

COLORADO
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

DENVER - BOULDER TURNPIKE

PROJECT NO. T-170-1 (1)

BOULDER COUNTY

SCALES ON ORIGINAL DRAWINGS

ON PLAN, 1 IN. = 100 FT.
ON PROFILE, 1 IN. = 10 FT. VERTICAL

GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
GROSS LENGTH OF PROJECT } 566000 FEET = 10.719 MILES
NET LENGTH OF PROJECT }

GRADING AND DRAINAGE

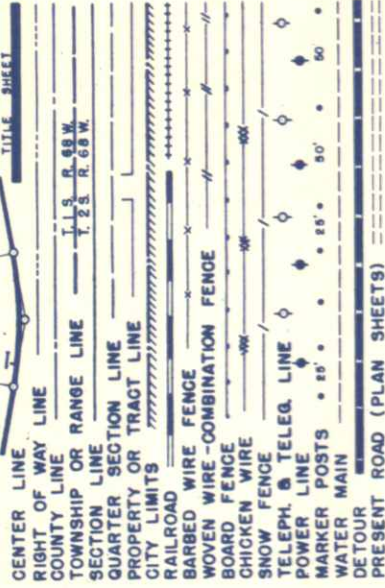
NORTH SECTION OF TURNPIKE

INDEX OF SHEETS

SHEET NO.

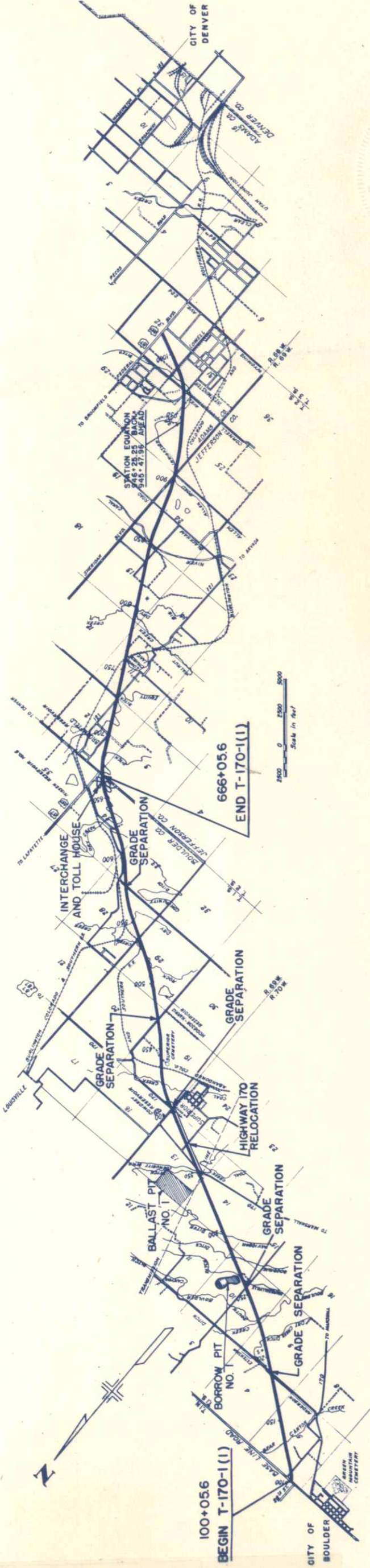
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| | CONCRETE INLET AND OUTLET | | | |
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| | FOR STOCK PASS M-101-C | | | |

CONVENTIONAL SIGNS



Note: It is recommended that bidders on this project go over the plan details with B. Hudgins, Project Engineer, Broomfield, Colorado.

AS CONSTRUCTED PLANS
RETURN TO DIST. 4 DESIGN



RECOMMENDED FOR APPROVAL	
JAS. D. BELL	DATE
APPROVED	
MARK U. WATROUS	DATE
STATE HIGHWAY ENGINEER	

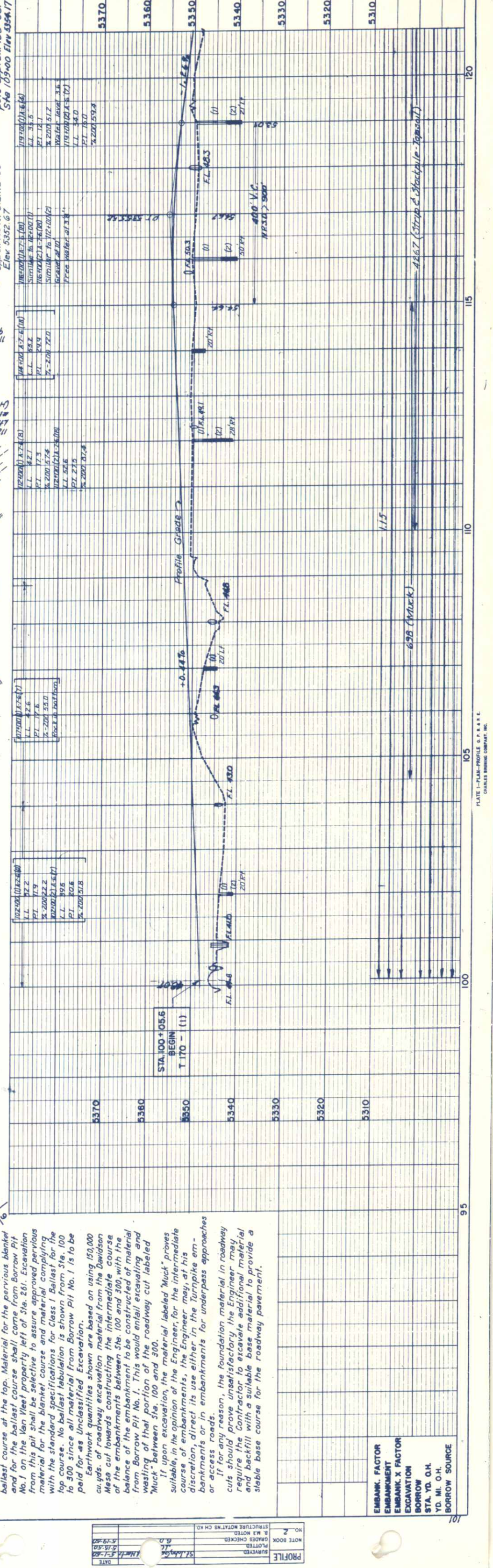
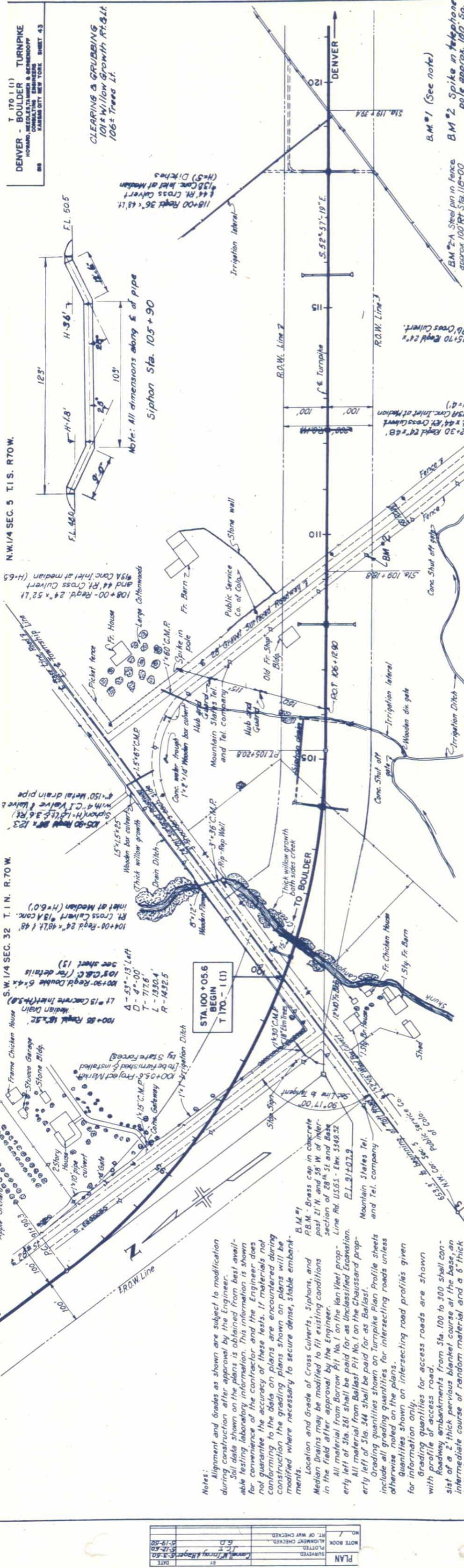
PREPARED AND RECOMMENDED BY

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

KANSAS CITY

NEW YORK

R. H. Bergendoff



Notes:

Alignment and grades as shown are subject to modification during construction after approval by the Engineer.

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 Engineer does not guarantee the accuracy of these tests. If materials not conforming to the data on plans are encountered during construction the grading plans shown on plans will be modified where necessary to secure dense, stable embankments.

Location and Grade of Cross Culverts, Siphons, and Median Drains may be modified to fit existing conditions in the field after approval by the Engineer.

All material from Borrow Pit No. 1 on the Van Vleet property left of Sta. 261 shall be paid for as Unclassified Excavation.

All material from Borrow Pit No. 1 on the Chausard property left of Sta. 344 shall be paid for as Ballast.

Grading quantities shown on Turnpike Plan Profile sheets include all grading quantities for intersecting roads unless otherwise noted on the plans.

Quantities shown on intersecting road profiles given for information only.

Grading quantities for access roads are shown with profile of access road.

Roadway embankments from Sta. 100 to 300 shall consist of a 2' thick previous blanket course at the base, an intermediate course of random material, and a 6" thick ballast course at the top. Material for the previous blanket and for the ballast course shall come from Borrow Pit No. 1 on the Van Vleet property left of Sta. 261. Excavation from this pit shall be selective to assure approved pervious material for the blanket course and material complying with the standard specifications for Class 1 Ballast for the top course. No ballast tabulation is shown from Sta. 100 to 300 since all material from Borrow Pit No. 1 is to be paid for as Unclassified Excavation.

Earthwork quantities shown are based on using 150,000 cu. yds. of roadway excavation material from the Davidson Mesa cut towards excavating the intermediate course of the embankments between Sta. 100 and 300, with the balance of the embankment to be constructed of material from Borrow Pit No. 1. This would entail excavating and hauling of that portion of the roadway cut labeled "Muck" between Sta. 100 and 300.

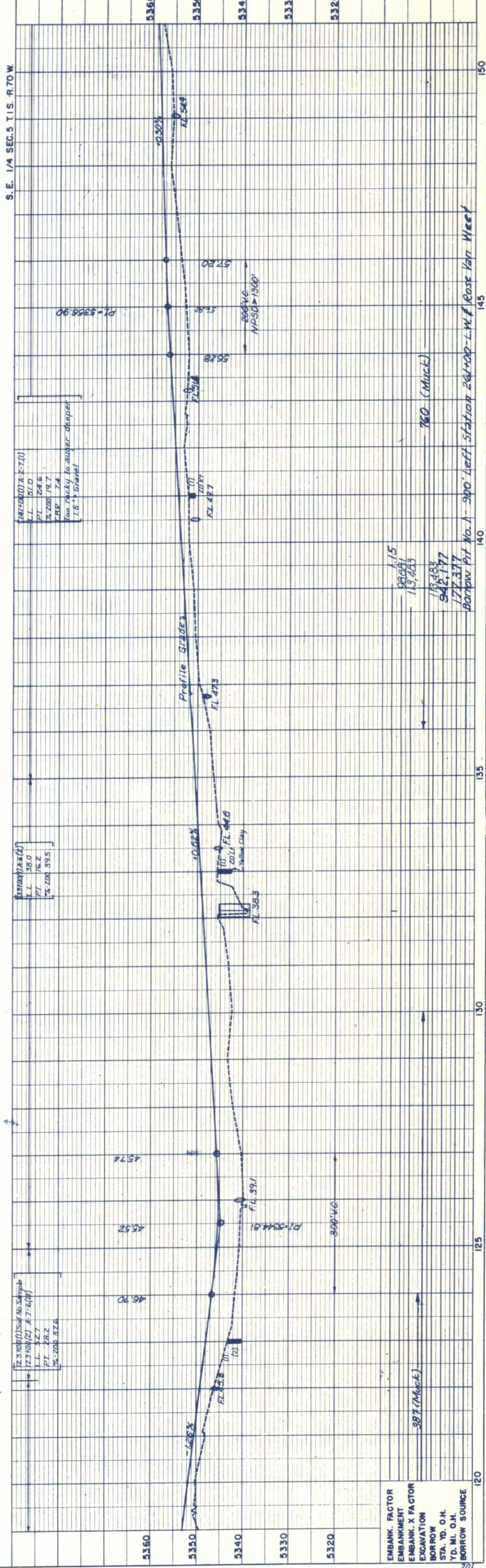
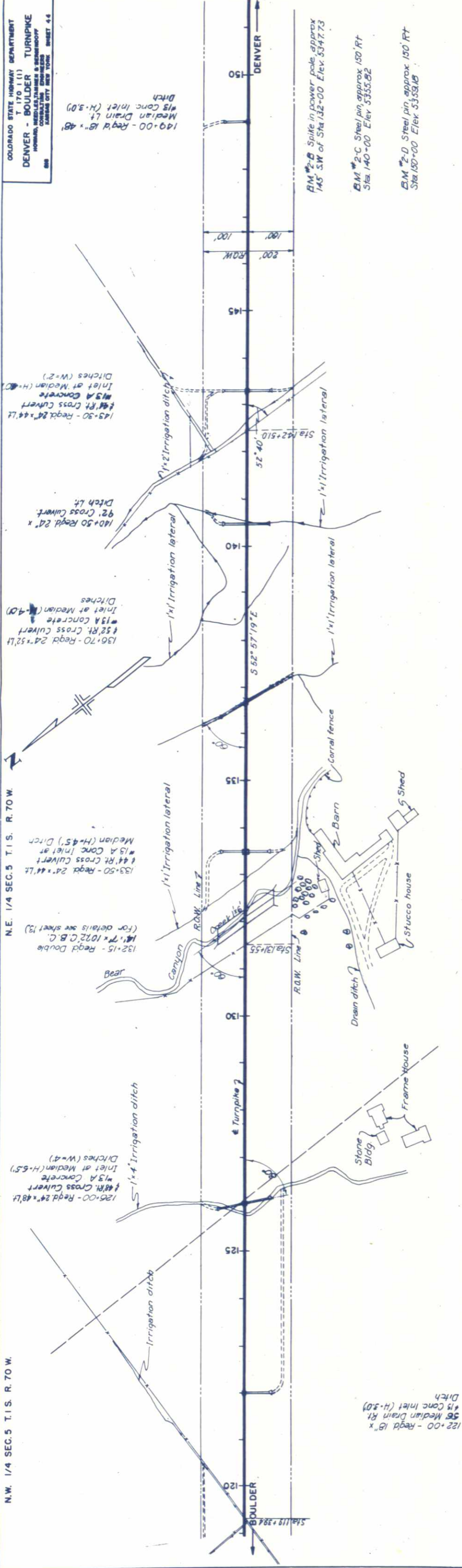
If upon excavation, the material labeled "Muck" proves suitable, in the opinion of the Engineer, for the intermediate course of embankments, the Engineer may, at his discretion, direct its use either in the Turnpike embankments or in embankments for underpass approaches or access roads.

If for any reason, the foundation material in roadway cuts should prove unsatisfactory, the Engineer may require the Contractor to excavate additional material and backfill with a suitable base material to provide a stable base course for the roadway pavement.

