

EXHIBIT C

FEDERAL ROAD DISTRICT NO.	DISTRICT	PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLORADO	170-3(17)222	1	1

COLORADO DEPARTMENT OF HIGHWAYS
 PROJECT 170-3(17)222
 U. S. FOREST LAND MAP
 CLEAR CREEK COUNTY

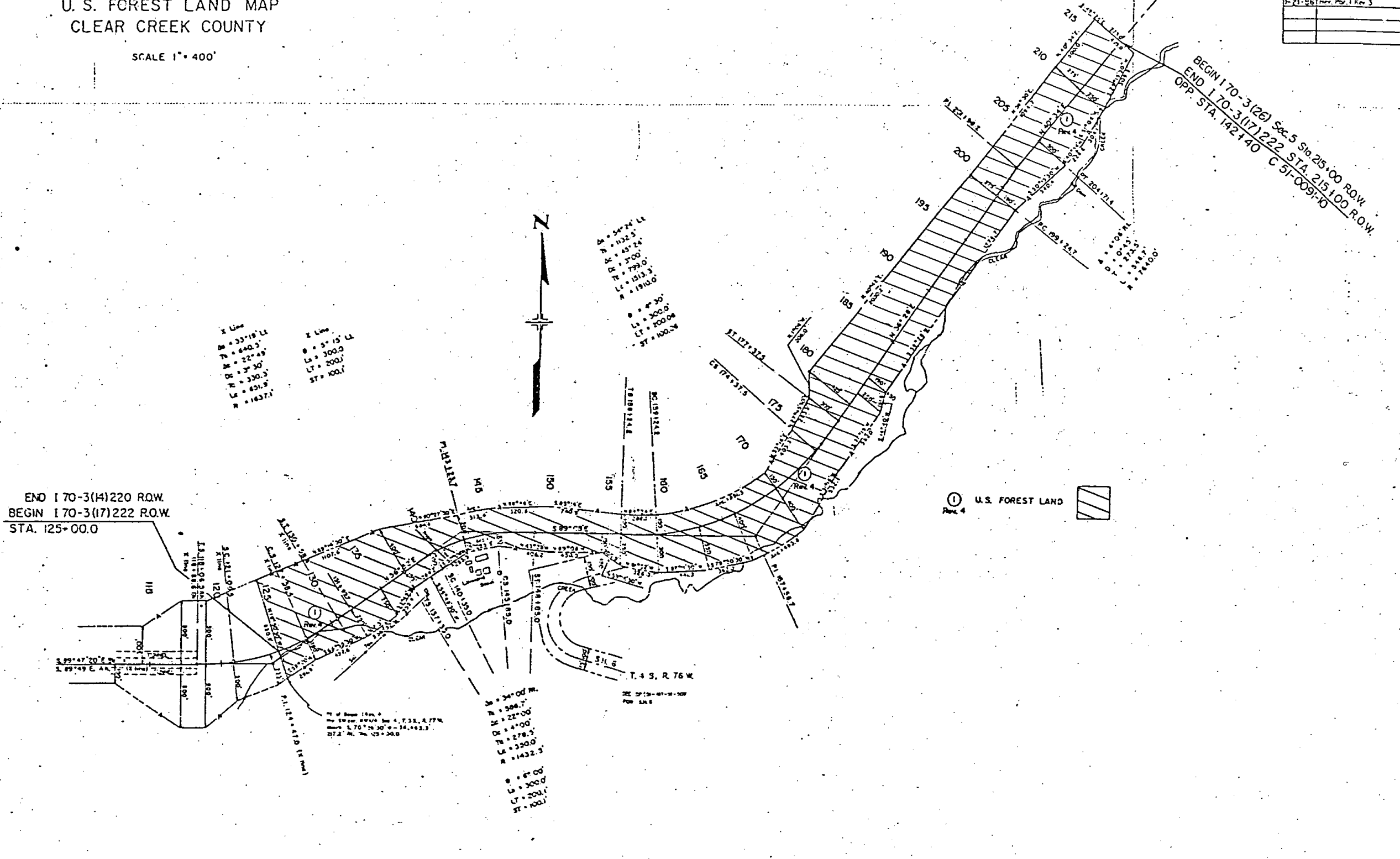
SCALE 1" = 400'

SERIAL NO. _____

RIGHT OF WAY
East Approach to Straight Creek Tunnel

REVISIONS		
9-10-63	LOW ENGINEER	DEC
6-9-67	REV. PAR. 1, REV. 2	19
1-21-68	REV. PAR. 1, REV. 3	EM

END 170-3(14)220 R.O.W.
 BEGIN 170-3(17)222 R.O.W.
 STA. 125+00.0



BEGIN 170-3(17)222 Sec 5 S18 215+00 R.O.W.
 END 170-3(17)222 STA. 215+00 R.O.W.
 OPP. STA. 142+40 C 51-009-10

① U.S. FOREST LAND
 Fig. 4

X Line
 M = 53°19' Lx
 N = 840.3'
 D = 22°49'
 O = 3°30'
 L = 330.3'
 R = 651.9'
 A = 1637.1'

X Line
 M = 5°15' Lx
 N = 300.0'
 L = 200.1'
 ST = 100.1'

D = 50°24' Lx
 N = 1132.5'
 O = 45°24'
 R = 799.0'
 L = 1513.3'
 A = 1910.0'

M = 4°30'
 N = 300.0'
 L = 200.0'
 ST = 100.0'

M = 34°00'
 N = 506.7'
 O = 22°00'
 R = 4°00'
 D = 278.3'
 L = 350.0'
 A = 1432.3'

M = 6°00'
 N = 300.0'
 L = 200.1'
 ST = 100.1'

M = 6°00' 12m A
 N = 506.7' 12m A
 O = 22°00' 12m A
 R = 4°00' 12m A
 D = 278.3' 12m A
 L = 350.0' 12m A
 A = 1432.3' 12m A

COLORADO DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. I 70-3(17) 222 STATE HIGHWAY NO. 91 CLEAR CREEK COUNTY

Right of Way Under I70-3(17)222
(See R.O.W. Files-No Plans)
See Forest Service
Rev. 6-3-65, R.O.W. Reference "CEM"
Agreement LAND
MAP

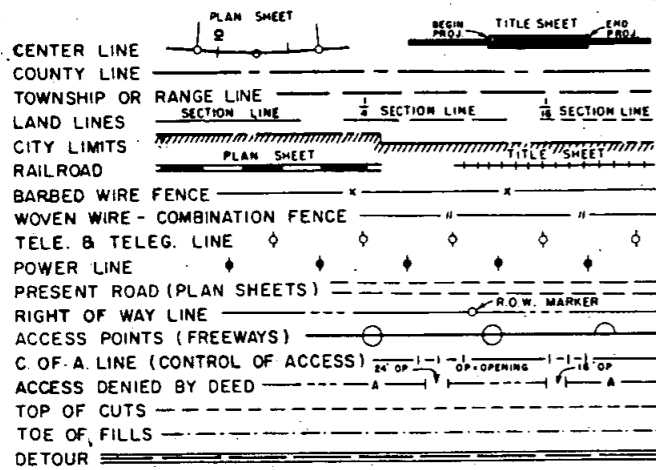
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	1

Rev. 9-26-62, R.O.W. Reference "J.C.R."
Revised Length 11-9-62, J.R.W.
Revised Length 7-5-63 J.R.W.

