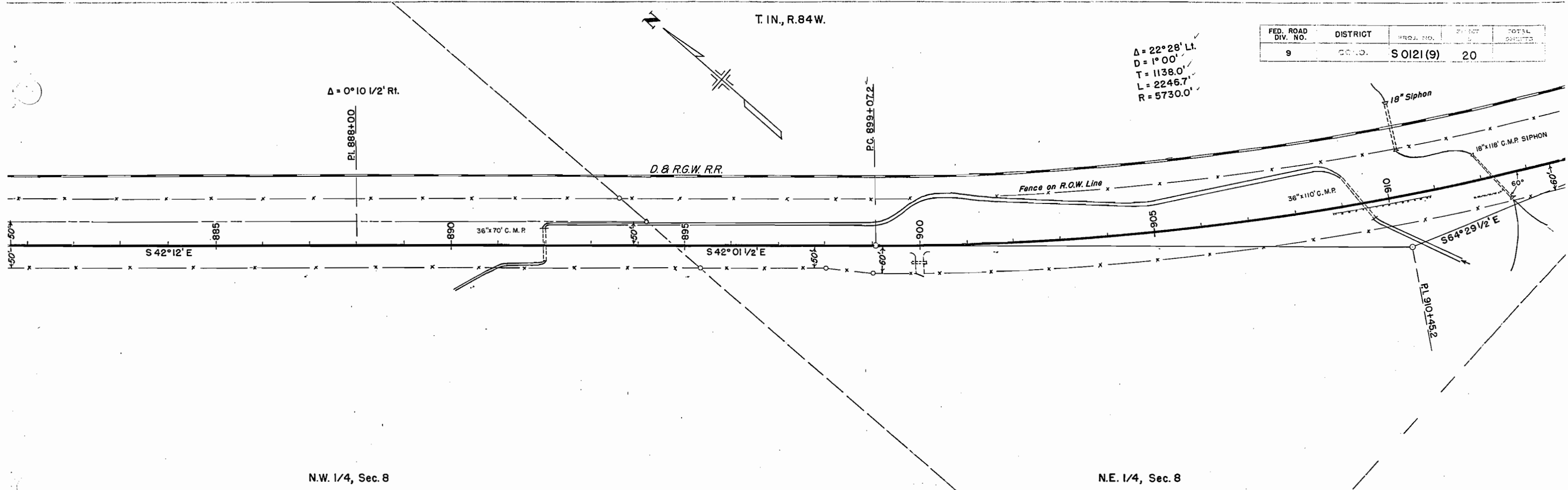


T. 1N., R. 84W.

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	CC-10	S 0121 (9)	20	

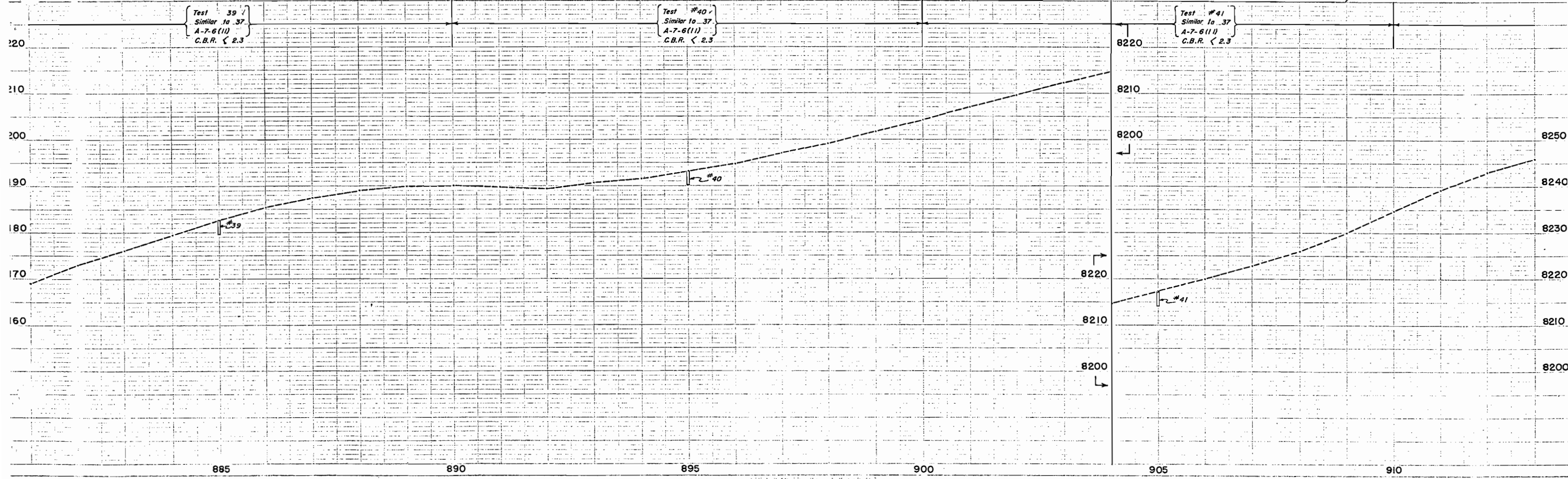
$\Delta = 22^\circ 28' \text{ Lt.}$   
 $D = 1^\circ 00'$   
 $T = 1138.0'$   
 $L = 2246.7'$   
 $R = 5730.0'$