EMBANK. FACTOR
 EMBANKMENT
 EXCAVATION
 BORROW
 STA. YD. Q.H.
 YD. MI. O.H.
 BORROW SOURCE

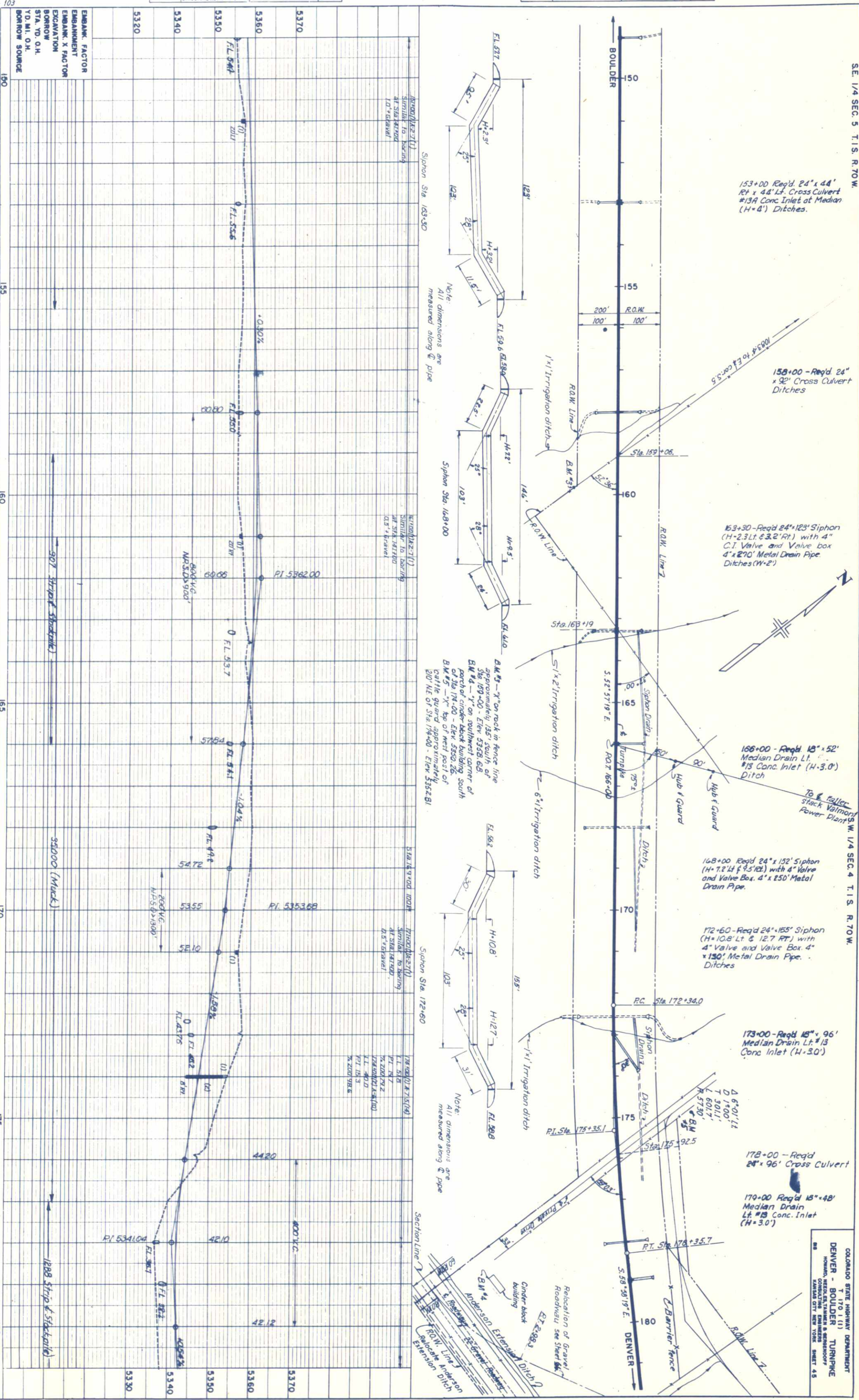
TURNPIKE
 BOULDER
 DENVER - BOULDER
 HOWARD, NEEDLES TAMMEN & BERENSON
 CONSULTING ENGINEERS
 FARMING CITY NEW YORK SHEET 43

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 SURVEYED: 5-12-50
 PLOTTED: 5-12-50
 NOTE BOOK: 5-12-50
 NO. 1: 5-12-50
 NO. 2: 5-12-50
 NO. 3: 5-12-50
 NO. 4: 5-12-50
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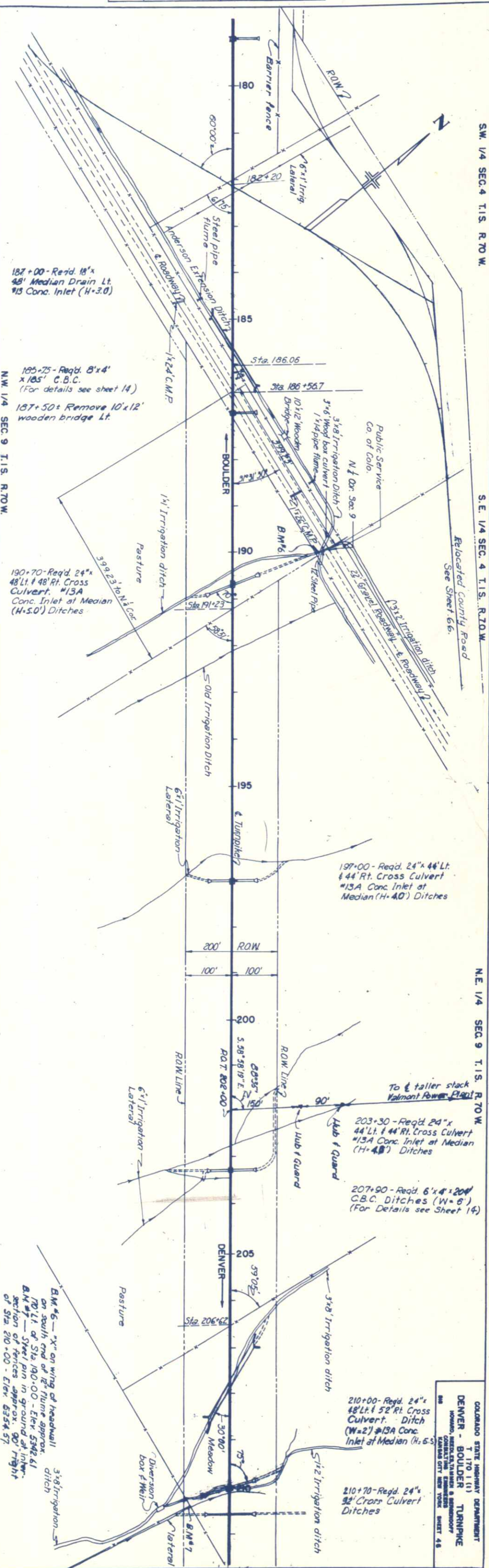
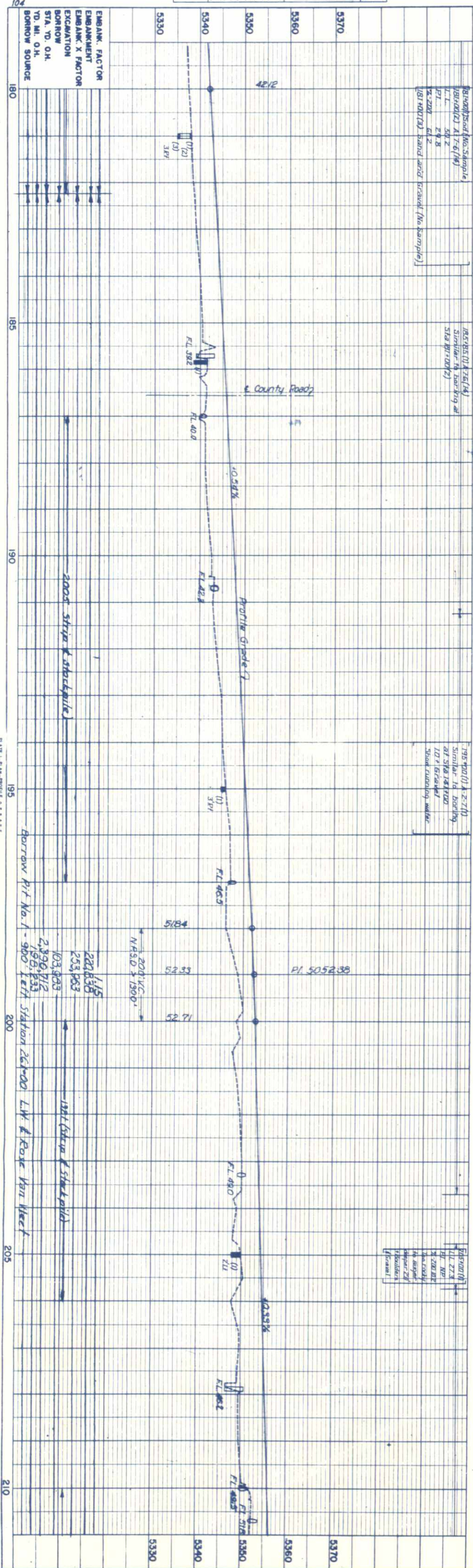
DATE	BY	DATE	BY
5-2-50	Connell, M. Inroy, & Hager	5-2-50	St. John, Bailey
5-17-50	D.W.K.	5-17-50	D.W.K.
5-18-50	J.C.F.	5-18-50	J.C.F.

DATE	BY	DATE	BY
5-2-50	Connell, M. Inroy, & Hager	5-2-50	St. John, Bailey
5-17-50	D.W.K.	5-17-50	D.W.K.
5-18-50	J.C.F.	5-18-50	J.C.F.



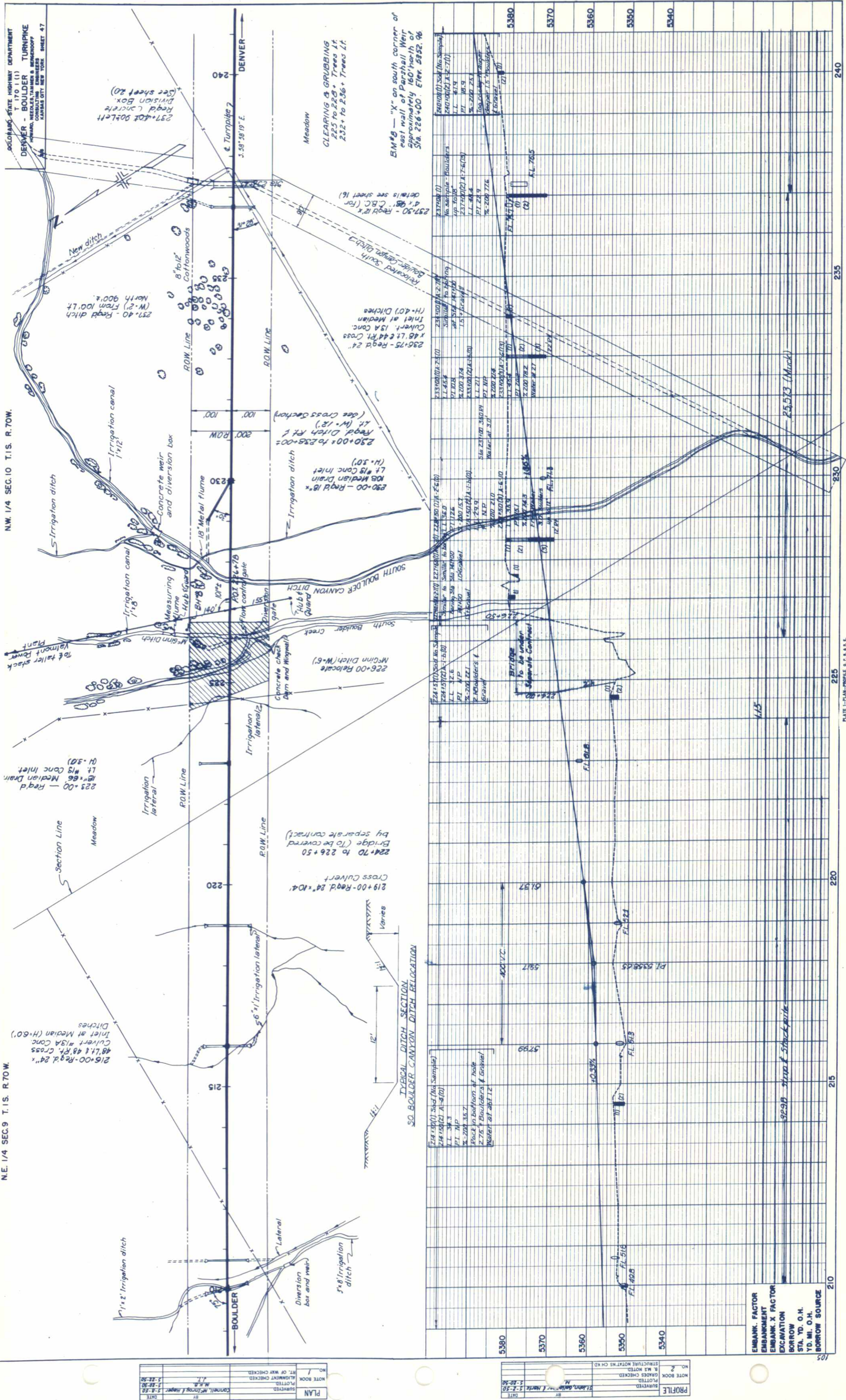
PROFILE	BY	DATE
SURVEYED	St. John, Bailey	5-2-50
NOTE BOOK	PLATT	5-16-50
NO. 2	C.H.	5-18-50
GRADES CHECKED		
B. & M. NOTED		
STRUCTURE NOTATIONS CH. NO.		

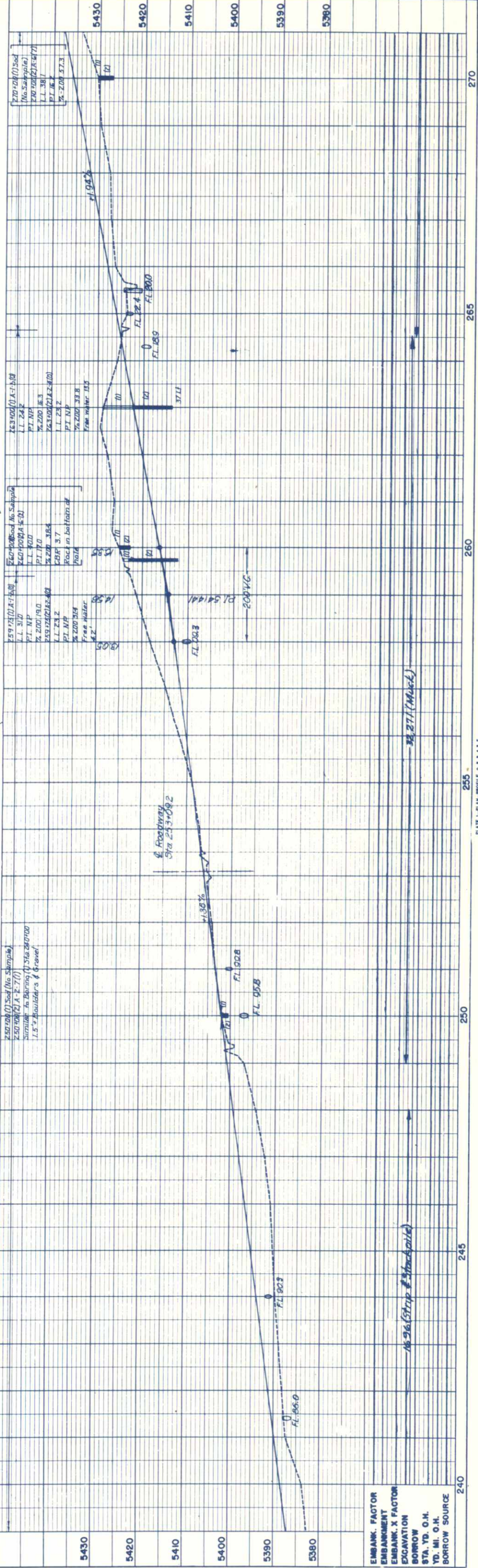
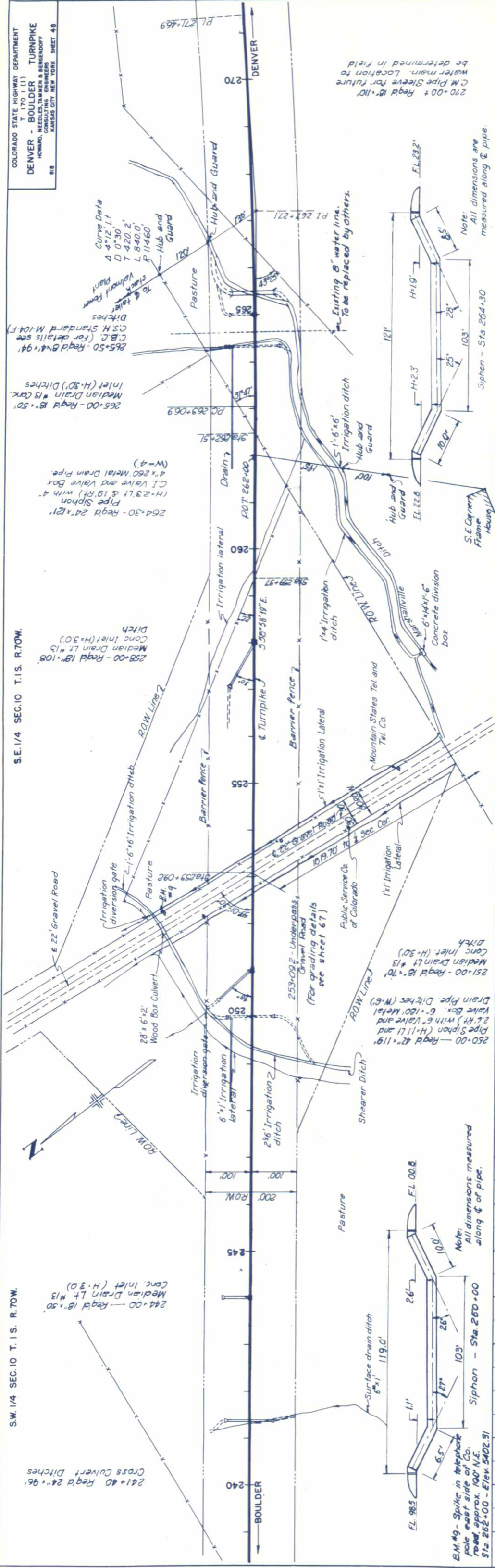
AN	BY	DATE
NOTE BOOK	Connell, McInroy & Heger	5-2-50
NO. 1	J.C.T.	5-16-50
RT. OF WAY CHECKED	C.H.	5-18-50