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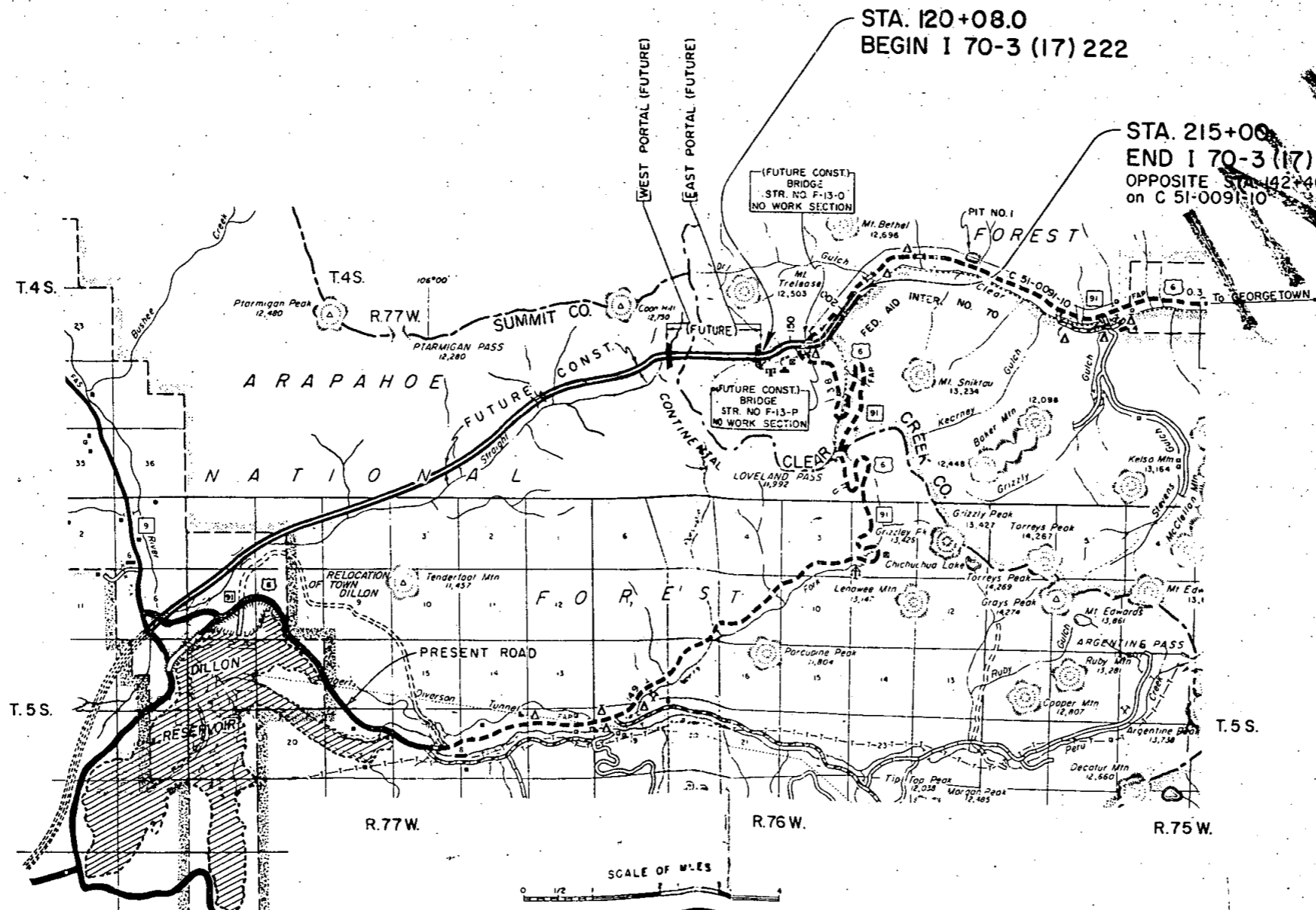
CONVENTIONAL SIGNS



SCALES OF ORIGINAL DRAWINGS

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..... 9,492.0 LIN. FT. = 1.798 MILES
NET LENGTH OF PROJECT..... 9222.2 LIN. FT. = 1.747 MILES



SEE SPECIAL PROVISIONS FOR
NOTICE TO BIDDERS

COLORADO
DEPARTMENT OF HIGHWAYS

APPROVED: *M. J. [Signature]* 8-9-62
CHIEF ENGINEER DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

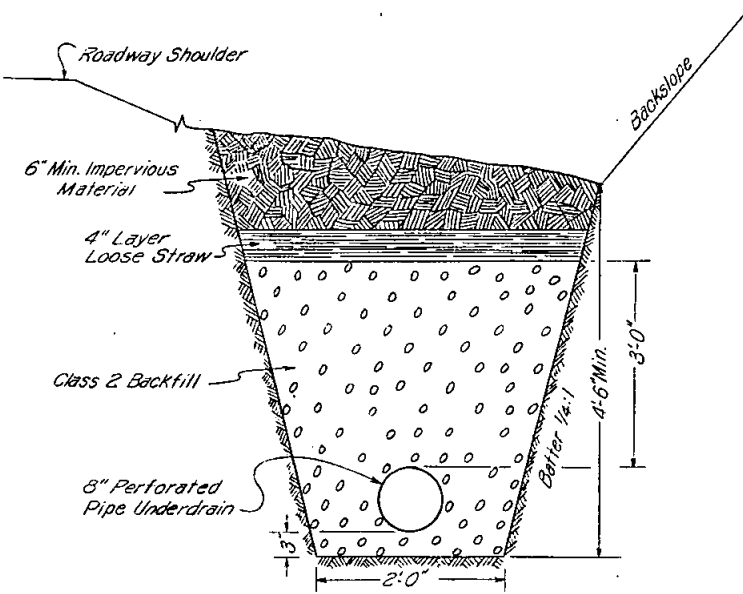
APPROVED: _____ DATE _____
DIVISION ENGINEER

J.R.W.

SUBBASE AND SURFACING PLAN

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
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TYPICAL SECTION OF TRENCH FOR PIPE UNDERDRAIN



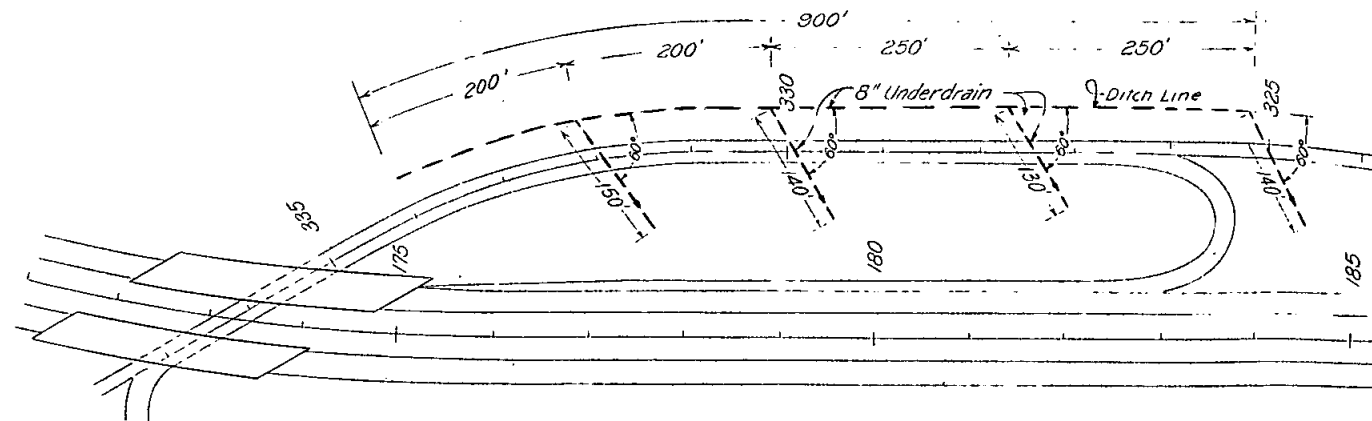
It is estimated that material for Surfacing and Subbase for the Project is available in the vicinity of the Pit indicated in the following tabulation. Estimated quantities involved in these operations are shown below.

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

MATERIAL TO BE PLACED	SUBBASE MATERIAL			BASE COURSE		PLANT MIX		OVERHAUL TON MILES				
	SOURCE & AVAILABLE	APPROX. THICKNESS INCHES	TONS	SOURCE & AVAILABLE	TONS	SOURCE & AVAILABLE	1 1/2" TOP COURSE	1 1/2" BOTTOM COURSE	SUBBASE	BASE COURSE	PLANT MIX	
											1 1/2" TOP COURSE	1 1/2" BOTTOM COURSE
SOUTH RAMP 149+00 - 221+00	PIT #1 U.S. FOREST SERVICE 16,000 CU.YD. R=	6"	8,928	PIT #1 U.S. FOREST SERVICE 16,000 CU.YD. R=	5,400	PIT #1 U.S. FOREST SERVICE 16,000 CU.YD.	2,088	2,088	25,708	15,550	6,013	6,013
CORRECT. IRREG. IN SUBGRADE			893						2,571			
APPROACHES TO SOUTH RAMP			12		97		31	31	43	309	105	105
ROAD APPROACHES					63		27			194	84	
SUB TOTAL							2,146	2,119			6,202	6,118
TOTAL			9,833		5,560		4,265	2,119	28,322	16,053	12,320	

Pit located 2.2 Miles from Sta. 221+

PIPE UNDERDRAIN
STA. 175+ to STA. 184+



TABULATION OF FENCING

STATION TO STATION	SIDE	24' RDW'Y.	48' RDW'Y.	24' RDW'Y.	48' RDW'Y.
		BUILD BARBED WIRE FENCE LIN. FT.	BUILD BARBED WIRE FENCE LIN. FT.	BUILD CHAIN LINK FENCE LIN. FT.	BUILD CHAIN LINK FENCE LIN. FT.
119+50 - 125+00 125+00 - 215+00	Lt. Lt.	9,000	605		
119+50 - 125+00 125+00 - 190+00 190+00 - 215+00	Rt. Rt. Rt.	2,500		6,500	605
TOTAL		11,500	605	6,500	605

It is estimated 35 Corner and Line Brace Posts and 4 End Posts will be required on the 24' Roadway.
It is estimated 8 End Posts will be required on the 48' Roadway.