$\Delta = 0^\circ 10' 1/2 \text{ Rt.}$



N.W. 1/4, Sec. 8

N.E. 1/4, Sec. 8



885

890

895

900

905

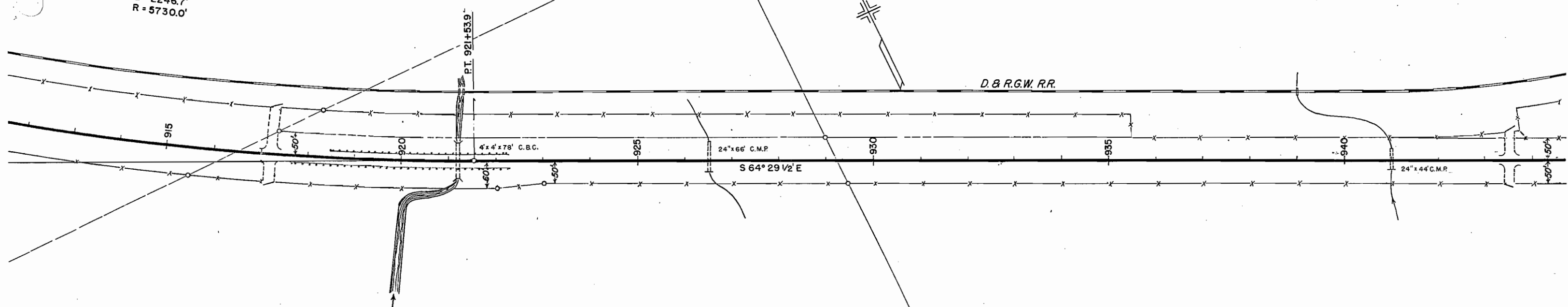
910

N.E. 1/4, Sec. 8

T. 1N., R. 84W.

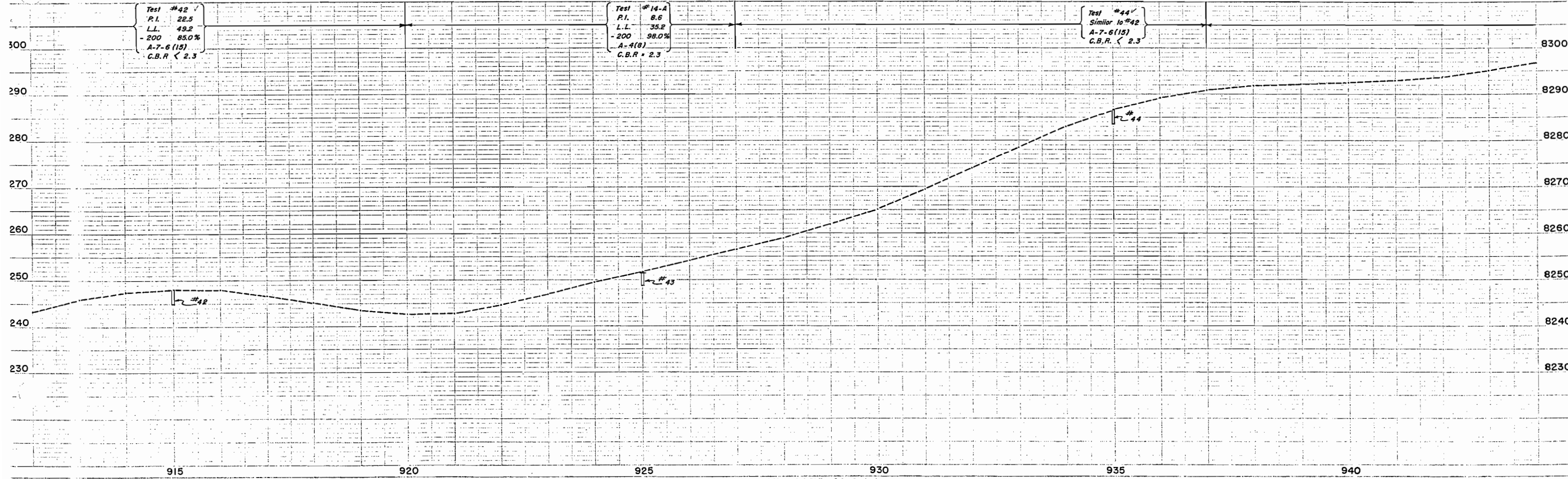
FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0121(9)	21	

$\Delta = 22^\circ 28' \text{ Lt.}$   
 $D = 1^\circ 00'$   
 $T = 1138.0'$   
 $L = 2246.7'$   
 $R = 5730.0'$