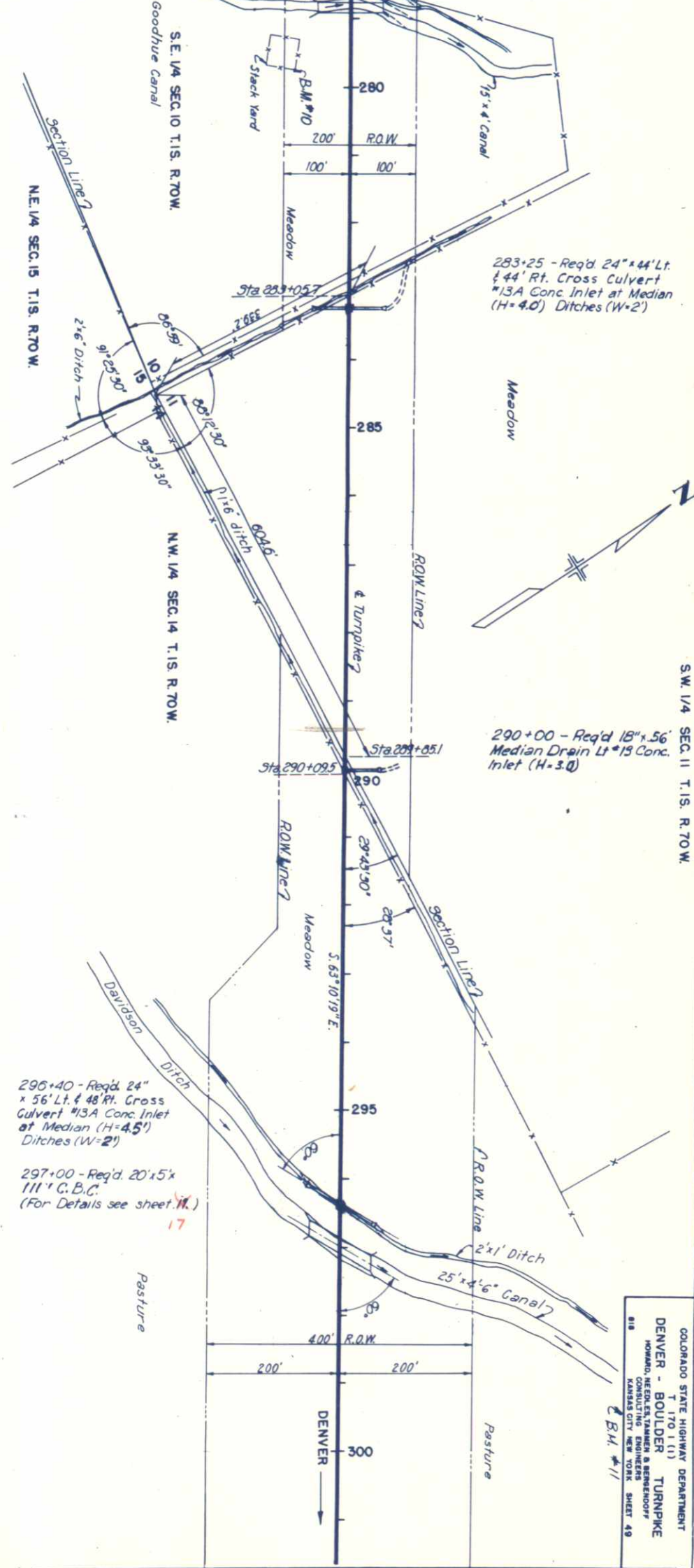
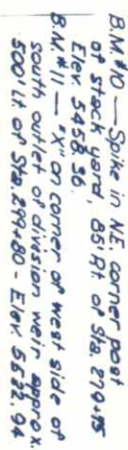
PLATT PLAN PROFILE & ELEVATION
CONSULTING ENGINEERS, INC.

COLORADO STATE HIGHWAY DEPARTMENT
DENVER - BOULDER TURNPIKE
T 170 1 (1)
NOVEMBER 1950
CONSULTING ENGINEERS
AND CITY ENGINEERS
SHEET 48





PLAN		BY	DATE
	SURVEYED	Gannell, M. J. / Heger	5-8-50
	PLOTTED	D. W. K.	5-18-50
OTE BOOK	ALIGNMENT CHECKED	J. G. T.	5-20-50
NO. 1	RT. OF WAY CHECKED		



S.W. 1/4 SEC. 11 T.1S. R.70W.

COLORADO STATE HIGHWAY DEPARTMENT
T 170 1 (1)
DENVER - BOULDER TURNPIKE
HOWARD, NEEDES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY NEW YORK SHEET 49
818

NE. 1/4 SEC. 14 T.1S. R.70W.

328+25 Reg'd 18" x 54"
Median Drain L.T. #13
Conc. Inlet (H=30")
Ditch
To & taller stack
Valmont Power Plant

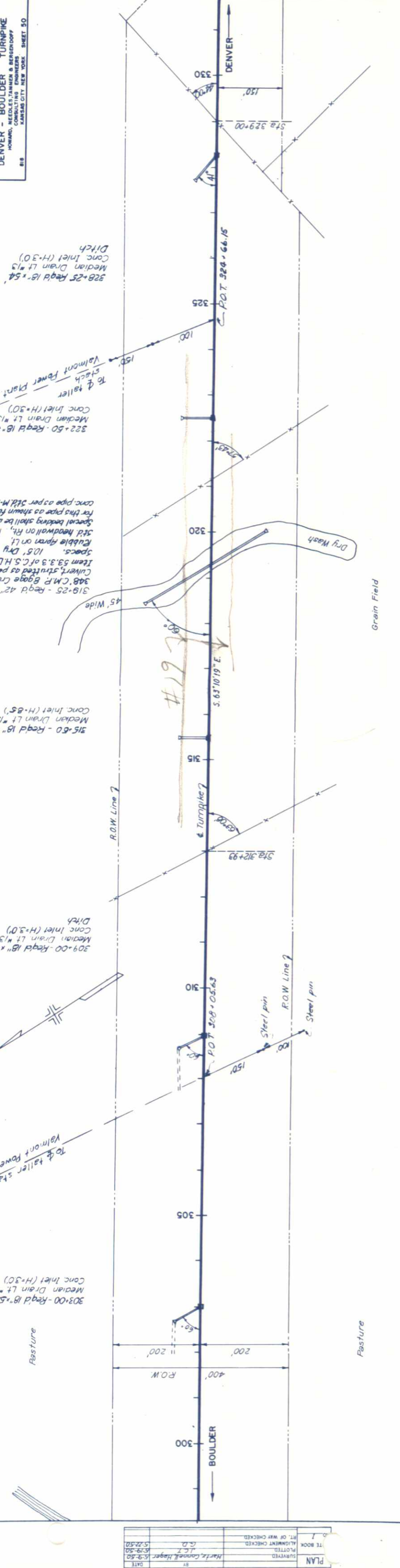
315+60 - Reg'd 18" x 54"
Median Drain L.T. #13
Conc. Inlet (H=30")
Ditch
To & taller stack
Valmont Power Plant

309+00 - Reg'd 18" x 54"
Median Drain L.T. #13
Conc. Inlet (H=30")
Ditch
To & taller stack
Valmont Power Plant

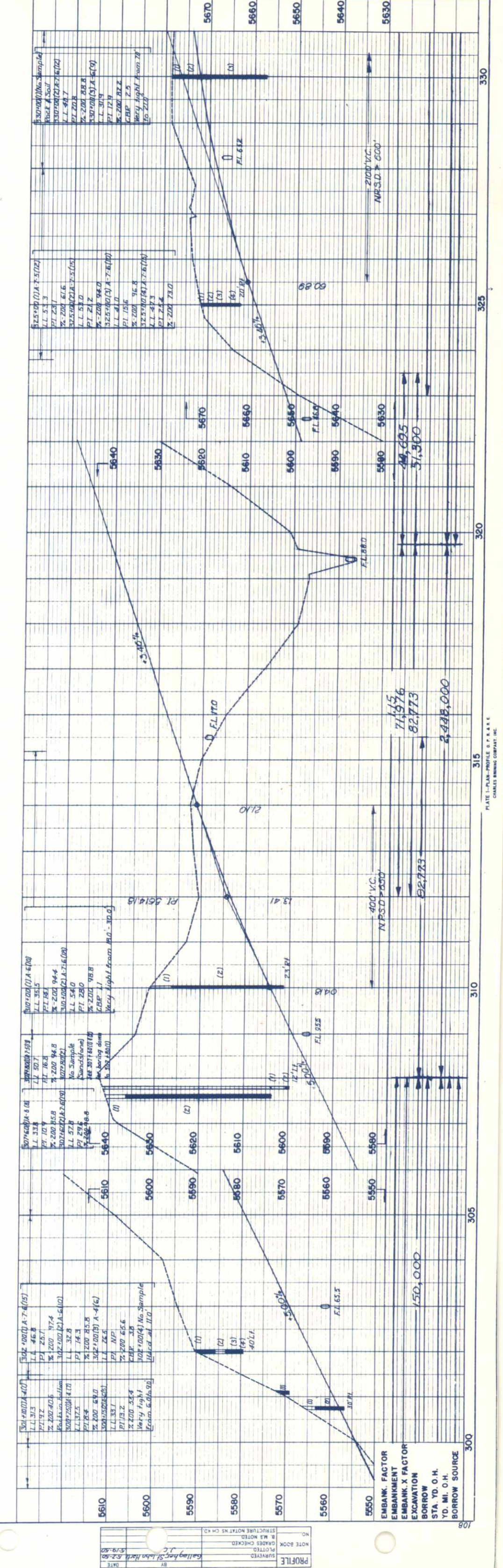
303+00 - Reg'd 18" x 54"
Median Drain L.T. #13
Conc. Inlet (H=30")
Ditch
To & taller stack
Valmont Power Plant

Pasture

BOULDER



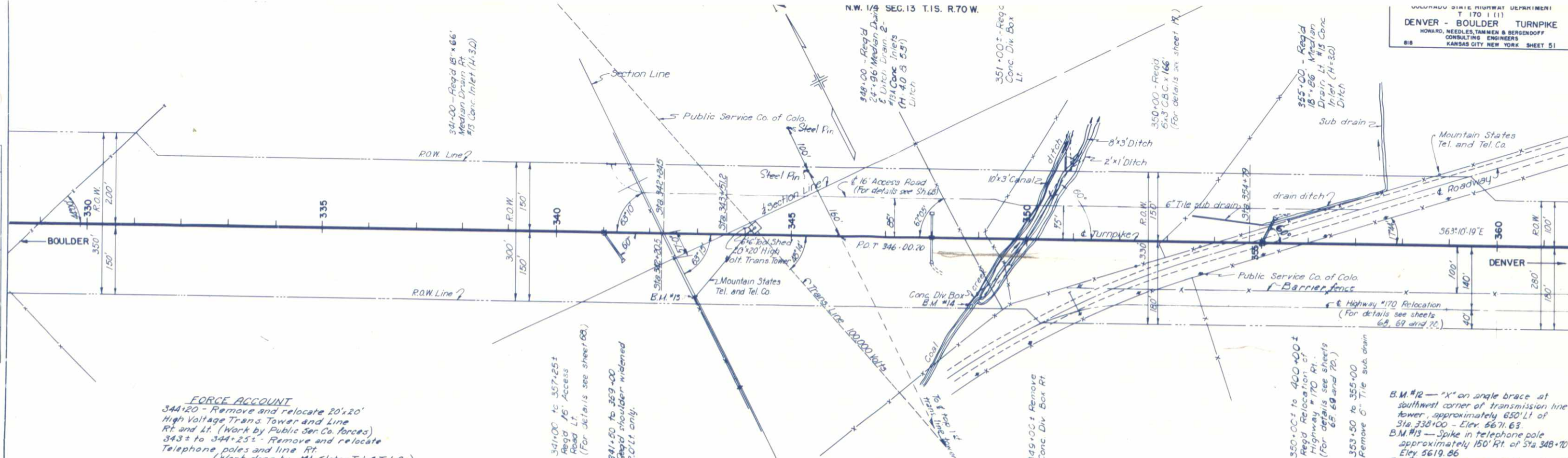
N.W. 1/4 SEC. 14 T.1S. R.70W.



EMBANK. FACTOR
EMBANKMENT
EXCAVATION
BORROW
STA. YD. O.H.
YD. MI. O.H.
BORROW SOURCE

PLAN	DATE
SURVEYED	15-10-50
NOTED	15-10-50
BY	J.C.T.
NO.	7

PROFILE	DATE
SURVEYED	15-10-50
NOTED	15-10-50
BY	J.C.T.
NO.	2



FORCE ACCOUNT

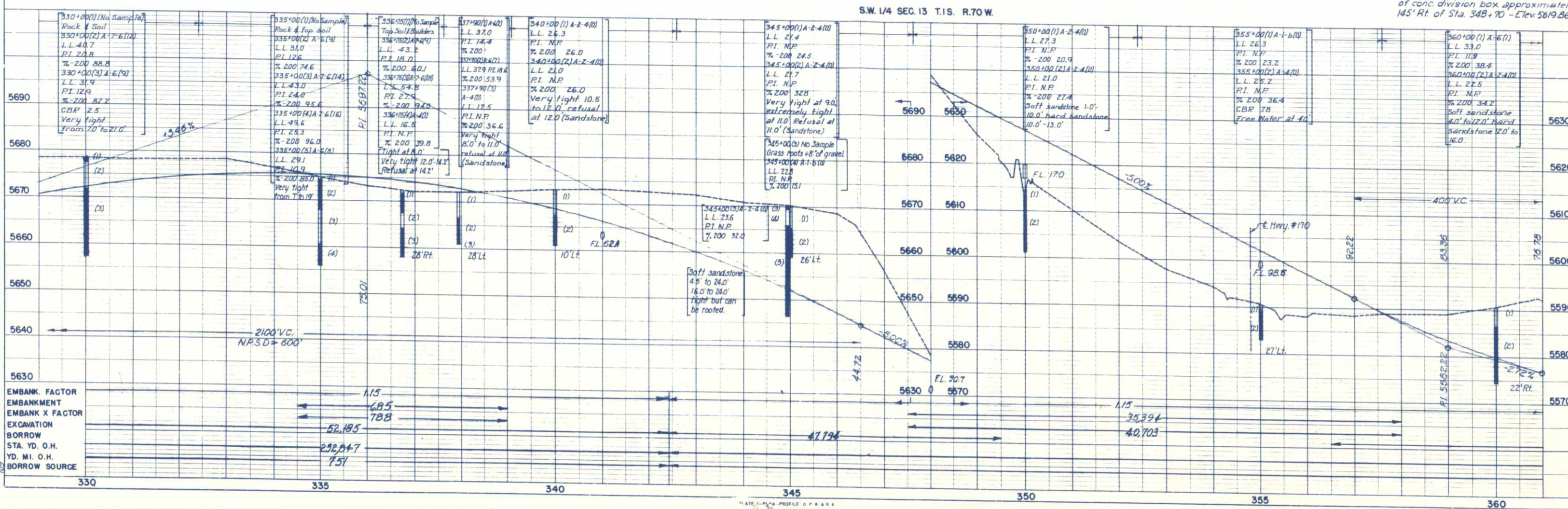
344+20 - Remove and relocate 20'x20' High Voltage Trans. Tower and Line Rt. and Lt. (Work by Public Ser. Co. forces)

343+ to 344+25' - Remove and relocate Telephone poles and line Rt. (Work done by Mt. States Tel. & Tel. Co.)