R.O.W. MARKERS

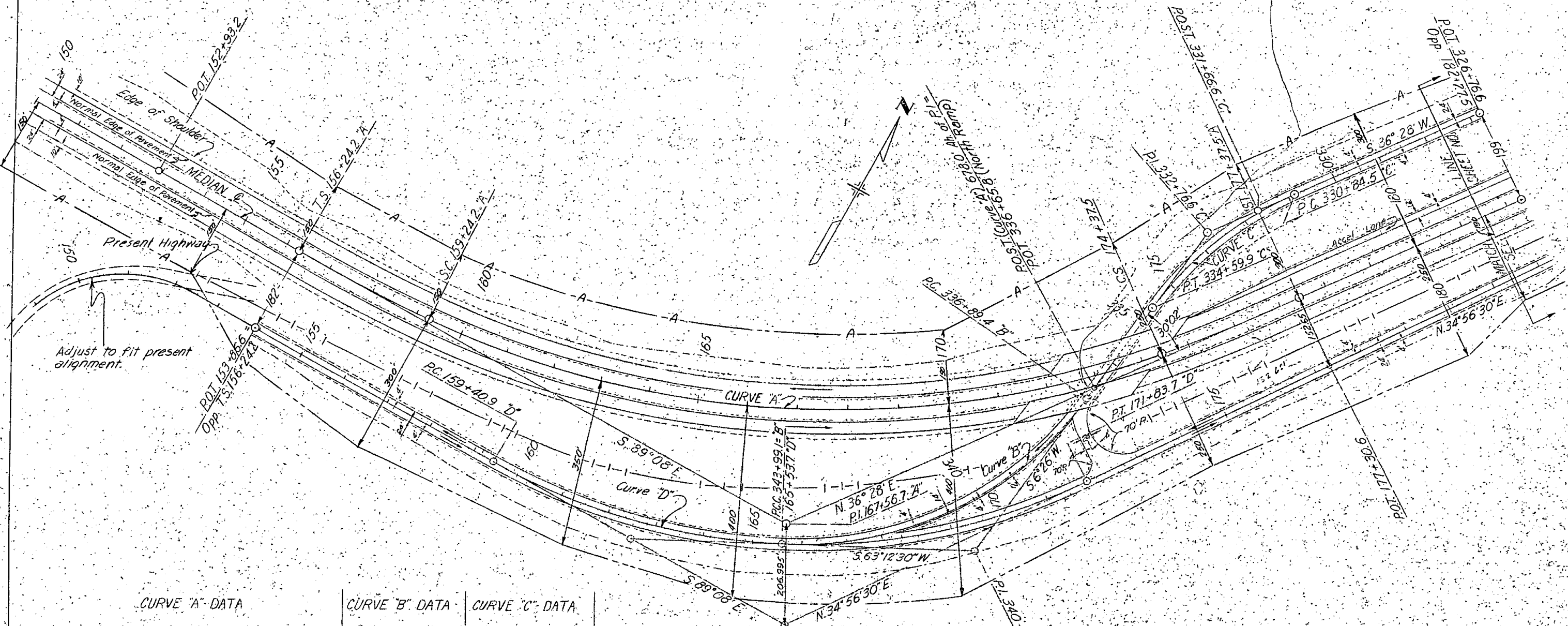
STATION	SIDE	24' RDW'Y. No.	48' RDW'Y. No.
119+50 Proj	Lt. & Rt.		2
S.T. 132+25.2 Proj	Lt. & Rt.	2	
S.T. 148+35.0	Lt. & Rt.	2	
T.S. 156+24.2	Lt. & Rt.	2	
S.T. 177+37.5	Lt. & Rt.	2	
P.C. 199+24.7	Lt. & Rt.	2	
P.T. 204+71.4	Lt. & Rt.	2	
TOTAL		12	2

MAINLINE & RAMP LAYOUT

T.4S., R.76W.

Revised: 9/14/62, J.R.W.

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	13



CURVE "A" DATA

$\theta_s = 4^\circ 30'$
 $L_s = 300.0'$
 $LT. = 200.06'$
 $ST. = 100.06'$
 $\Delta_s = 54^\circ 24' Lt.$
 $T_s = 1132.5'$
 $E_s = 239.68'$
 $\Delta_c = 45^\circ 24'$
 $D_c = 3^\circ 00'$
 $T_c = 799.0'$
 $L_c = 1513.3'$
 $R_c = 1910.0'$
 $E_c = 160.4'$
 $MDS = 70 M.P.H.$
 $HSD = 1300'$
 $S = 0.077111$

CURVE "B" DATA

$\Delta = 56^\circ 46' 30''$
 $D = 8^\circ 00'$
 $T = 387.08'$
 $L = 709.71'$
 $R = 716.25'$
 $MDS = 45 M.P.H.$
 $HSD = 505'$
 $S = 0.08$

CURVE "C" DATA

$\Delta = 30^\circ 02' Lt.$
 $D = 8^\circ 00'$
 $T = 192.1'$
 $L = 375.4'$
 $R = 716.3'$
 $E = 25.33'$
 $MDS = 45 M.P.H.$
 $HSD = 505'$
 $S = 0.08$

CURVE "D" DATA

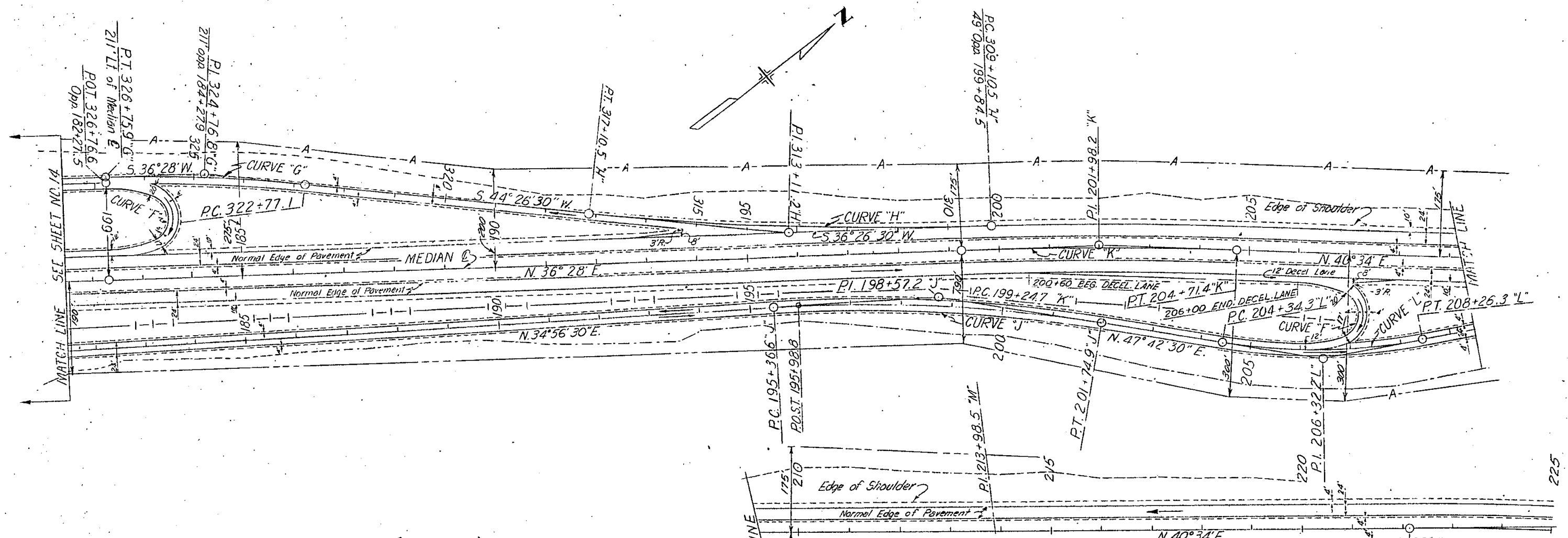
$\Delta = 55^\circ 55' 30'' Lt.$
 $D = 4^\circ 30'$
 $T = 675.0'$
 $L = 1242.78'$
 $R = 1273.33'$
 $E = 168.31'$
 $MDS = 60 M.P.H.$
 $HSD = >1300'$
 $S = 0.08$