S.E. 1/4, Sec. 8

S.W. 1/4, Sec. 9



915

920

925

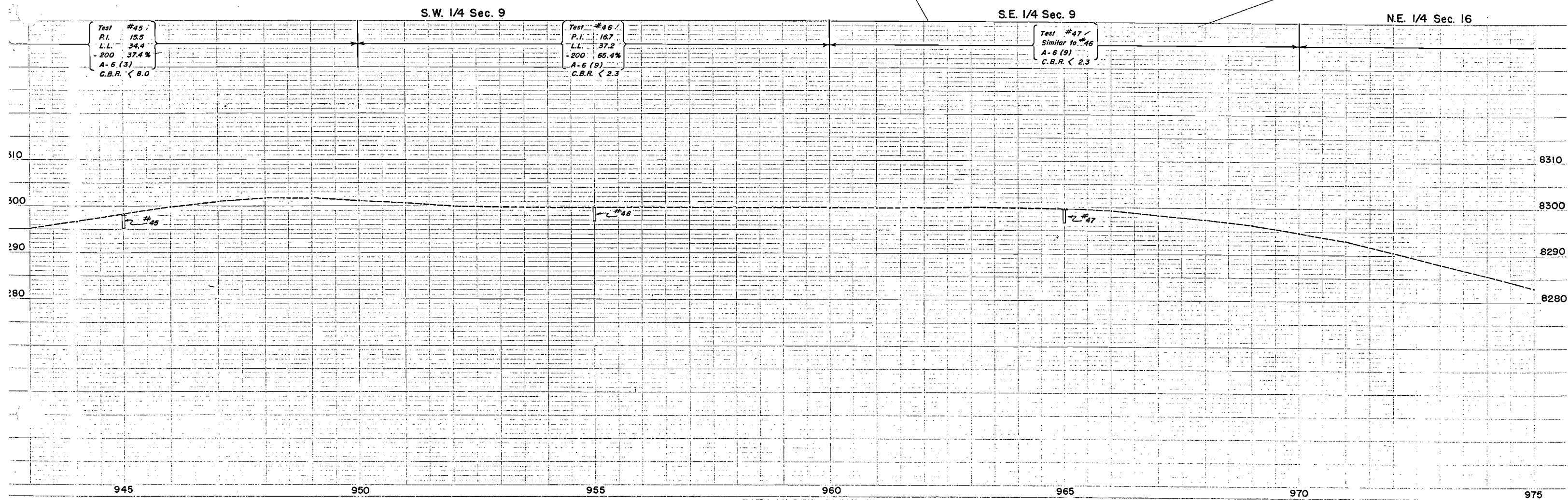
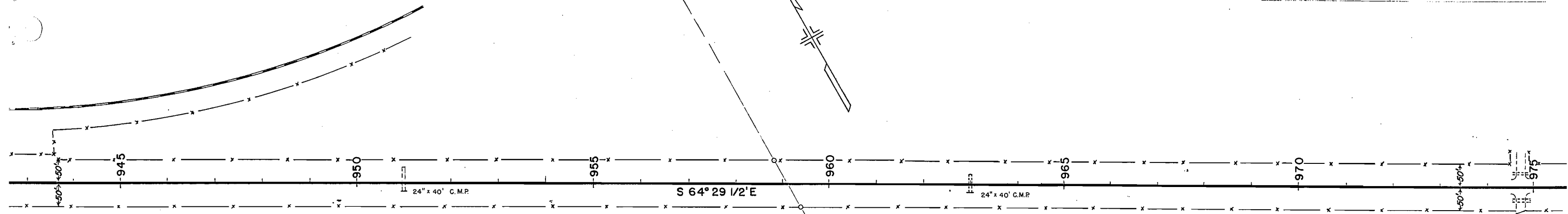
930

935

940

T. 1N., R. 85W.

FED. ROAD DIV. NO.	DISTRICT	PROJECT NO.	SHEET NO.	TOTAL SHEETS
9	INDIA	S 0121(9)	22	



Test #45  
 P.I. 15.5  
 L.L. 34.4  
 -200 37.4%  
 A-6 (3)  
 C.B.R. < 8.0

Test #46  
 P.I. 16.7  
 L.L. 37.2  
 -200 65.4%  
 A-6 (9)  
 C.B.R. < 2.3

Test #47  
 Similar to #46  
 A-6 (9)  