B.M. #12 - "X" on angle brace at southwest corner of transmission line tower, approximately 650' Lt. of Sta. 338+00 - Elev. 5671.63

B.M. #13 - Spike in telephone pole approximately 150' Rt. of Sta. 348+70 Elev. 5619.86

B.M. #14 - "X" on west end of south wall of conc. division box approximately 145' Rt. of Sta. 348+70 - Elev. 5619.86



S.E. 1/4 SEC. 13 T.1S. R.70W.

389+50 — Req'd 18" x 66"
Median Drain Lt.
#13 Conc. Inlet (H=30')

382+00-Req'd. 24" x 44' Lt.
44' Rt. Cross Culvert
#13 A Concrete
Inlet at Median (H=4')

377+25-Reqd. 24"x 48" Lt.
46' Rt. Cross Culvert
#13A Concrete
Inlet at Median (H-5.5)
Ditches

369+50 - Req'd
10" x 48" Median Drain

352+00 - Reqd. 18" x 70"
Median Drain Lt. #13
Conc. Inlet (H=3.0')
Ditch

PLAN	BY	DATE
SURVISED	<i>W. Torrey, Evening Block</i>	<i>5-2-52</i>
TE BOOK	<i>G.D.</i>	
7	ALIGNED CHECKED	
	RT. OF WAY CHECKED	

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	<i>St John Gallen, Leg. North</i>	<i>5-1-50</i>
NO <i>246</i>	GRADES CHECKED	<i>G.D.</i>	<i>5-24-50</i>
	B. M.'S NOTED		
	STRUCTURE NOTATIONS CH K.D.		

FORCE ACCOUNT

357+40 - Remove and relocate power poles and line. (Work done by Public Service Co. forces)

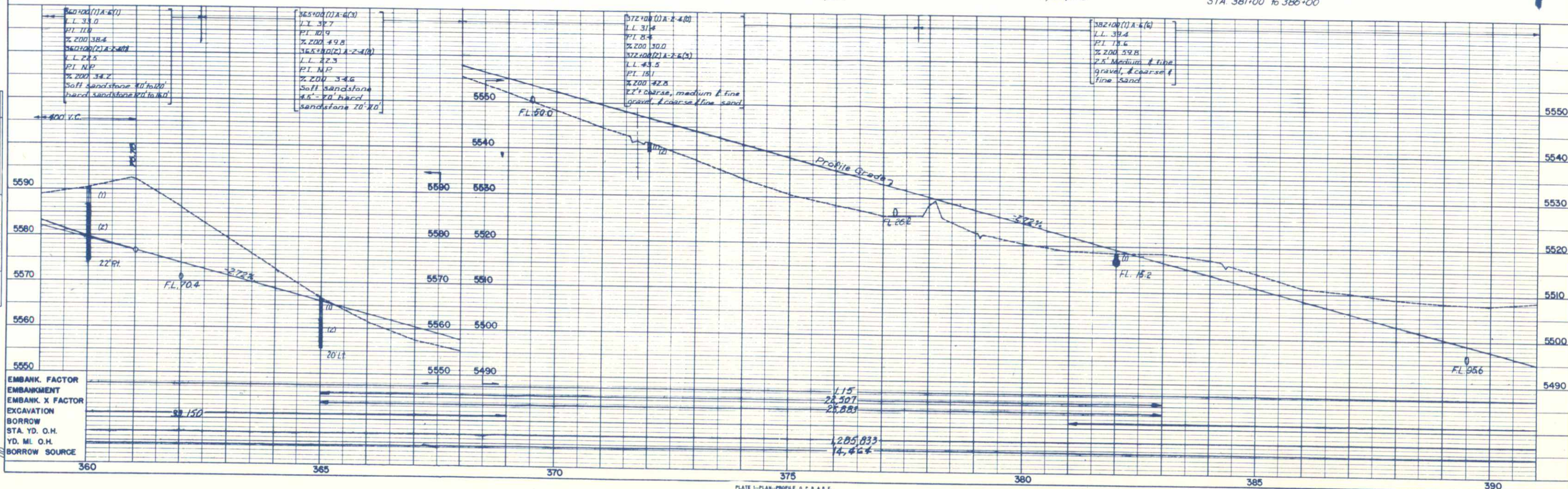
B.M. #15 — Spike in power pole
approximately 200' Lt. of
Sta. 371.00 - Elev. 5546.01

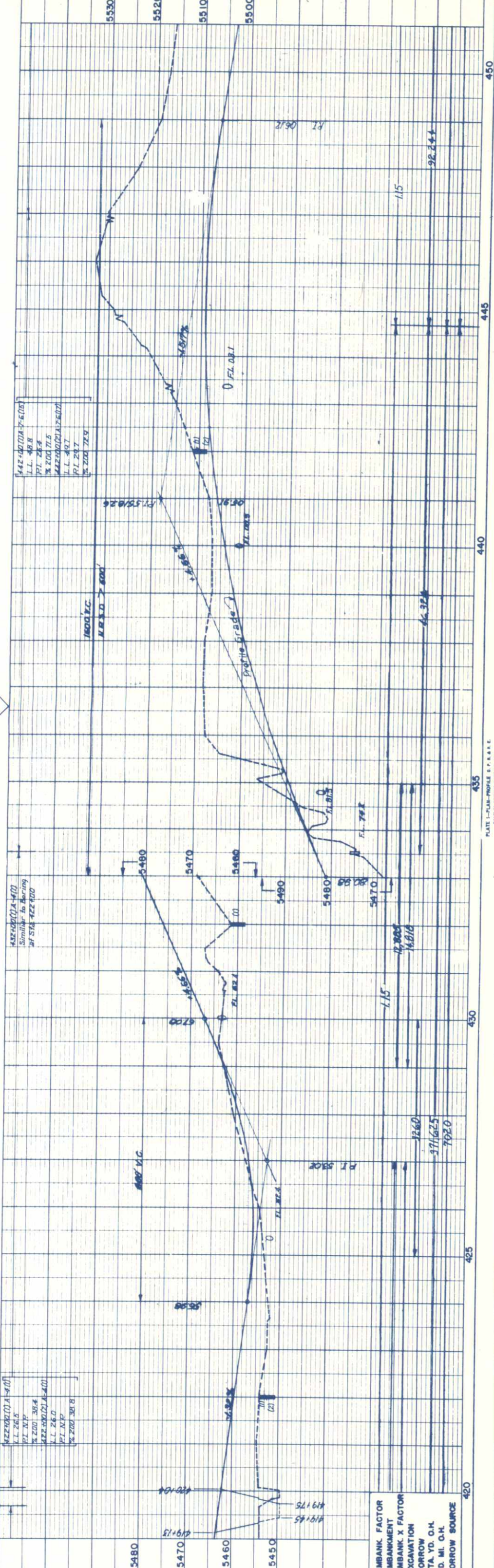
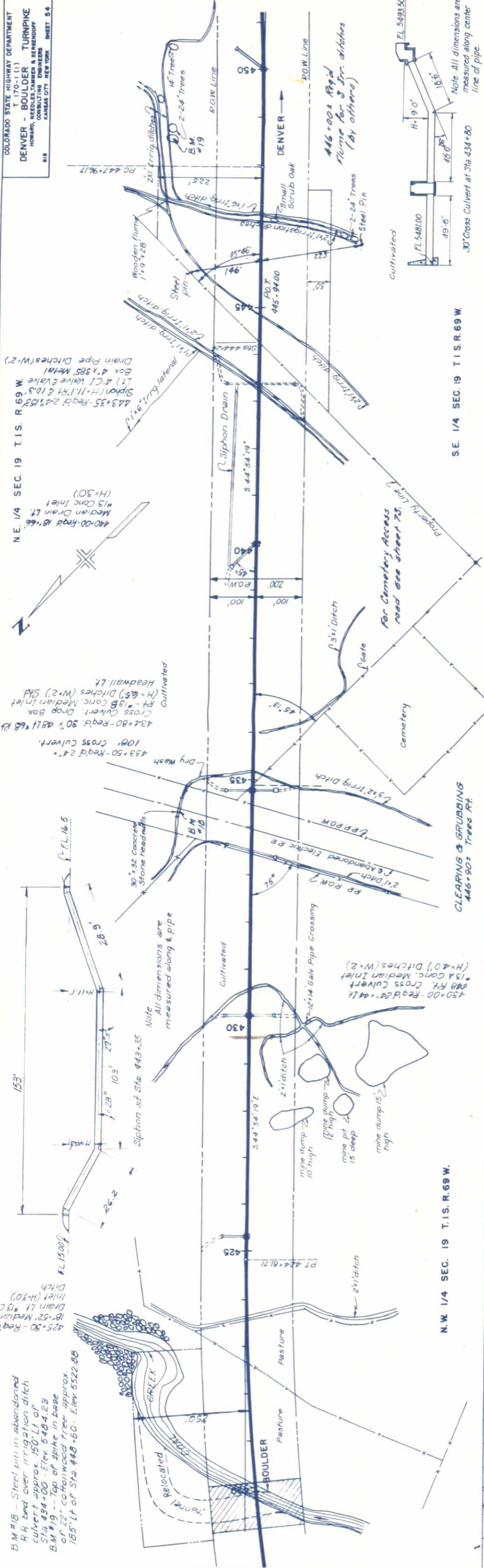
350+00 ± to 410+00 ±
Reg'd. Relocation of
Highway #170 Rt.
(For details see
sheets 68, 69 & 70.)

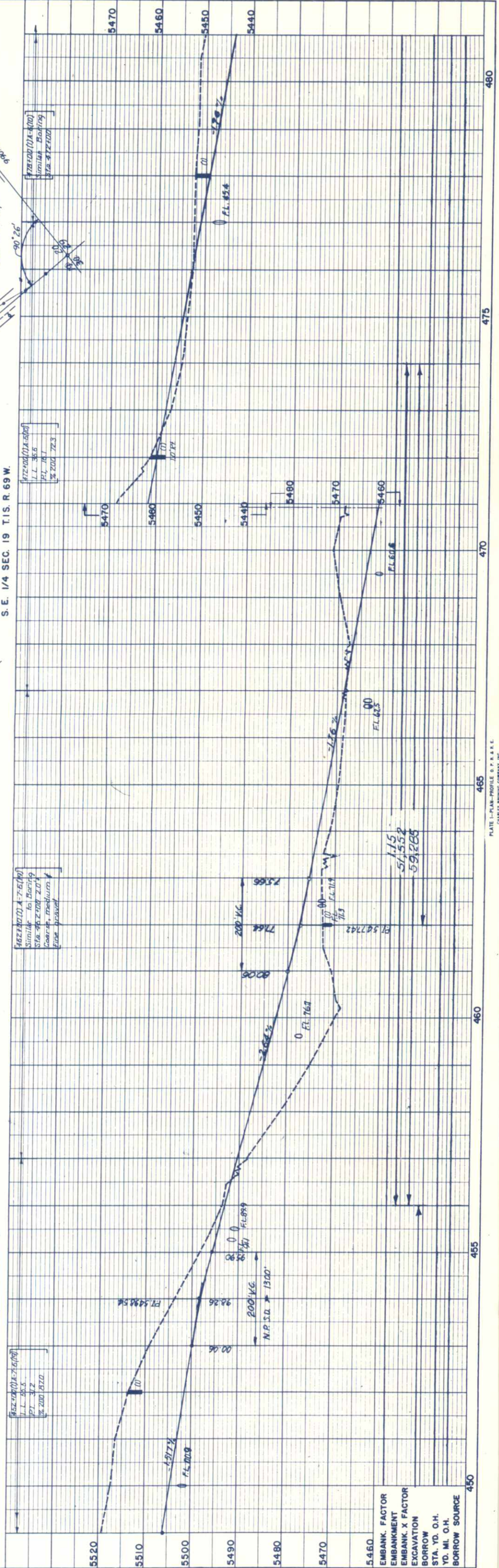
375+50 to 377+25 - Reg'd.
Ditch Rt. (W=1)
377+25 to 380+50 - Reg'd.
Ditch Lt. (W=1)

382+50 to 382+50 - Reg'd
Ditch Rt. (W=3')
382+50 to 386+00 - Reg'd.
Ditch Lt. (W=3')
(For Typical Cross Section
see Detail)

TYPICAL DITCH SECTION
STA. 381+00 to 386+00



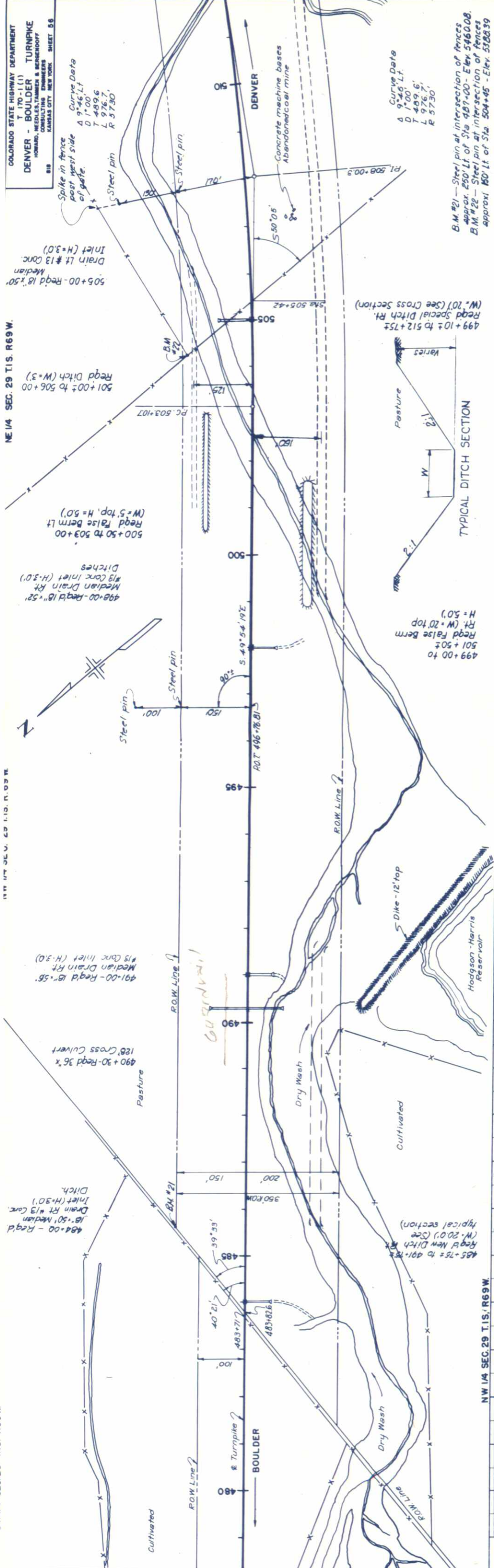




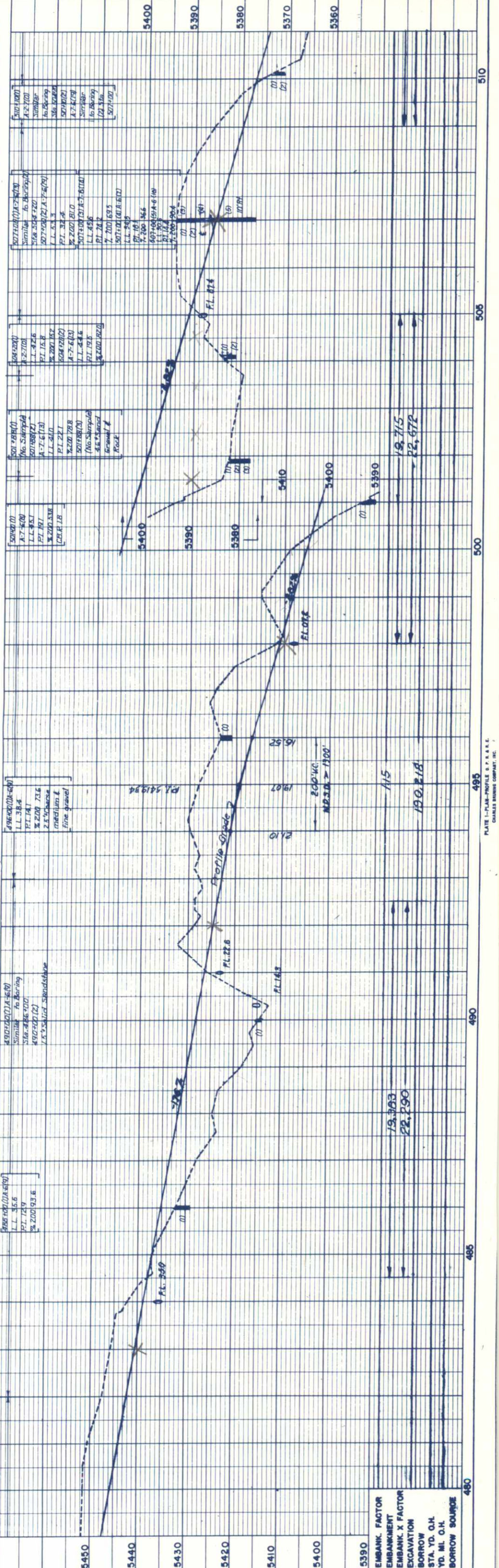
13 W 1/4 SEC. 29 T.1S. R.69W.