MAINLINE & RAMP LAYOUT

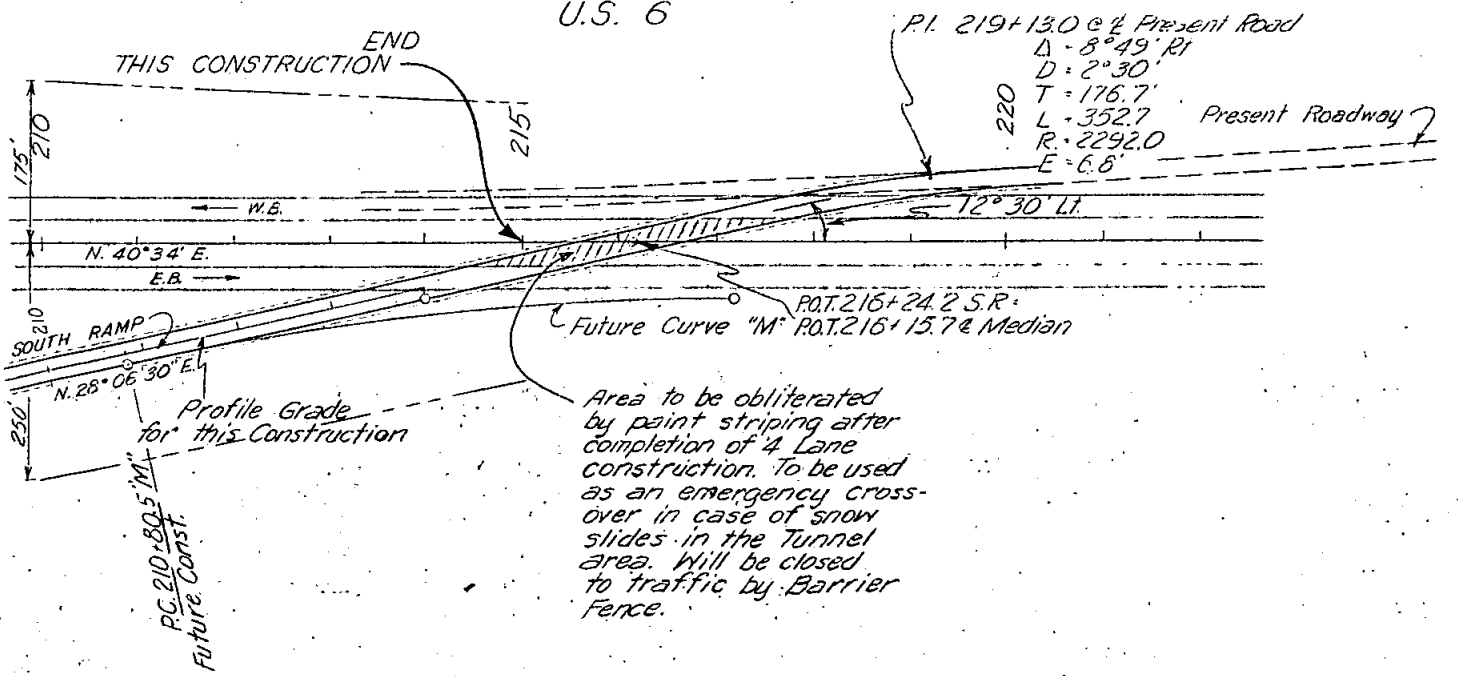
T.4.S., R.76.W.

Revised - 9/14/62, J.R.W.
Rev. 1-7-63 - Sta 222+, J.R.W.

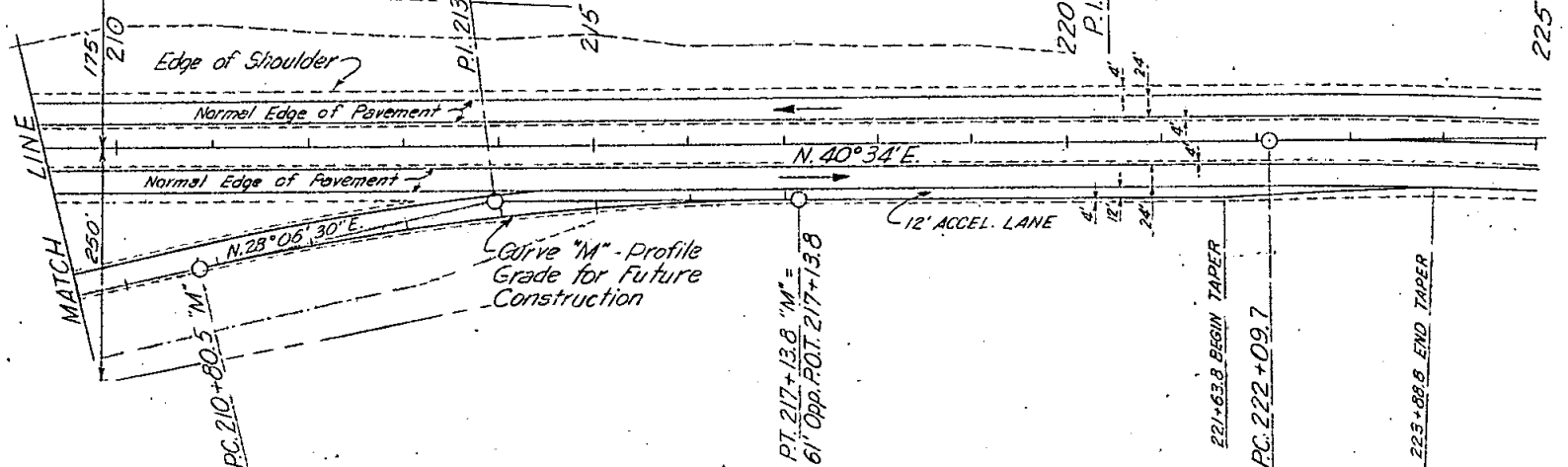
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	14



TEMPORARY CONNECTION (DETOUR)
TO PRESENT HIGHWAY
U.S. 6



Area to be obliterated by paint striping after completion of 4 Lane construction. To be used as an emergency cross-over in case of snow slides in the Tunnel area. Will be closed to traffic by Barrier Fence.

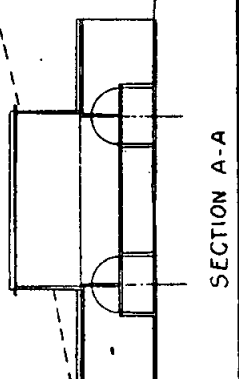
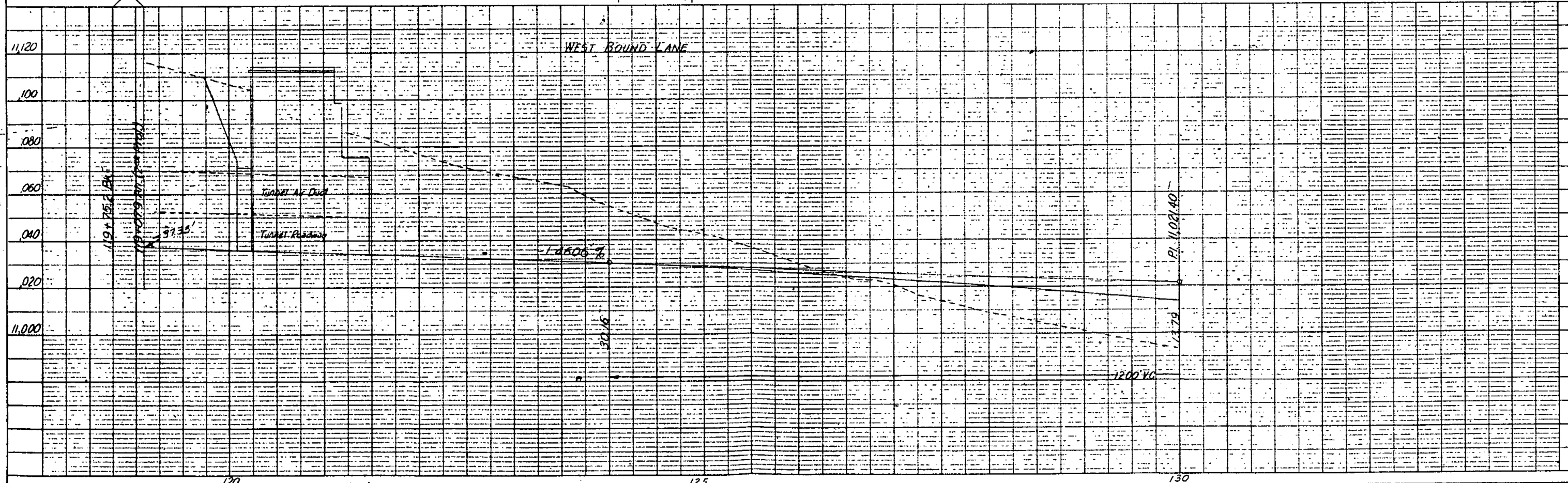
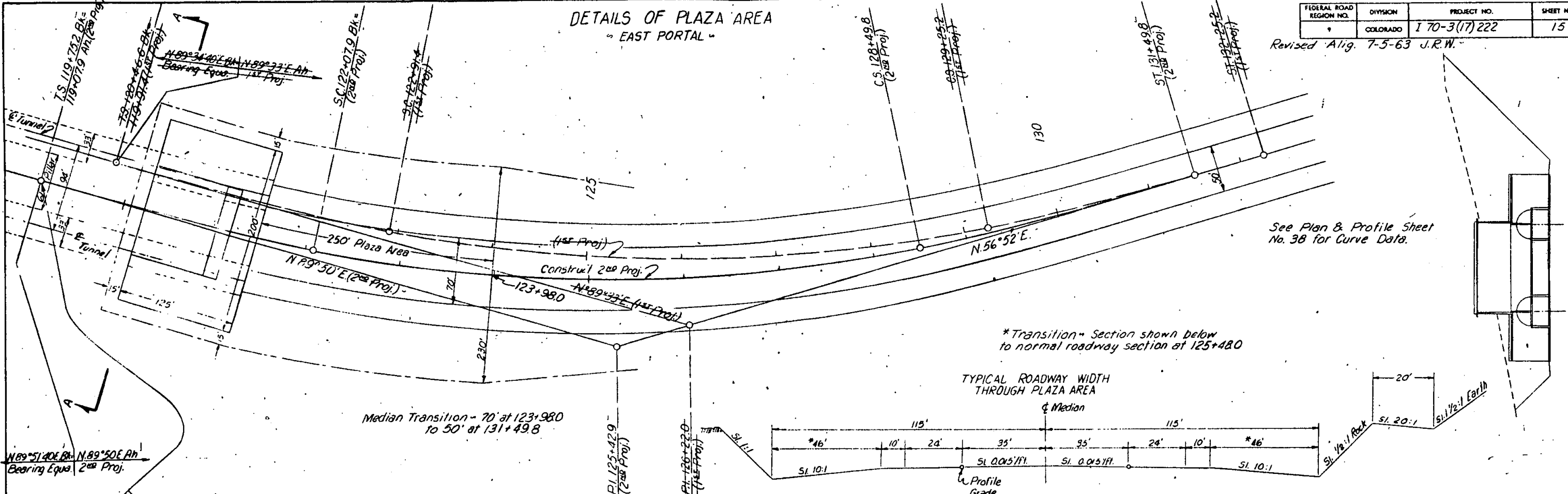