 C.B.R. < 2.3

S.E. 1/4, Sec. 9

S.W. 1/4, Sec. 10

T. 1N., R. 84W.

FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	9-3	S 0121(9)	23	

9 10  
16 15

TOPONAS

24" x 50' C.M.P.

24" x 48' C.M.P.

S 64° 29' 1/2" E

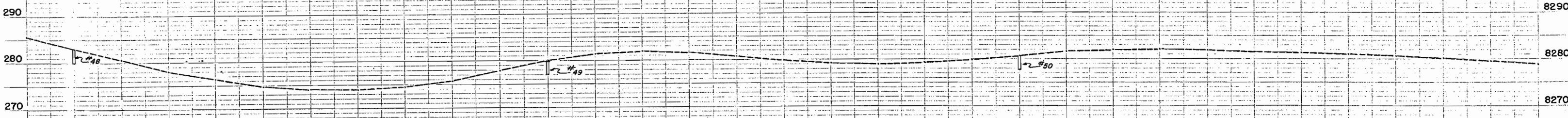
N.E. 1/4, Sec. 16

N.W. 1/4, Sec. 15

Test #48  
Similar to #46  
A-6 (9)  
C.B.R. < 2.3

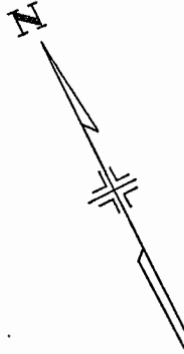
Test #49  
Similar to #45  
A-6 (3)  
C.B.R. < 8.0