NE 1/4 SEC. 29 T.1S. R.69W.

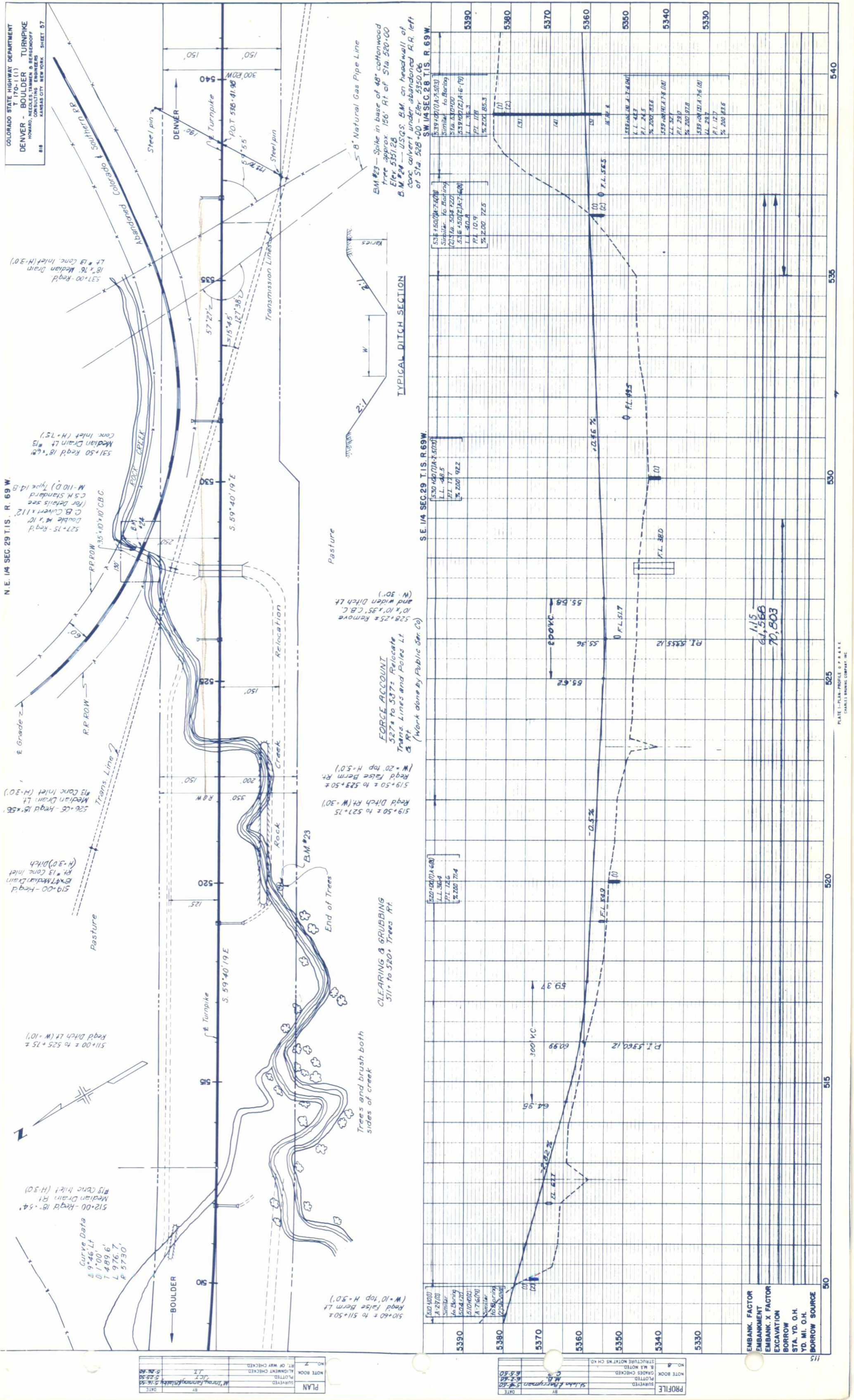
COLORADO STATE HIGHWAY DEPARTMENT
DENVER - BOULDER TURNPIKE
HOWARD, NEEDLES, TAMMEN & BERENSON
CONSULTING ENGINEERS
KANSAS CITY, MISSOURI
SHEET 56



PLAN	NO. 2	NOTE BOOK	DATE
BY	DATE	DATE	DATE
BY	DATE	DATE	DATE
BY	DATE	DATE	DATE



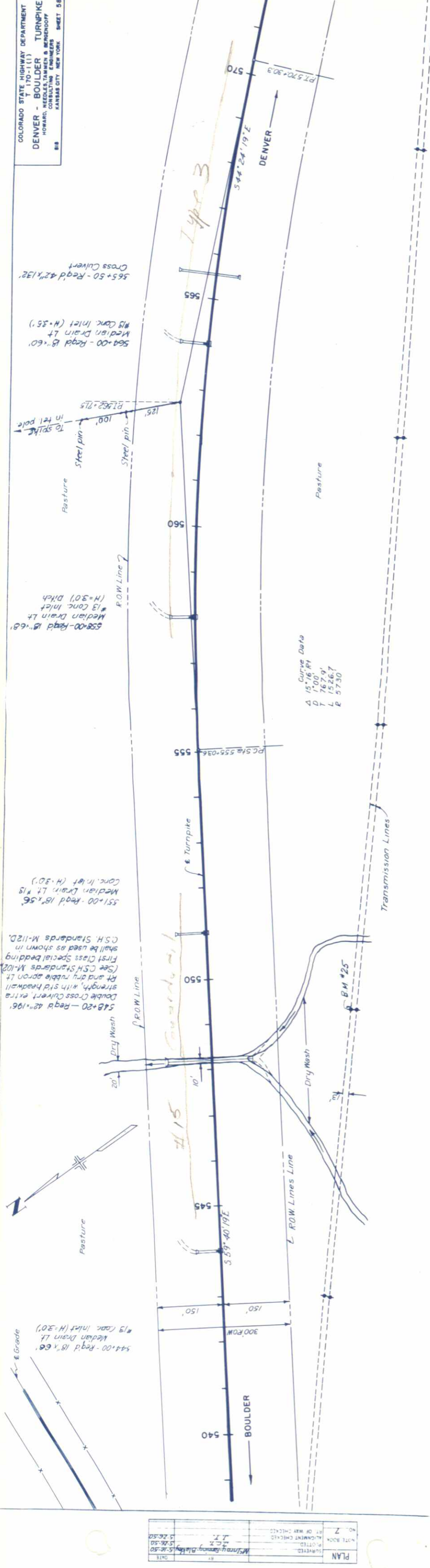
PROFILE	NO. 2	NOTE BOOK	DATE
BY	DATE	DATE	DATE
BY	DATE	DATE	DATE
BY	DATE	DATE	DATE



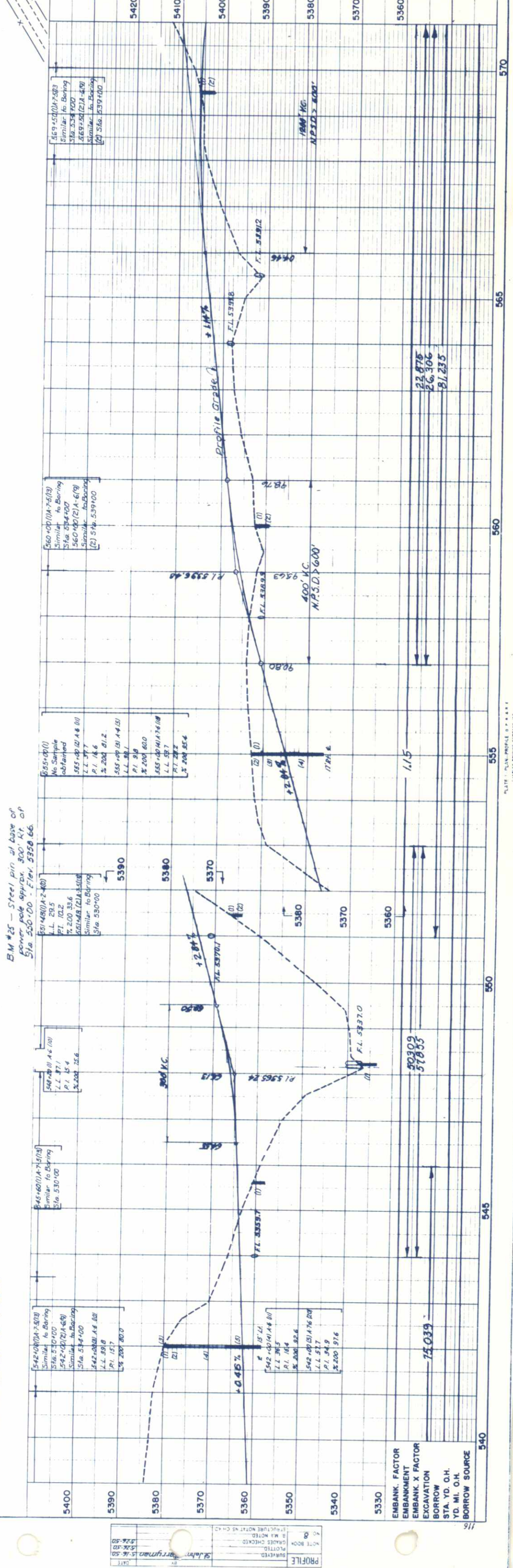
COLORADO STATE HIGHWAY DEPARTMENT
T 170-1 (1)
DENVER - BOULDER TURNPIKE
HOWARD, NEEDLES TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY, NEW YORK SHEET 57

N.E. 1/4 SEC. 29 T.15. R. 69 W.
S.E. 1/4 SEC. 29 T.15. R. 69 W.

PLAN	PROFILE
NO. 7 NOTE BOOK RT. OR WAY CHECKED ALOKMENT CHECKED DATE	NO. 8 STRUCTURE NOTATIONS CH KD B.M. NOTED GRADES CHECKED PLOTED DATE
SUBMITTED BY DATE	SUBMITTED BY DATE



SW 1/4 SEC. 28 T. 15. R. 69 W.

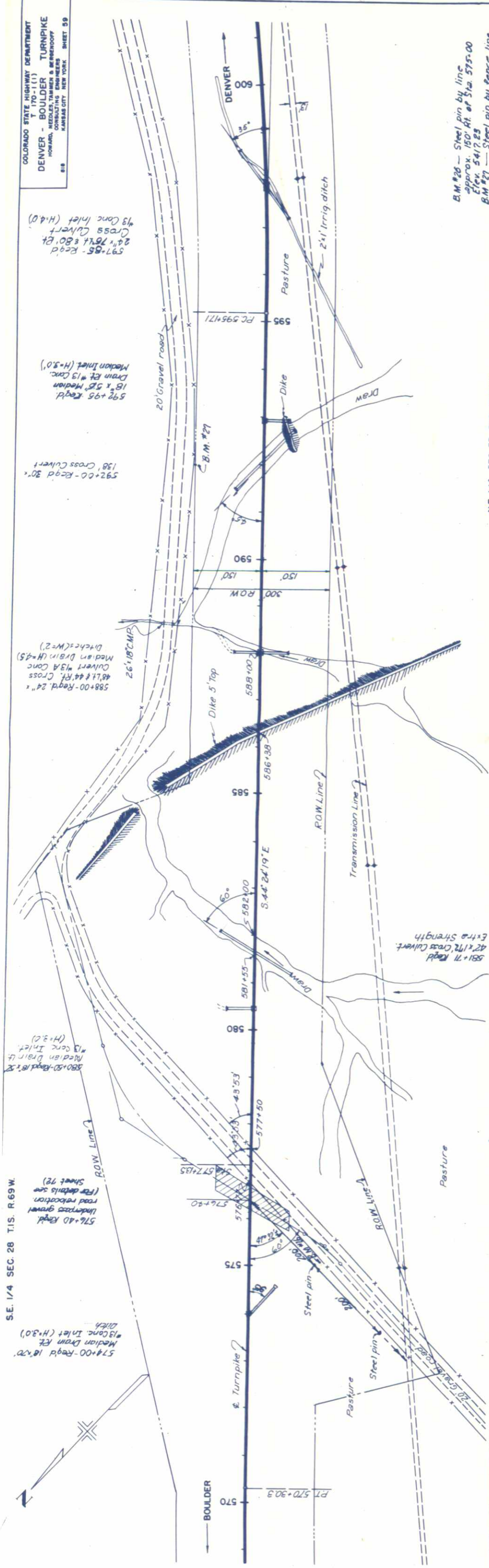


PLAN
NO. 170-1(11)
DATE 5-26-50
BY J. L. T.
CHECKED J. L. T.
APPROVED J. L. T.

PROFILE
NO. 170-1(11)
DATE 5-26-50
BY J. L. T.
CHECKED J. L. T.
APPROVED J. L. T.

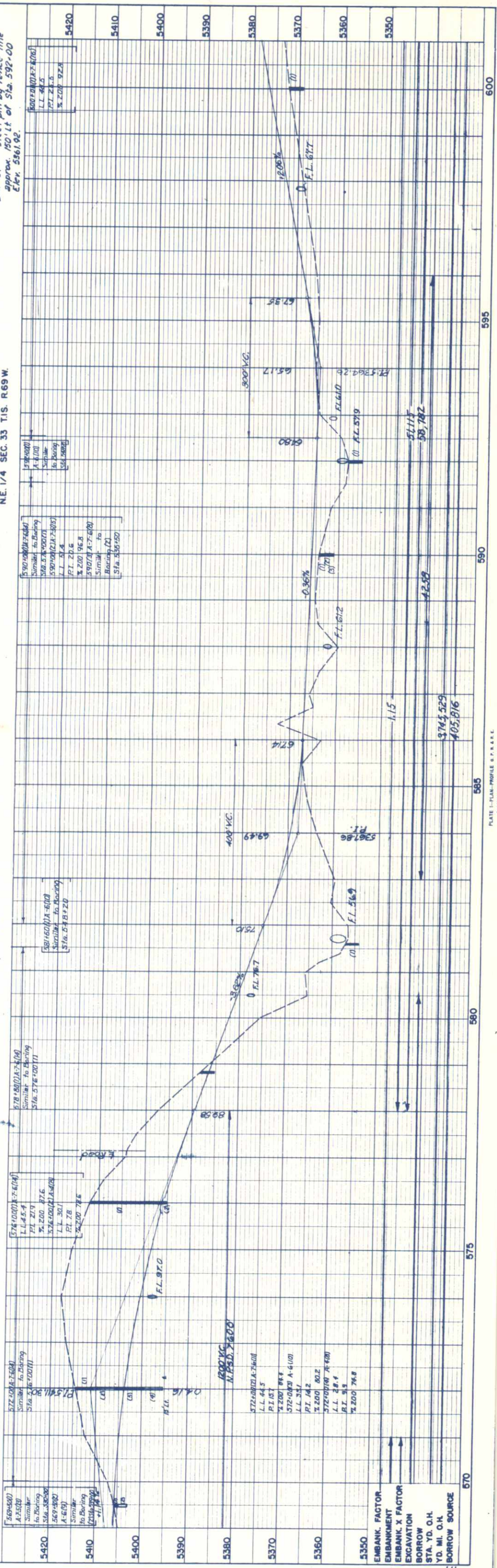
S.E. 1/4 SEC. 28 T.1S. R.69W.