CURVE "F" DATA Based on C 50	CURVE "G" DATA	CURVE "H" DATA	CURVE "J" DATA	CURVE "K" DATA	CURVE "L" DATA	CURVE "M" DATA (FUTURE)
$\Delta = 180^\circ$	$\Delta = 7^\circ 58' 30" \text{ Lt.}$	$\Delta = 8^\circ 00' \text{ Rt.}$	$\Delta = 12^\circ 46' \text{ Rt.}$	$\Delta = 4^\circ 06' \text{ Rt.}$	$\Delta = 19^\circ 36' \text{ Lt.}$	$\Delta = 12^\circ 40' \text{ Rt.}$
$R_c = 250.0'$	$D = 2^\circ 00'$	$D = 1^\circ 00'$	$D = 2^\circ 00'$	$D = 0^\circ 45'$	$D = 5^\circ 00'$	$D = 2^\circ 00'$
$R_s = 50.0'$	$T = 199.7'$	$T = 400.7'$	$T = 320.6'$	$T = 273.5'$	$T = 197.9'$	$T = 318.0'$
Offset = 13.0'	$L = 398.8'$	$L = 800.0'$	$L = 638.3'$	$L = 546.7'$	$L = 392.0'$	$L = 633.3'$
$L_c = 126.0'$	$R = 2865.0'$	$R = 5730.0'$	$R = 2865.0'$	$R = 7640.0'$	$R = 1146.0'$	$R = 2865.0'$
$\Delta_L = 20^\circ 46' 19"$	$E = 70'$	$E = 14.0'$	$E = 17.9'$	$E = 4.9'$	$E = 17.0'$	$E = 17.6'$
$B_c = 70.9'$	M.D.S. = 70 M.P.H.	M.D.S. = 70 M.P.H.	M.D.S. = 70 M.P.H.	M.D.S. = 70 M.P.H.	M.D.S. = 70 M.P.H.	M.D.S. = 70 M.P.H.
$T_s = 120.9'$	H.S.D. = >1300	H.S.D. = >1300'	H.S.D. = >1300'	H.S.D. = >1300'	H.S.D. = >1300'	H.S.D. = >1300'
$T_3 = B_c + R_s$	$S = 0.056$	$S = 0.028$	$S = 0.056$	$S = 0.021$	$S = 0.08$	$S = 0.056$

DETAILS OF PLAZA AREA " EAST PORTAL "

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	15

Revised Alig. 7-5-63 J.R.W.



See Plan & Profile Sheet No. 38 for Curve Data.

AS SHOWN BY THE PLAN

AS SHOWN BY THE PROFILE

Rev Alignment 9-14-62 J.R.W.
Revised 11-9-62, J.R.W.

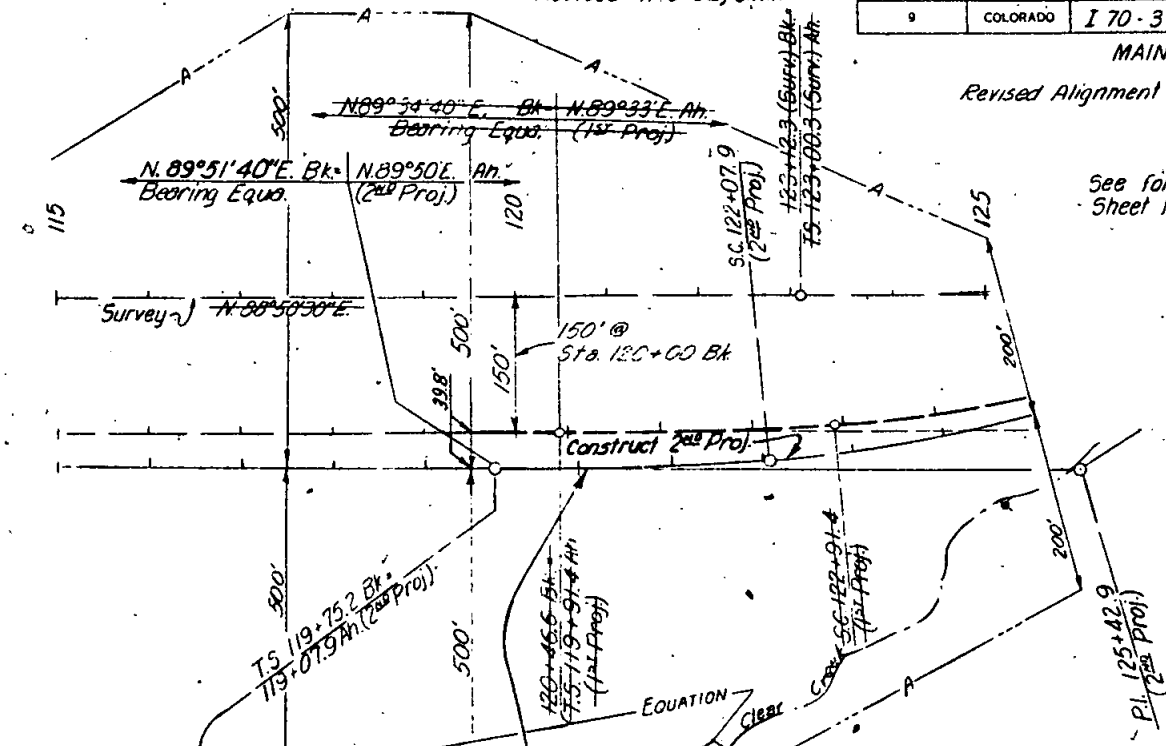
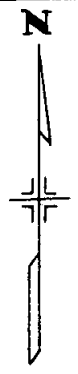
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	37

MAINLINE

Revised Alignment 7-5-63 J.R.W.

See following Plan & Profile Sheet for curve data.

Alignment and Grades as shown are subject to modification during construction after approval by the Denver Office. Soil data is shown elsewhere in these plans.