Test #50  
Similar to #46  
A-6 (9)  
C.B.R. = 1.4



975 980 985 990 995 1000 1005

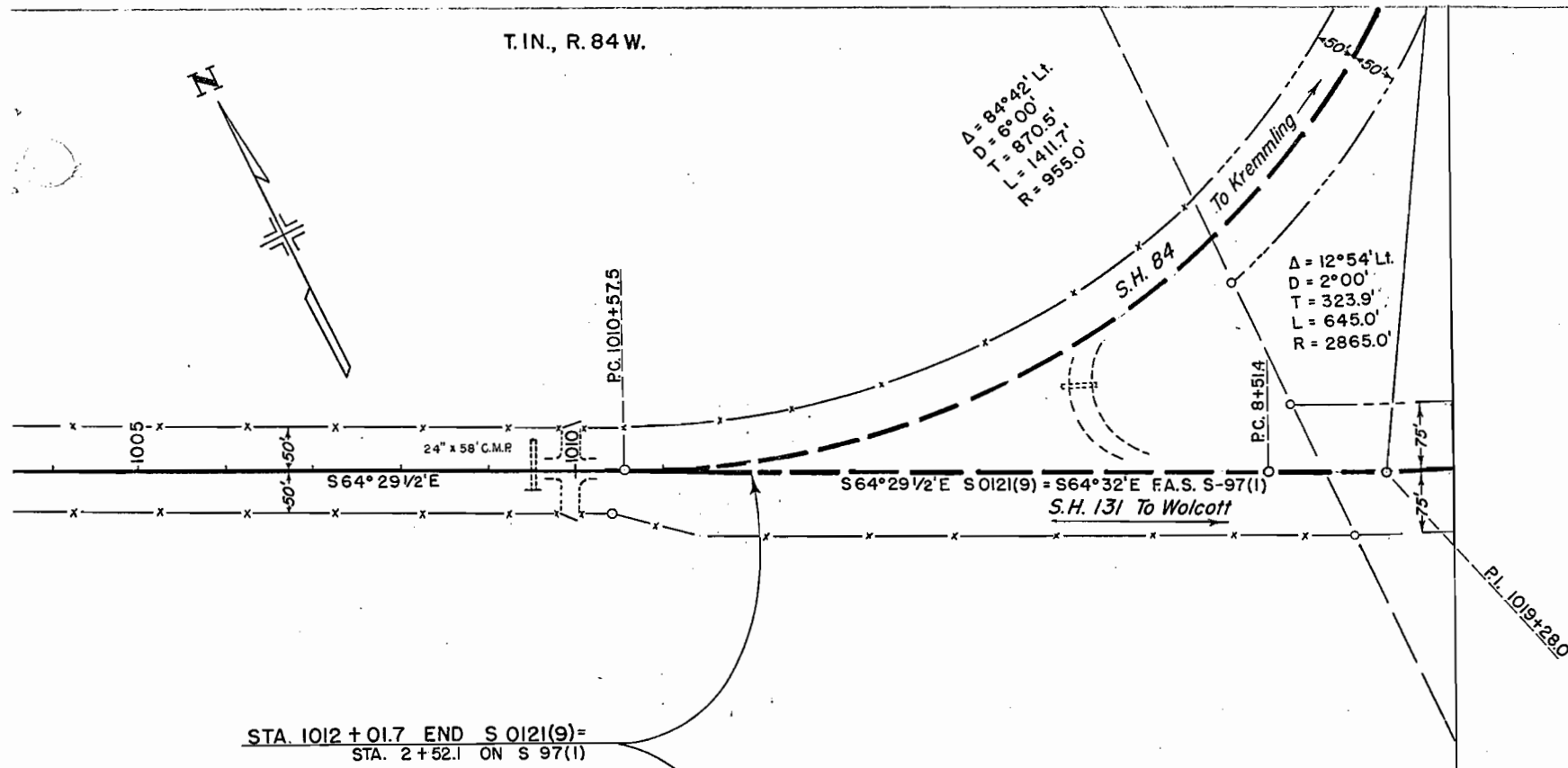
T. 1N., R. 84 W.