COLORADO STATE HIGHWAY DEPARTMENT
T 170-1(11)
DENVER - BOULDER TURNPIKE
HOWARD, TAYLOR & BERENSON
ENGINEERS
KANSAS CITY, NEW YORK SHEET 59



B.M. #28 - Steel pin by line
approx. 150' Rt. of Sta. 575+00
Elev. 5417.25
B.M. #29 - Steel pin by fence line
approx. 150' Lt. of Sta. 592+00
Elev. 5361.92

NE. 1/4 SEC. 33 T.1S. R.69W.

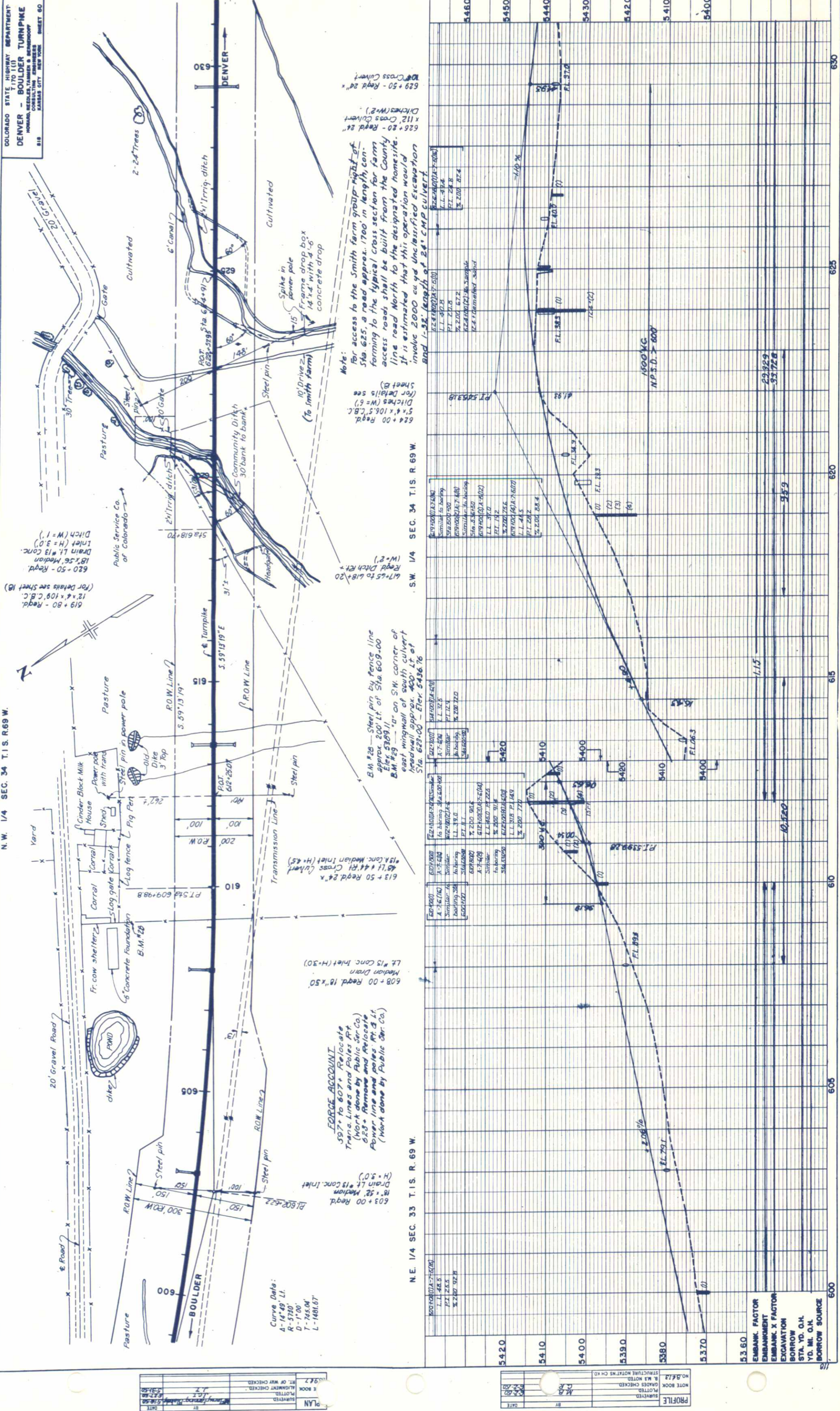


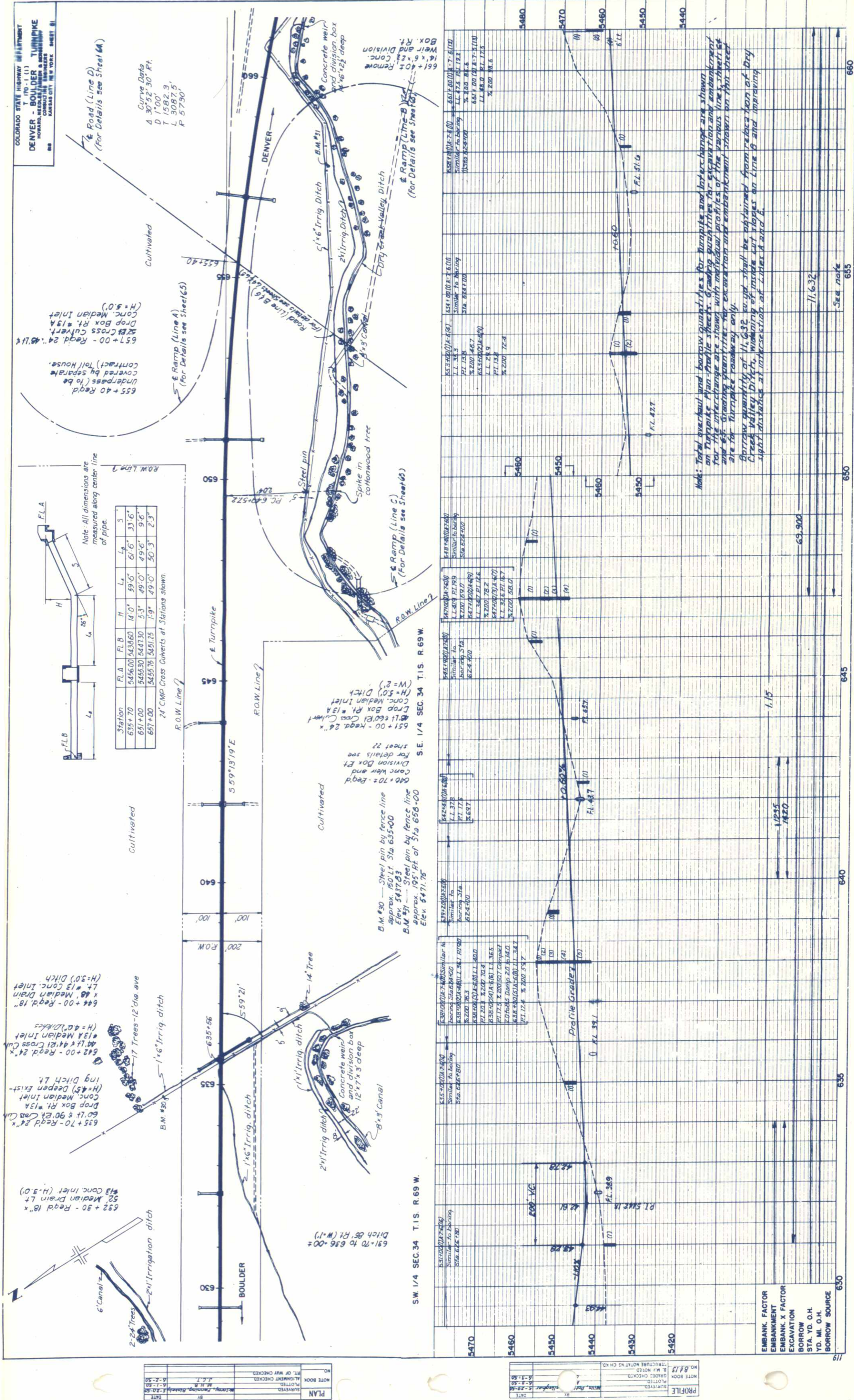
PLAN

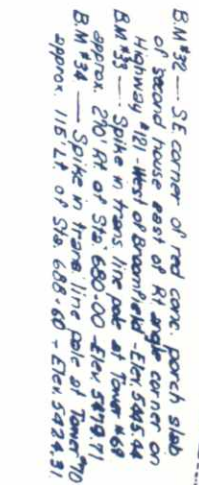
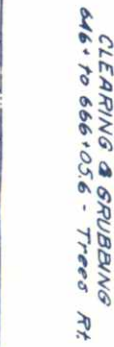
NO. 7	MT. OF WAY CHECKED
NOTE BOOK	ALIGNED CHECKER
PLOTTED	
DATE	

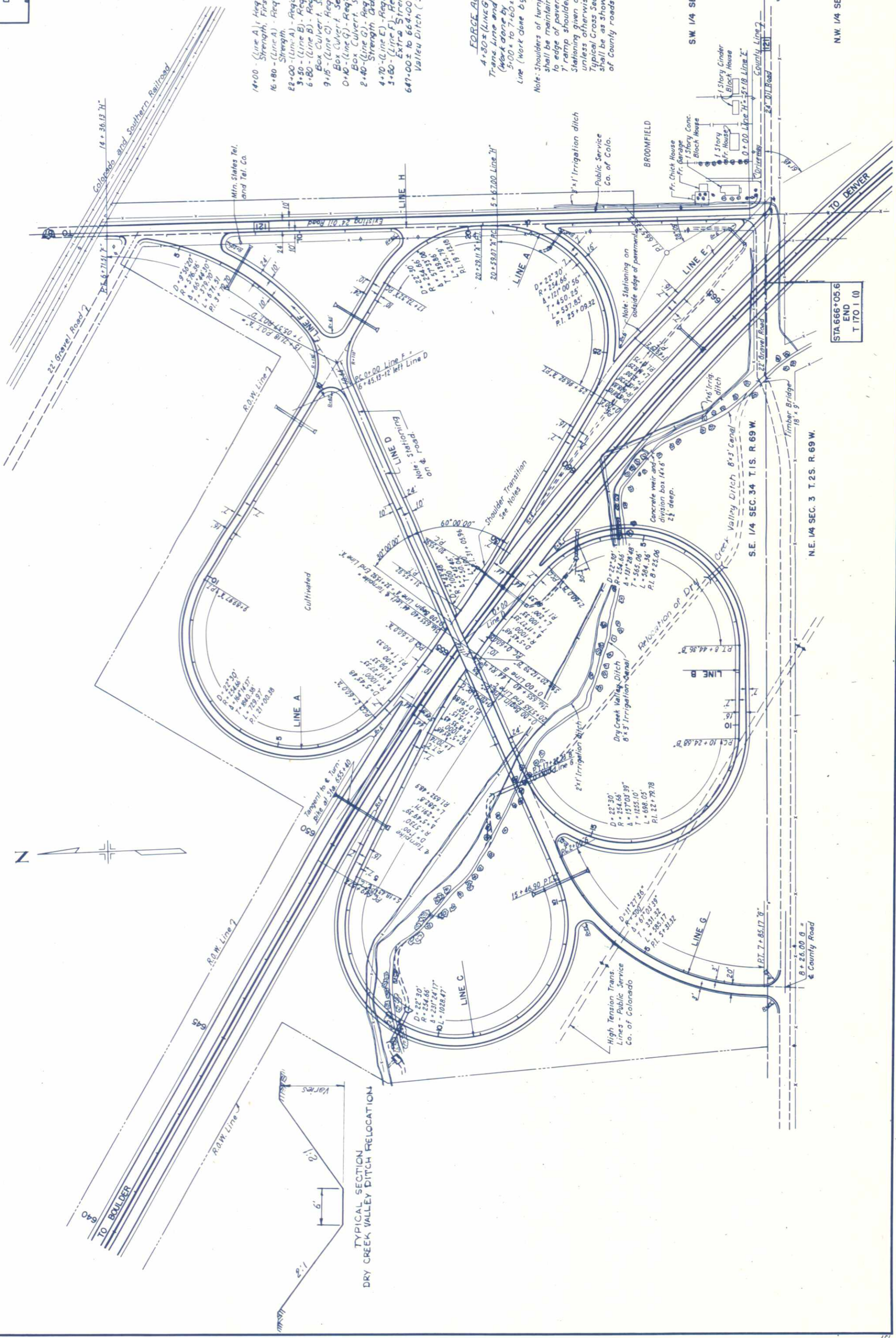
PROFILE

NO. 8	STRUCTURE NOTATION CH. 40
NOTE BOOK	
PLOTTED	
DATE	









14+00 - (Line A) - Reg'd 24'-92' Cross Culvert, Extra Strength, First Class Bedding (CSH Std M-112-D)
16+80 - (Line A) - Reg'd 24'-100' Cross Culvert, Extra Strength
22+00 - (Line A) - Reg'd 24'-45' Cross Culvert, Ditch
3+30 - (Line B) - Reg'd 24'-64' Cross Culvert, Ditch
6+80 - (Line B) - Reg'd 6'-4'-59' Rein. Conc. Box Culvert, See Std. Sheet M-103-G
9+15 - (Line C) - Reg'd 6'-4'-83' Rein. Conc. Box Culvert, See Std. Sheet M-103-G
0+10 - (Line G) - Reg'd 6'-4'-112' Rein. Conc. Box Culvert, See Std. Sheet M-103-G
2+40 - (Line G) - Reg'd 18'-116' Cross Culvert, Extra Strength, Ordinary Special Bedding (CSH Std M-112-D)
4+70 - (Line E) - Reg'd 24'-32' Cross Culvert
3+80 - (Line F) - Reg'd 24'-96' Cross Culvert, Extra Strength
6+70-00 ± to 66+00 ± Relocate Dry Creek Valley Ditch (See Typical Section)

FORCE ACCOUNT

A+80 ± (LINE G) - Relocate
Trans. Line and Poles, P.H. & L.T.
(Work done by Public Service Co.)
5+00 ± to 7+60 ± (Line H) - Relocate Telephone Line (Work done by MST & T Co. Forces) L.T.
Note: Shoulders of turnpike from Sta. 654+00 to 656+80 shall be maintained at a width of 10' and parallel to edge of pavement with 50' transition to the 7' ramp shoulders.
Stationing given on inside edge of pavement unless otherwise noted.
Typical Cross Section for South Approach road shall be as shown on sheet 2 for Relocation of County roads.

S.W. 1/4 SEC. 35 T.1S. R.69W.

BOULDER COUNTY
JEFFERSON COUNTY

N.W. 1/4 SEC. 2 T.2S. R.69W.