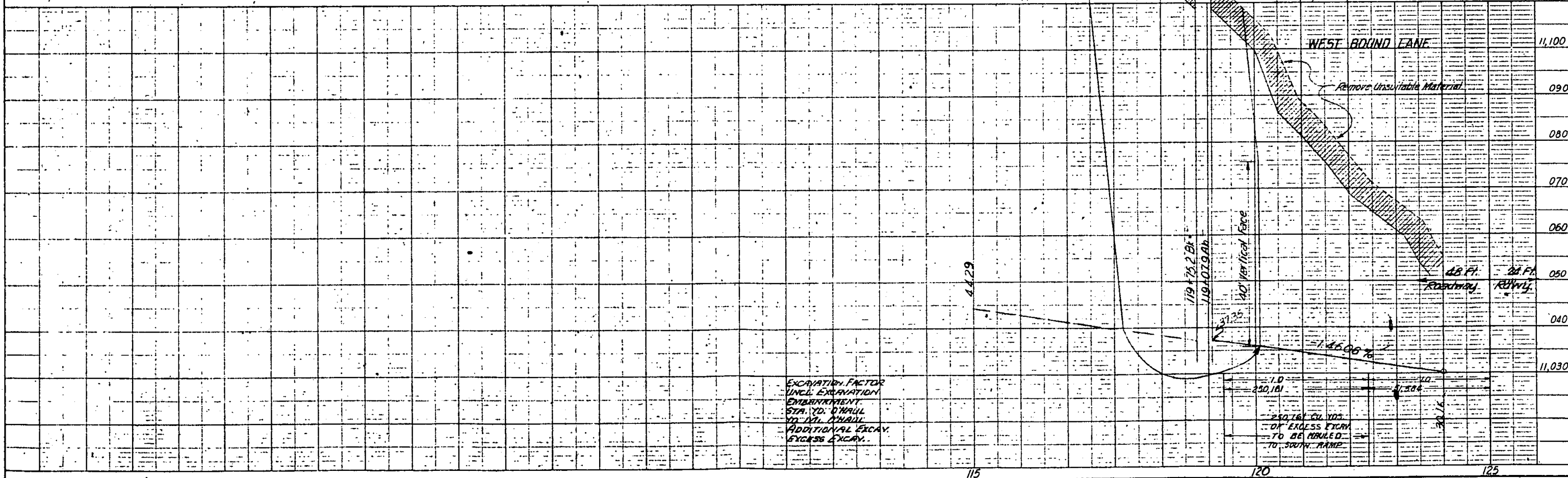


STA. 120+08.0 BEGIN PROJ. I-70-3(17)222

B.M. Elev. 11,108.51
H.&G. 30' Lt. Sta. 120+80 (Survey)

B.M. Elev. 11,088.29
H.&G. 1' Lt. Sta. 121+87 (Survey)

B.M. Elev. 11,068.19
H.&G. 60' Rt. Sta. 123+52 (Survey)

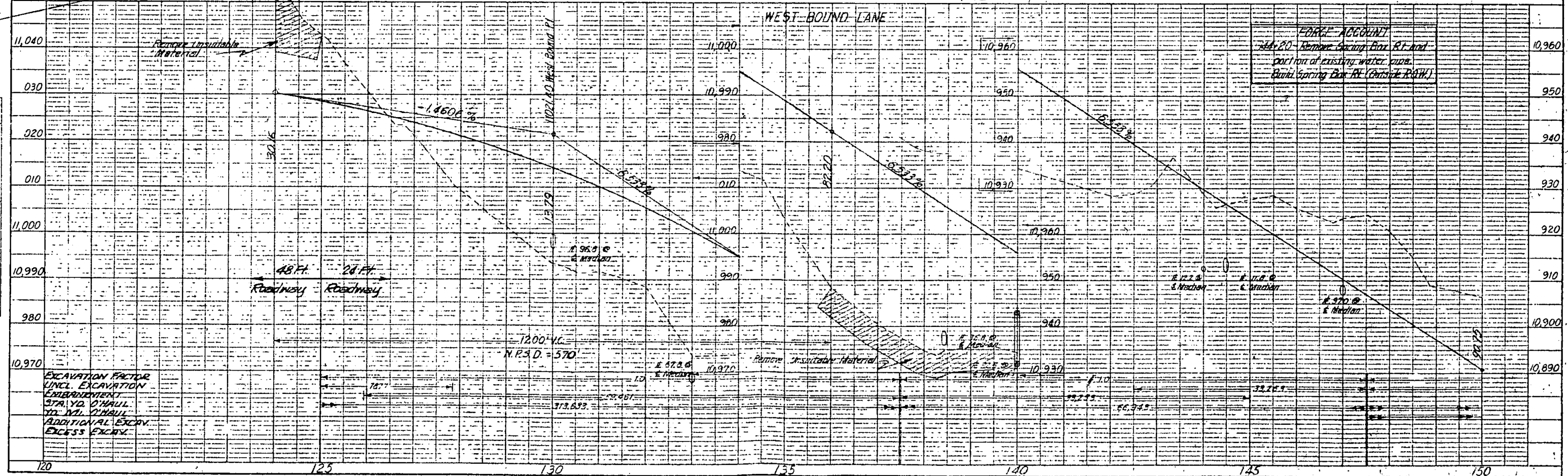
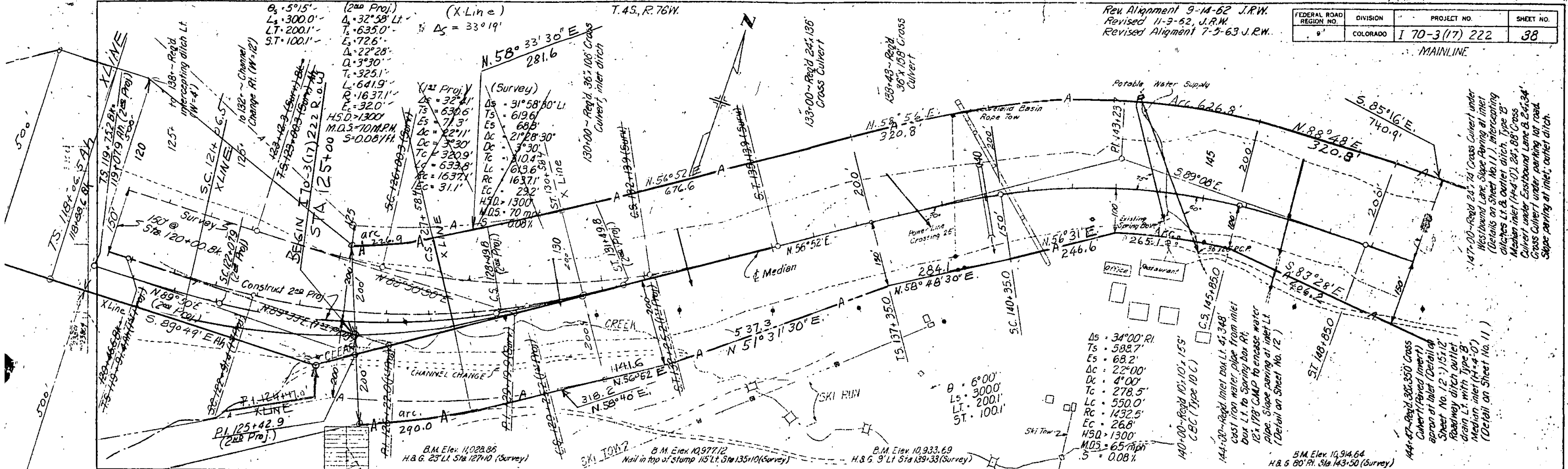


EXCAVATION FACTOR
UNCL. EXCAVATION
EMBANKMENT
STA. TO: DRAUL
TO: INT. DRAIN
ADDITIONAL EXCAV.
EXCESS EXCAV.

1.0
250.161
250.161 CU YDS
OF EXCESS EXCAV.
TO BE HAULED
TO SOUTH RAMP

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
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Rev. Alignment 9-14-62 J.R.W.
 Revised 11-3-62 J.R.W.
 Revised Alignment 7-5-63 J.R.W.