FED. ROAD DIV. NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	S 0121(9)	24	

$\Delta = 84^{\circ}42' \text{ Lt.}$   
 $D = 6^{\circ}00'$   
 $T = 870.5'$   
 $L = 1411.7'$   
 $R = 955.0'$

$\Delta = 12^{\circ}54' \text{ Lt.}$   
 $D = 2^{\circ}00'$   
 $T = 323.9'$   
 $L = 645.0'$   
 $R = 2865.0'$

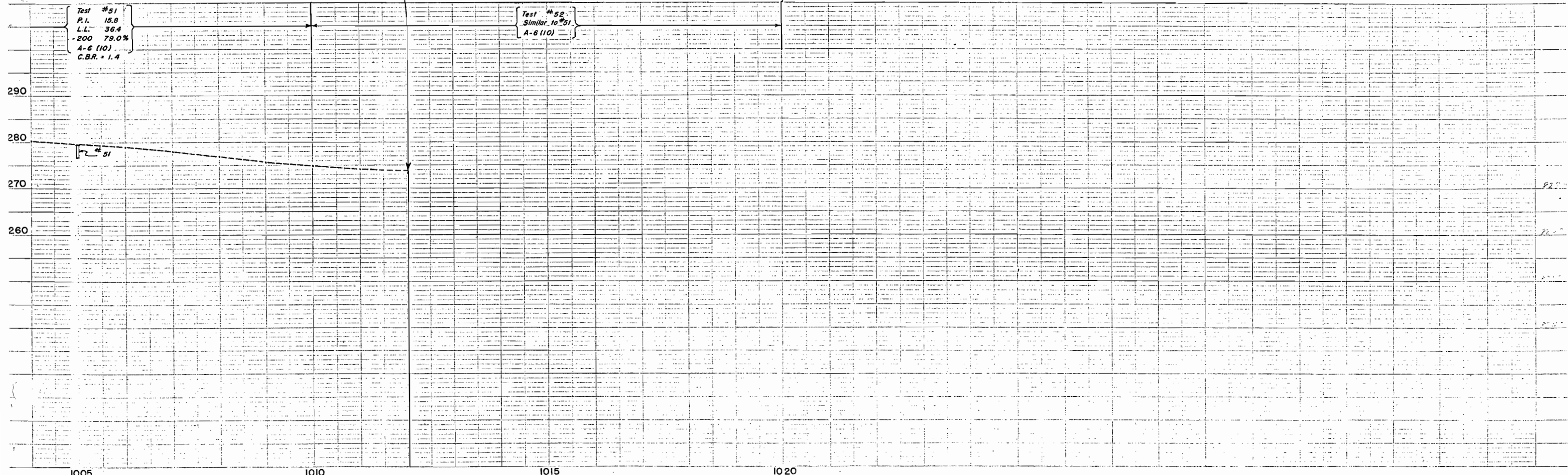


STA. 1012 + 01.7 END S 0121(9) =  
 STA. 2 + 52.1 ON S 97(1)

N.W. 1/4, Sec. 15

Test #51  
 P.I. 15.8  
 L.L. 36.4  
 -200 79.0%  
 A-6 (10)  
 C.B.R. = 1.4

Test #52  
 Similar to #51  
 A-6 (10)



1005 1010 1015 1020