STA 666+05.6
END
T 170 1 (10)

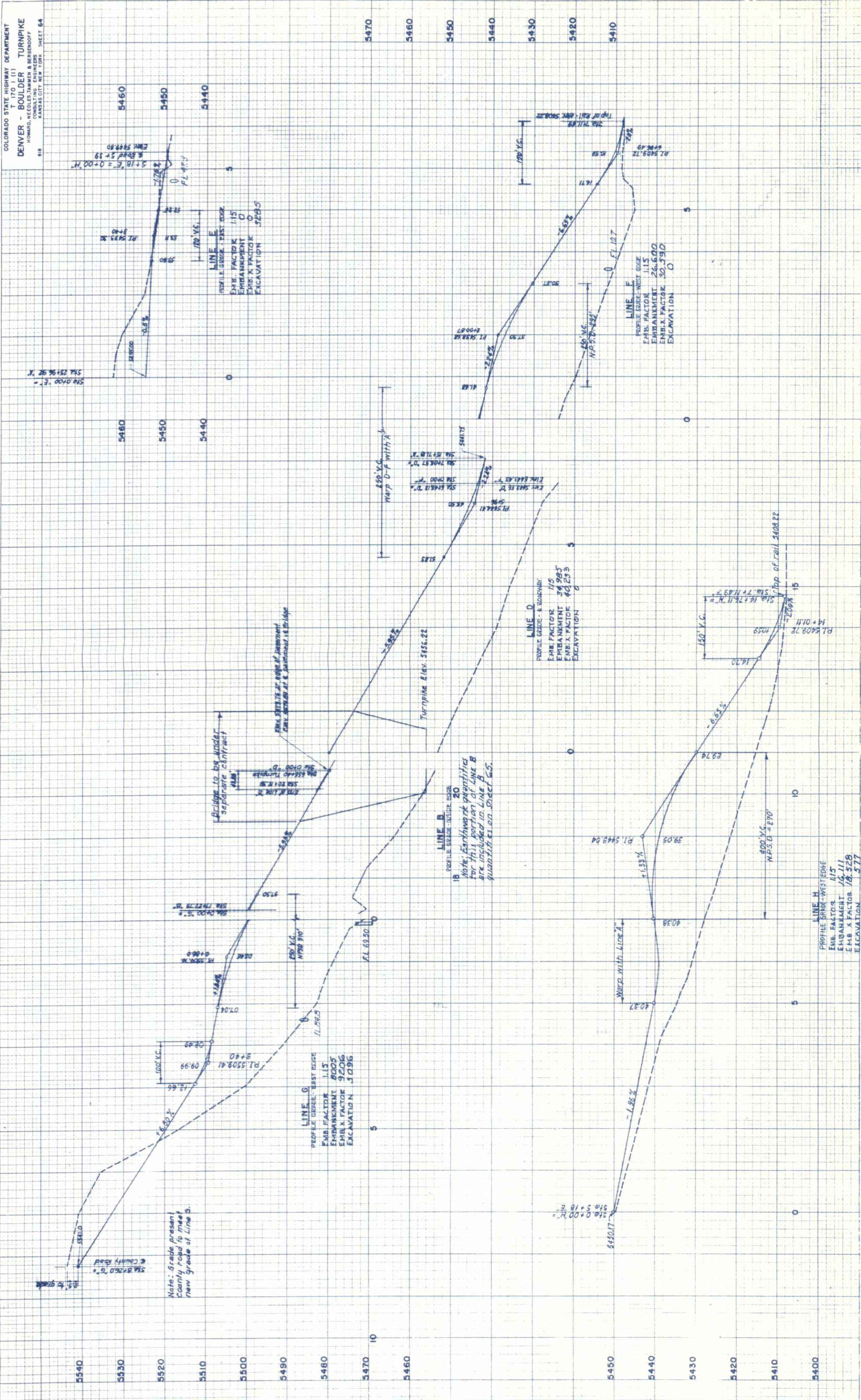
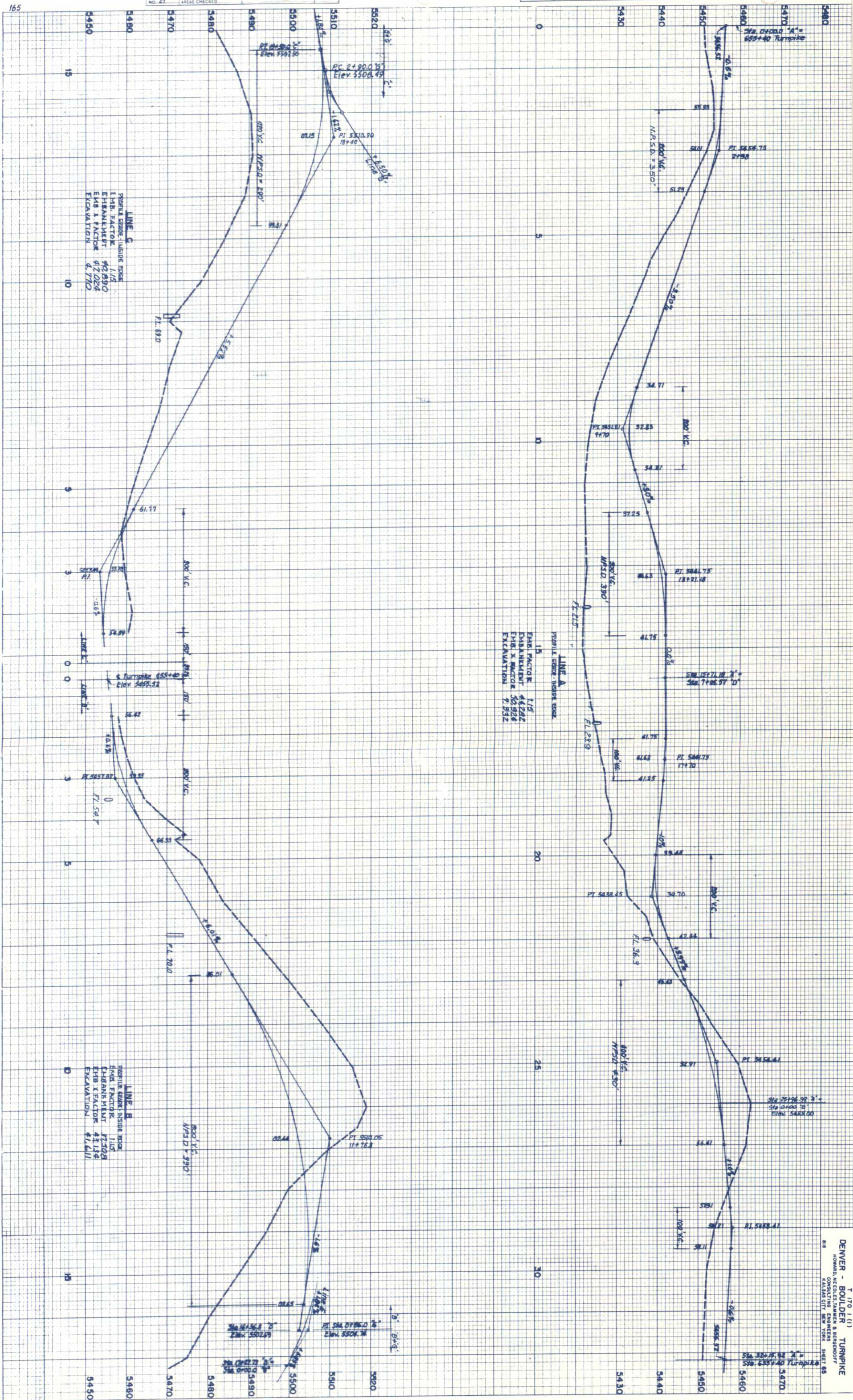


PLATE 3. CROSS SECTION OF DENVER - BOULDER TURNPIKE

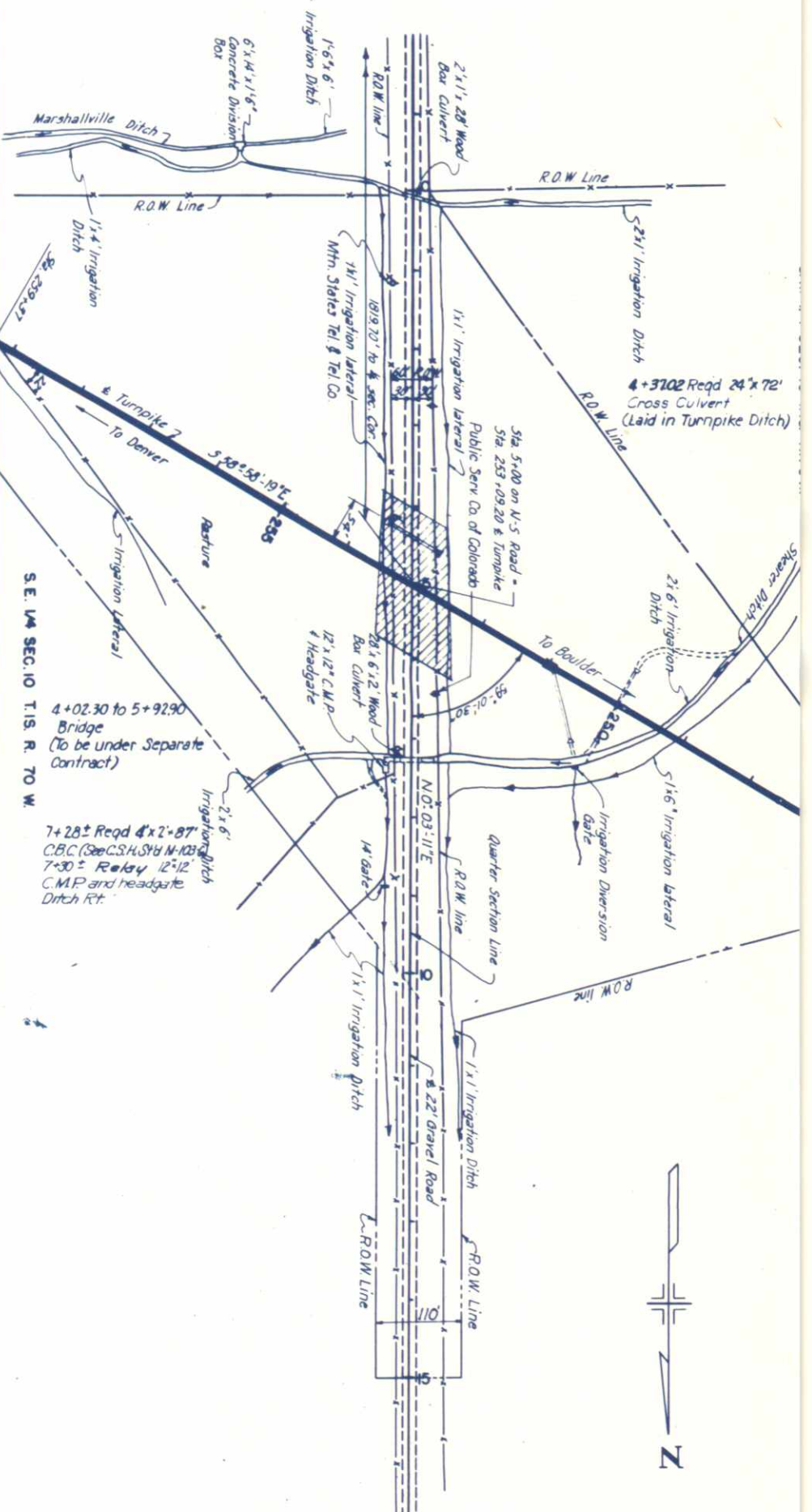
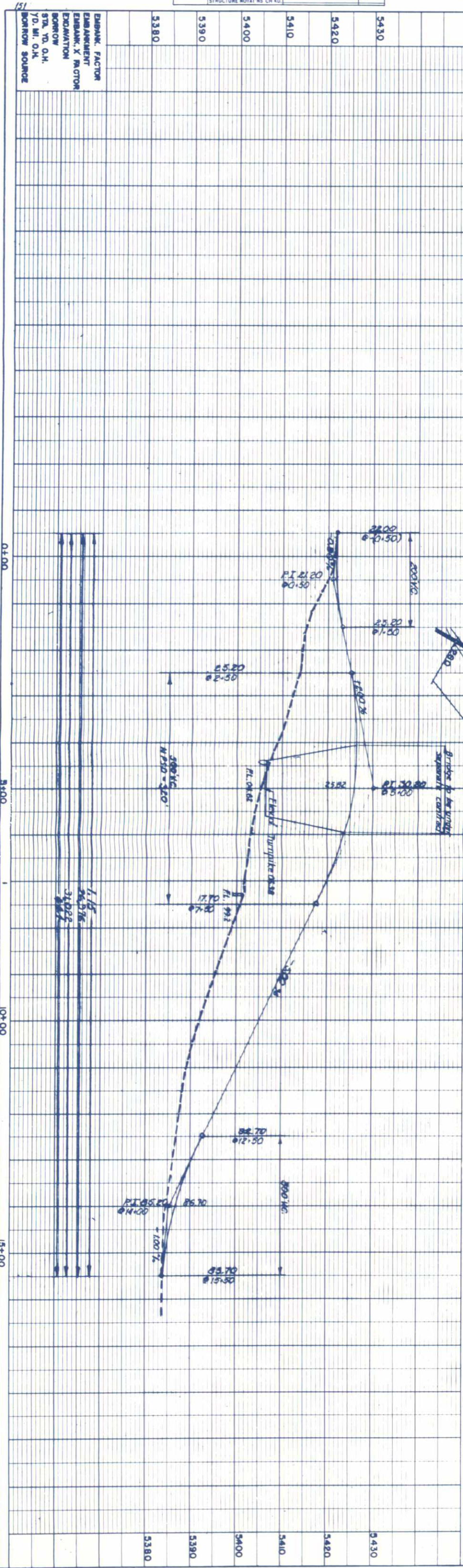
NO. 21
DATE 8-9-50
SURVEYED BY
NOTE BOOK
PLOTTED BY
CHECKED BY
McIntyre & P.

NO. 21
DATE 8-9-50
SURVEYED BY
NOTE BOOK
PLOTTED BY
CHECKED BY
McIntyre & P.



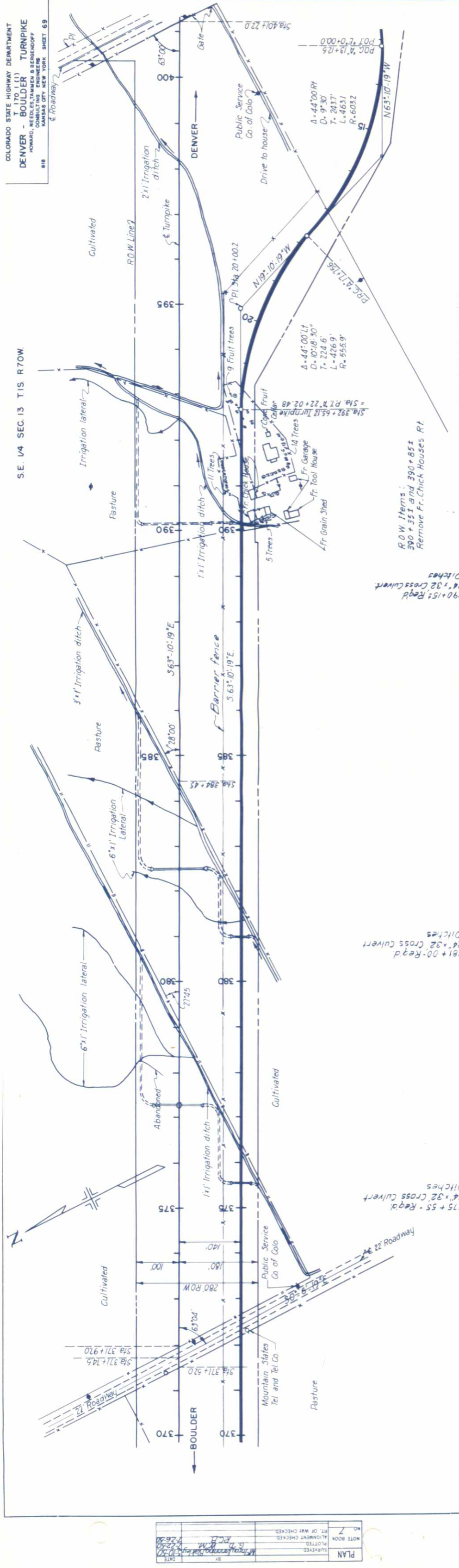
PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO. 15	6-15-50	T. Mason	6-26-50
	GRADES CHECKED		
	B. M. 3 NOTED		
	STRUCTURE NOTATIONS CH. NO.		

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO. 15	6-15-50	T. Mason	6-26-50
	ALIGNMENT CHECKED	Paul Michels	6-29-50
	RT. OF WAY CHECKED	G.D.	