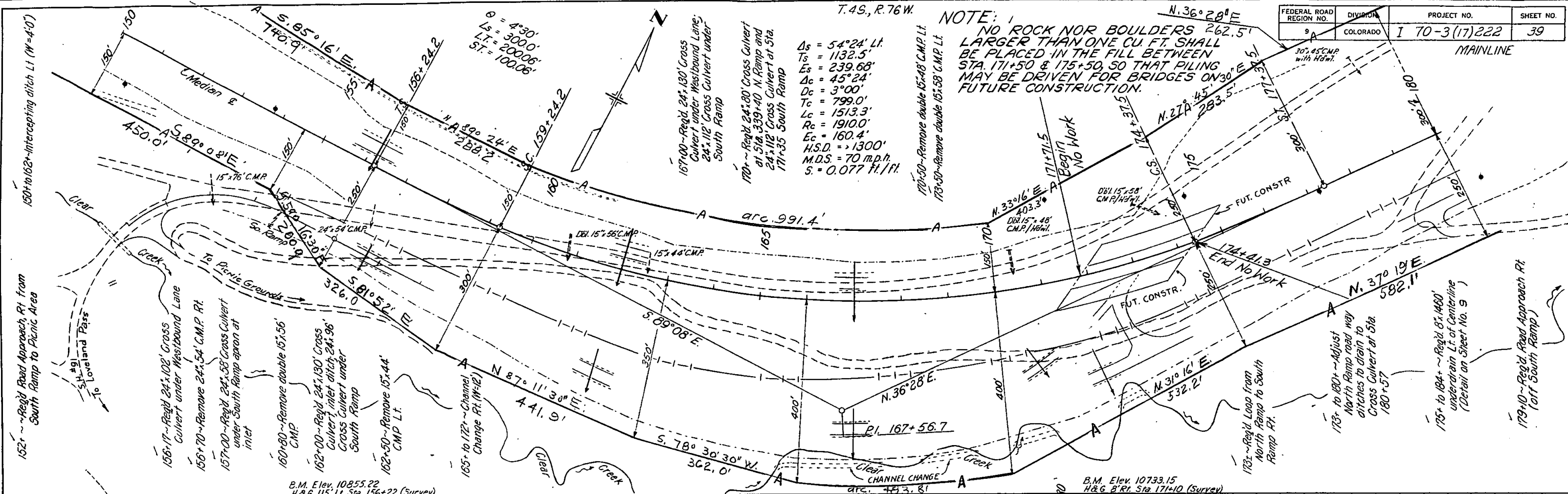


EXCAVATION FACTOR
 UNCL. EXCAVATION
 EMBANKMENT
 STA. YD. 0' HAUL
 TO 10' HAUL
 ADDITIONAL EXCAV.
 EXCESS EXCAV.

PLAN	SURVEYED	3-30-64
	NOTED	
	NOTED	
	NOTED	
	NOTED	

PROFILE	SURVEYED	W.F. SUTHERLAND	2-2-62
	NOTED		
	NOTED		
	NOTED		

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
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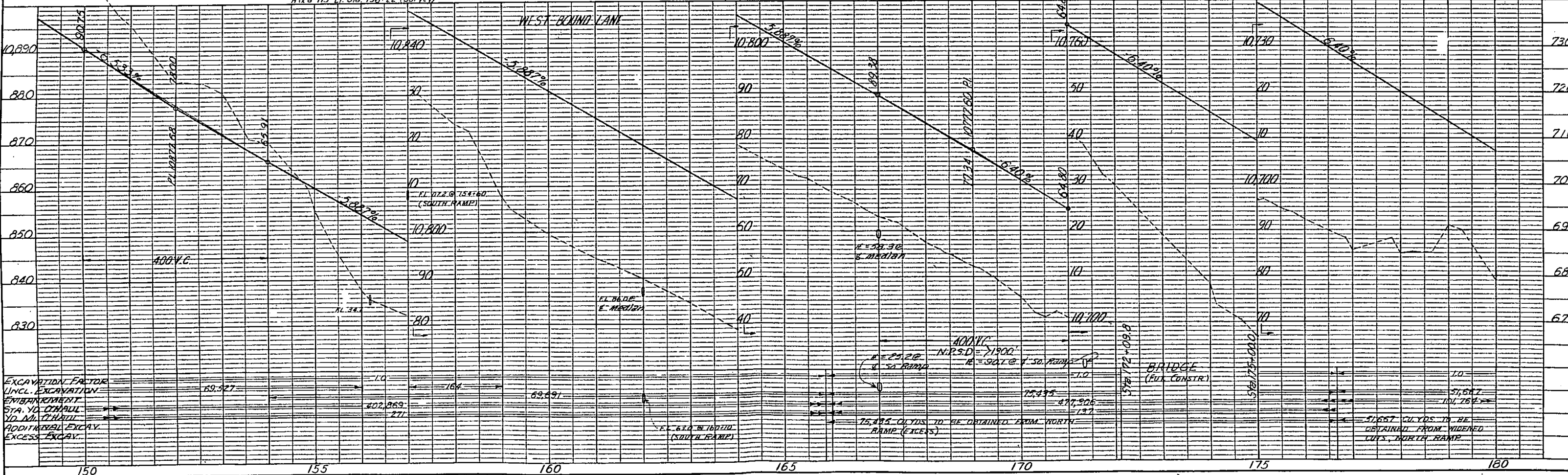
T. 4S, R. 76W.

NOTE:
NO ROCK NOR BOULDERS LARGER THAN ONE CU. FT. SHALL BE PLACED IN THE FILL BETWEEN STA. 171+50 & 175+50, SO THAT PILING MAY BE DRIVEN FOR BRIDGES ON FUTURE CONSTRUCTION.

$D_s = 54^{\circ}24' Lt.$
 $T_s = 1132.5'$
 $E_s = 239.68'$
 $A_c = 45^{\circ}24'$
 $D_c = 3^{\circ}00'$
 $T_c = 799.0'$
 $L_c = 1513.3'$
 $R_c = 1910.0'$
 $E_c = 160.4'$
 $H.S.D. = 1300'$
 $M.D.S. = 70 \text{ m.p.h.}$
 $S = 0.077 \text{ ft./ft.}$

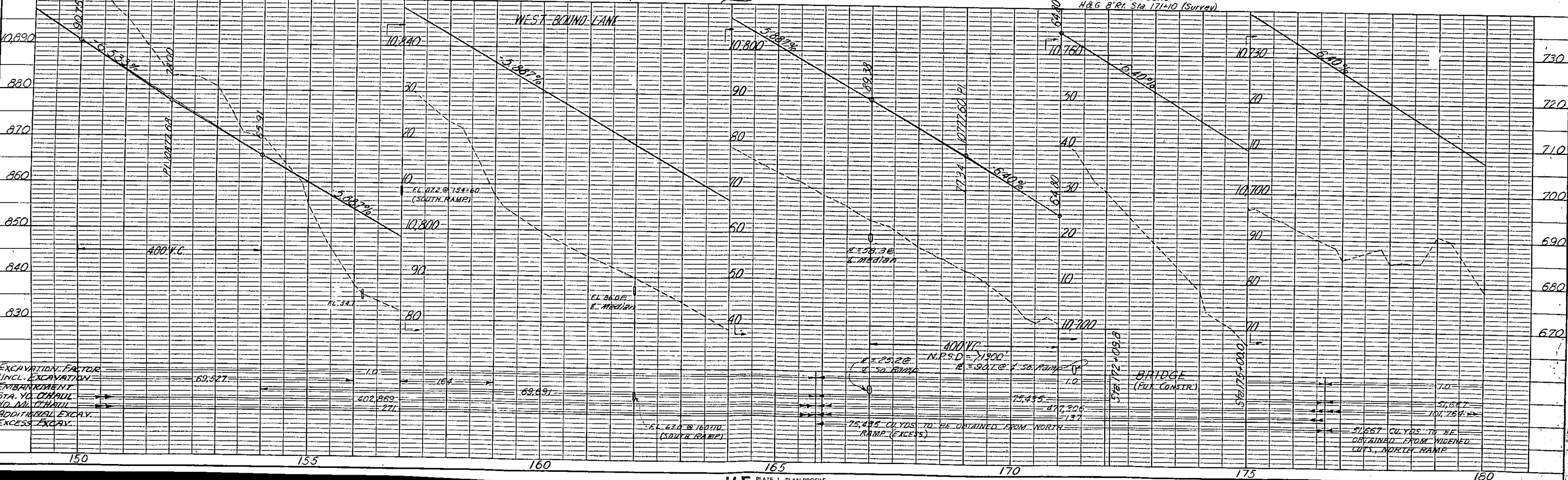
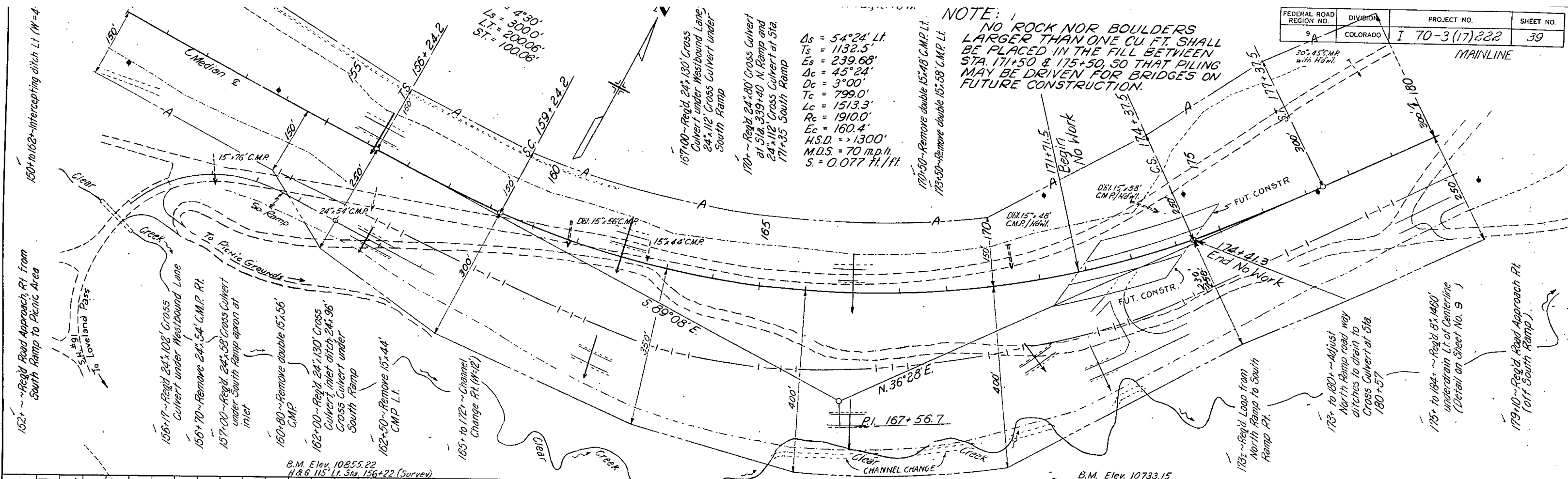
B.M. Elev. 10255.22
H & G 115' Lt. Sta. 156+22 (Survey)