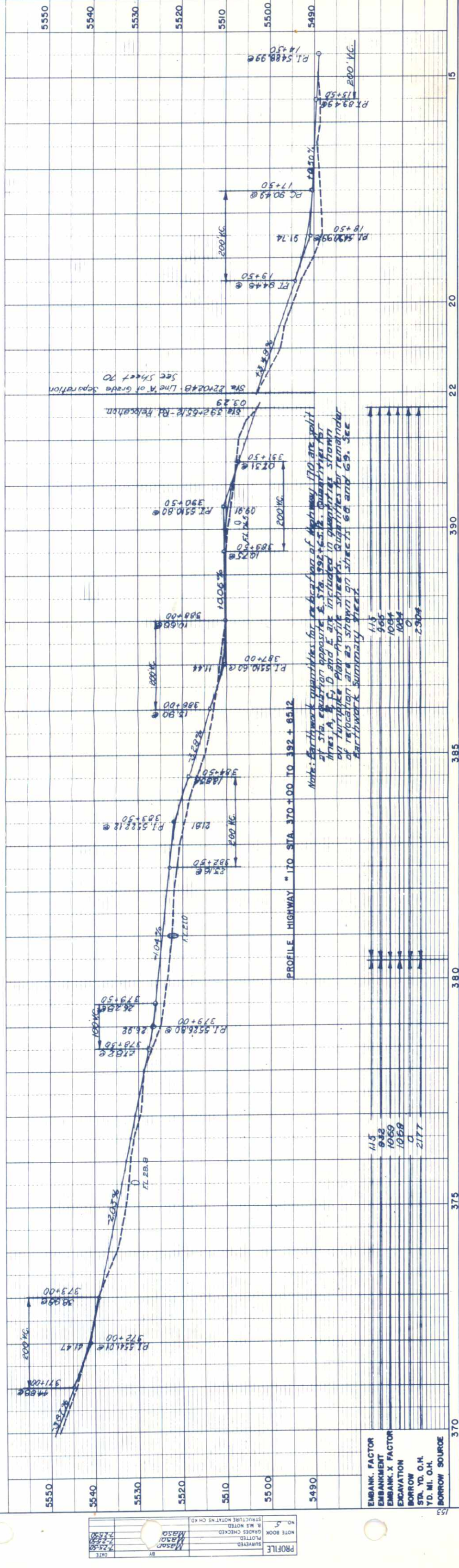




SE. 1/4 SEC. 13 T.1S. R.70W.



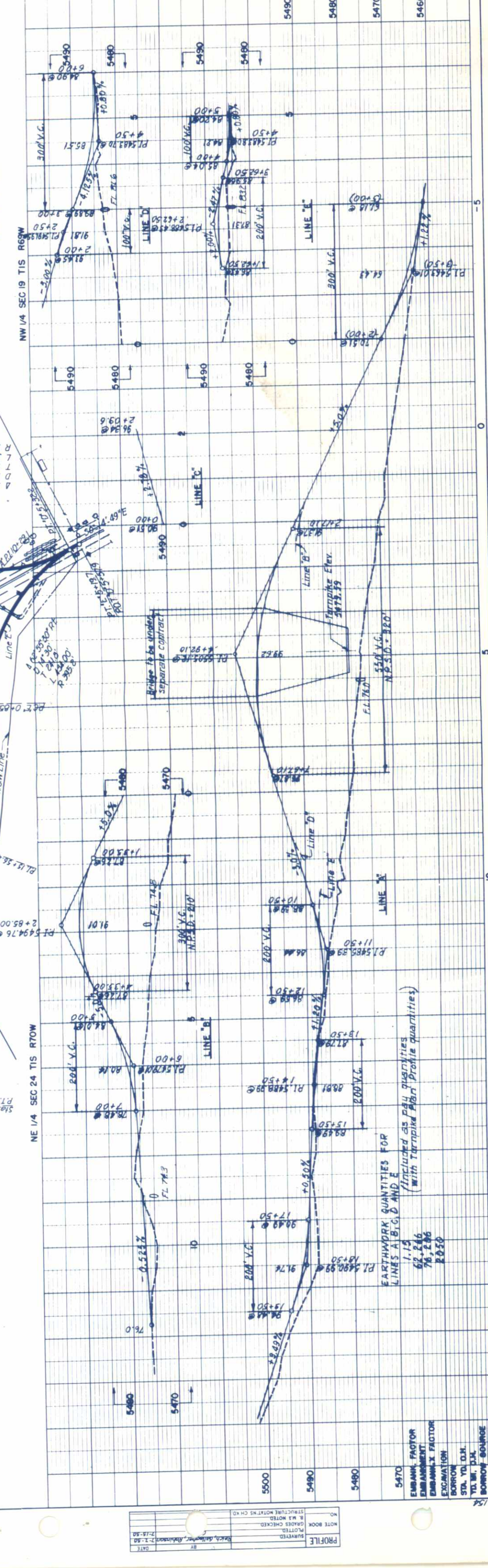
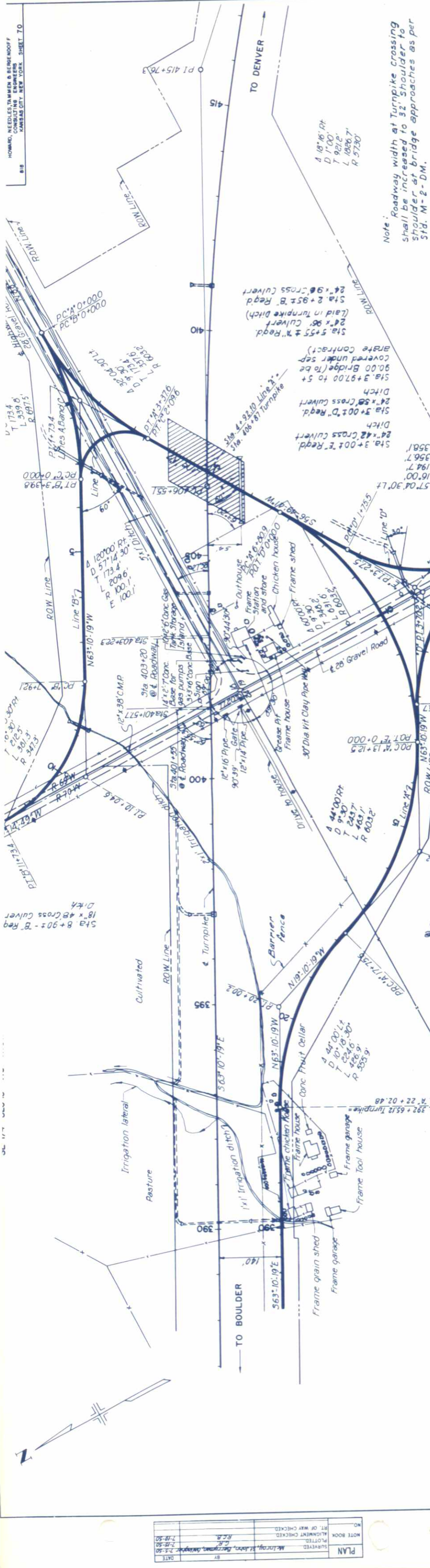
NE 1/4 SEC. 24 T.1S. R.70W.

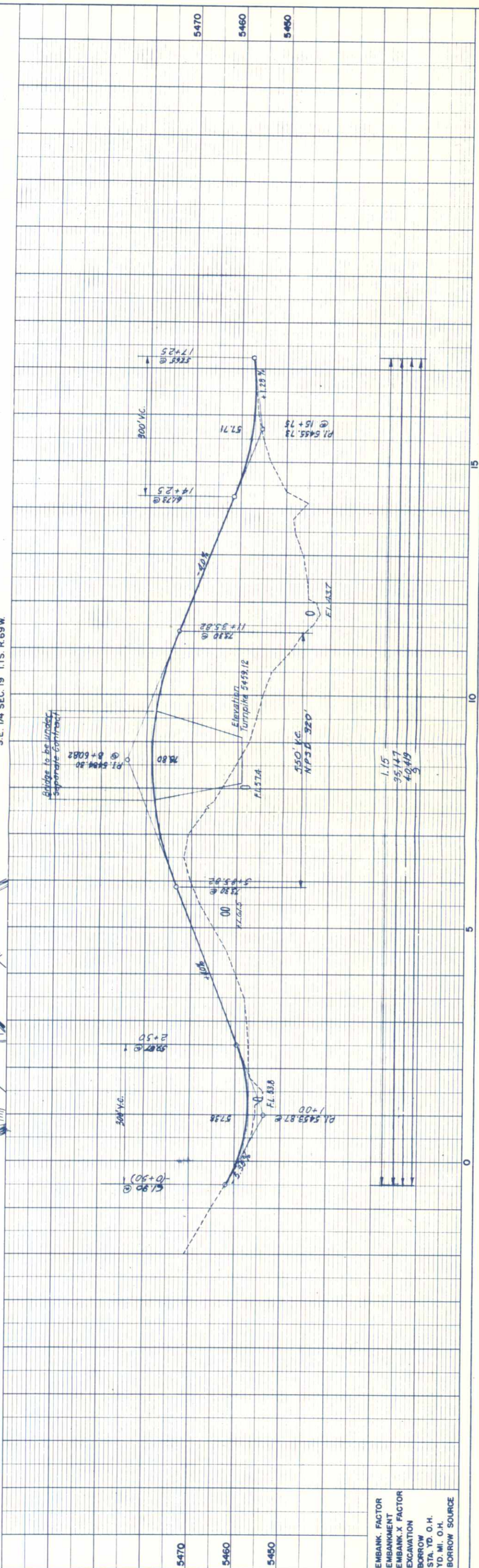
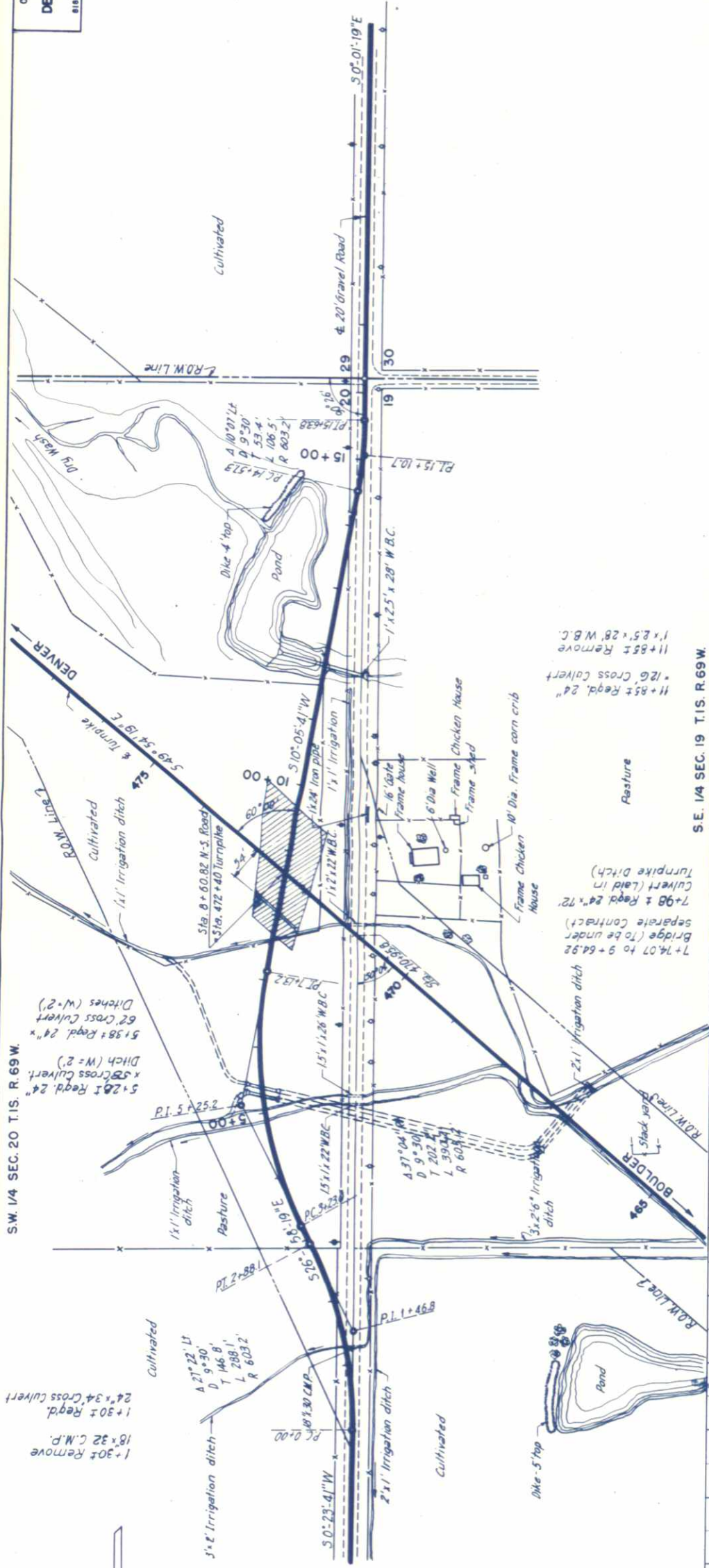


PLAN	
NO. 7	NOTE BOOK
DATE	7-25-50
BY	Mason
CHECKED	Mason
APPROVED	Mason

PROFILE	
NO. 5	NOTE BOOK
DATE	7-25-50
BY	Mason
CHECKED	Mason
APPROVED	Mason

EMBANK. FACTOR	11.5
EMBANK. X FACTOR	9.32
EXCAVATION	1069
BORROW	1068
STD. YD. O.H.	2177
YD. MI. O.H.	0
BORROW SOURCE	





EMBANK. FACTOR	1.15
EMBANK. X FACTOR	95.147
EXCAVATION	40.419
BORROW	0
STA. YD. O.H.	
YD. MI. O.H.	
BORROW SOURCE	

PLAN	NO. 18
SURVEYED	DATE
PLOTTED	DATE
ALIGNED	DATE
NOTED	DATE
BY	DATE

PROFILE	NO. 19
SURVEYED	DATE
PLOTTED	DATE
ALIGNED	DATE
NOTED	DATE
BY	DATE

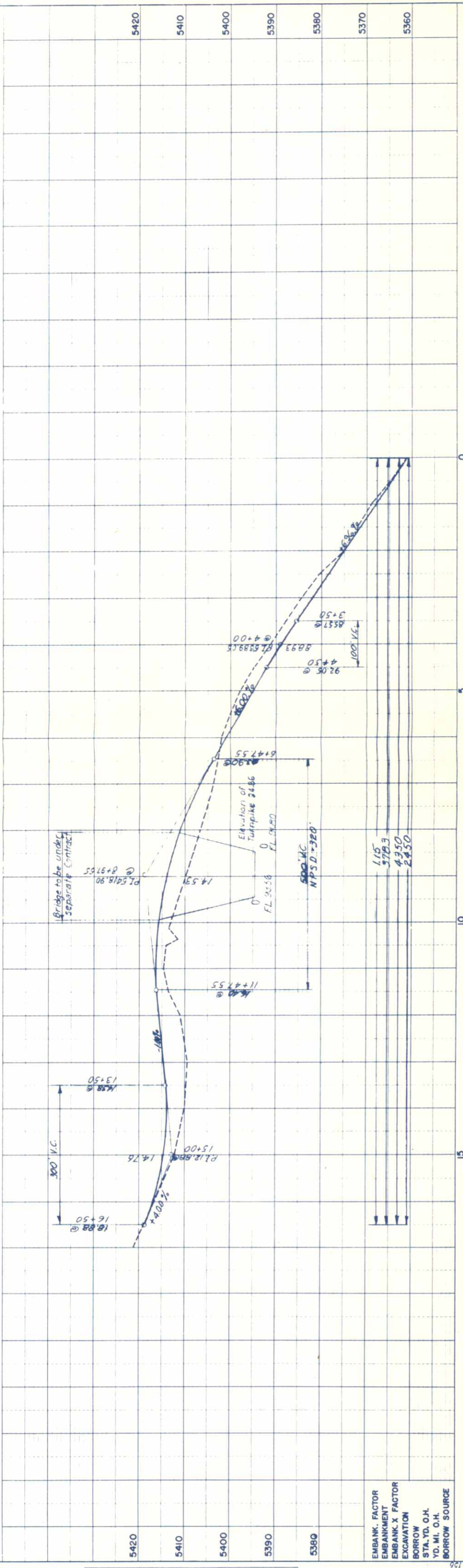


PLATE 1. PLAN PROFILE OF RAMP

3+90 Reg'd 18"
x 48' Cross Culvert



EMBAK. FACTOR
EMBAKMENT
EMBAK. X FACTOR
EXCAVATION
BORROW
STA. YD. O.H.
YD. MI, O.H.
BORROW SOURCE