B.M. Elev. 10733.15
H & G 8' Rt. Sta. 171+10 (Survey)



NOTE: NO ROCK NOR BOULDERS LARGER THAN ONE CU. FT. SHALL BE PLACED IN THE FILL BETWEEN STA. 171+50 & 175+50, SO THAT PILING MAY BE DRIVEN FOR BRIDGES ON FUTURE CONSTRUCTION.

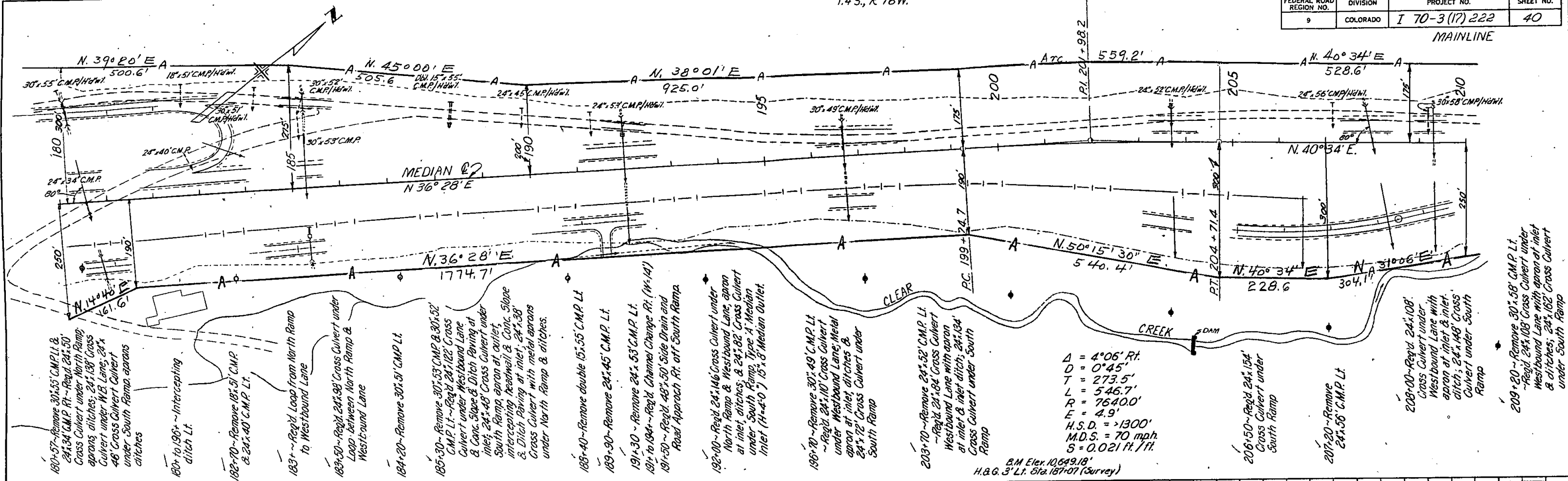
$\Delta s = 54^{\circ}24' \text{ Lt.}$
 $T_s = 1132.5'$
 $E_s = 239.68'$
 $\Delta c = 45^{\circ}24'$
 $D_c = 3^{\circ}00'$
 $T_c = 799.0'$
 $L_c = 1513.3'$
 $R_c = 1910.0'$
 $E_c = 160.4'$
 $H.S.D. = 1300'$
 $M.D.S. = 70 \text{ mph.}$
 $S = 0.077 \text{ ft./ft.}$



PLAN SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO. 22824
 CHECKED BY DATE
 STRUCTURE POINTS CHECKED BY DATE

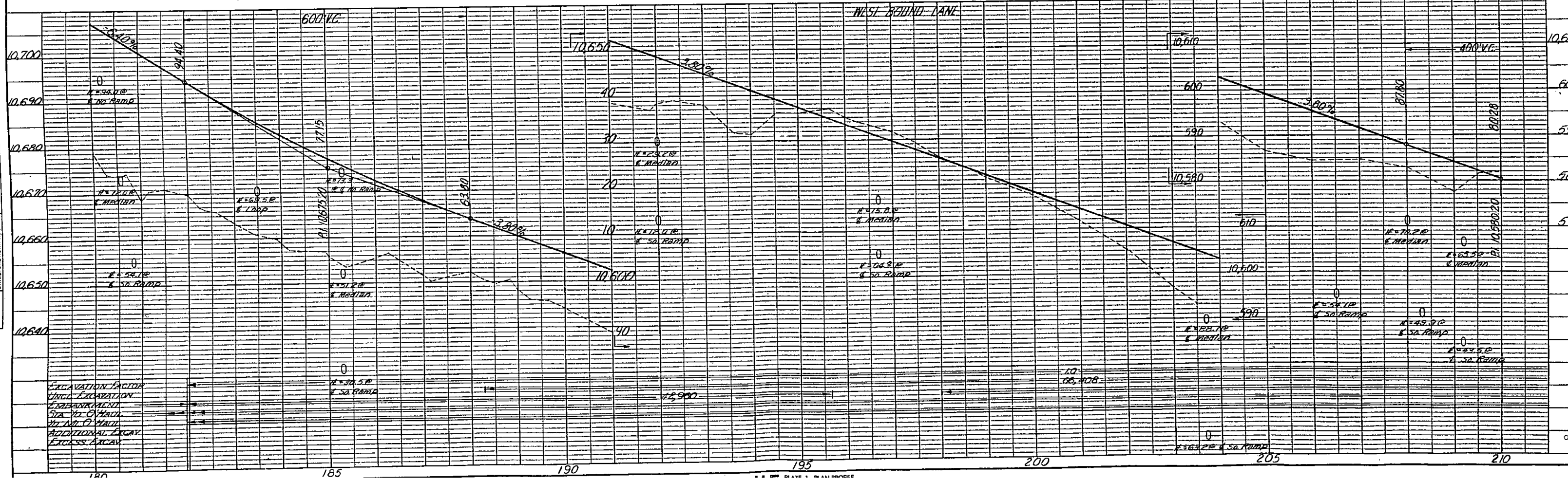
PROFILE SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO. 22824
 CHECKED BY DATE
 STRUCTURE POINTS CHECKED BY DATE

MAINLINE



PLAN
SURVEYED BY R.L. HART
NO. 1595
ALIGNED CHECKED
NO. 2322
RT. OF WAY CHECKED

PROFILE
SURVEYED BY W.F. SUBADER
DATE 3-2-62
NOTE BOOK NO. 1110
GRADES CHECKED
STRUCTURE NOTATIONS CHECKED



$\Delta = 4^{\circ}06' \text{ Rt.}$
 $D = 0^{\circ}45'$
 $T = 273.5'$
 $L = 546.7'$
 $R = 7640.0'$
 $E = 4.9'$
 $H.S.D. = > 1300'$
 $M.D.S. = 70 \text{ mph}$
 $S = 0.021 \text{ ft./ft.}$

B.M. Elev. 10,649.18'
 H.B.G. 3" Lt. Sta. 187+07 (Survey)

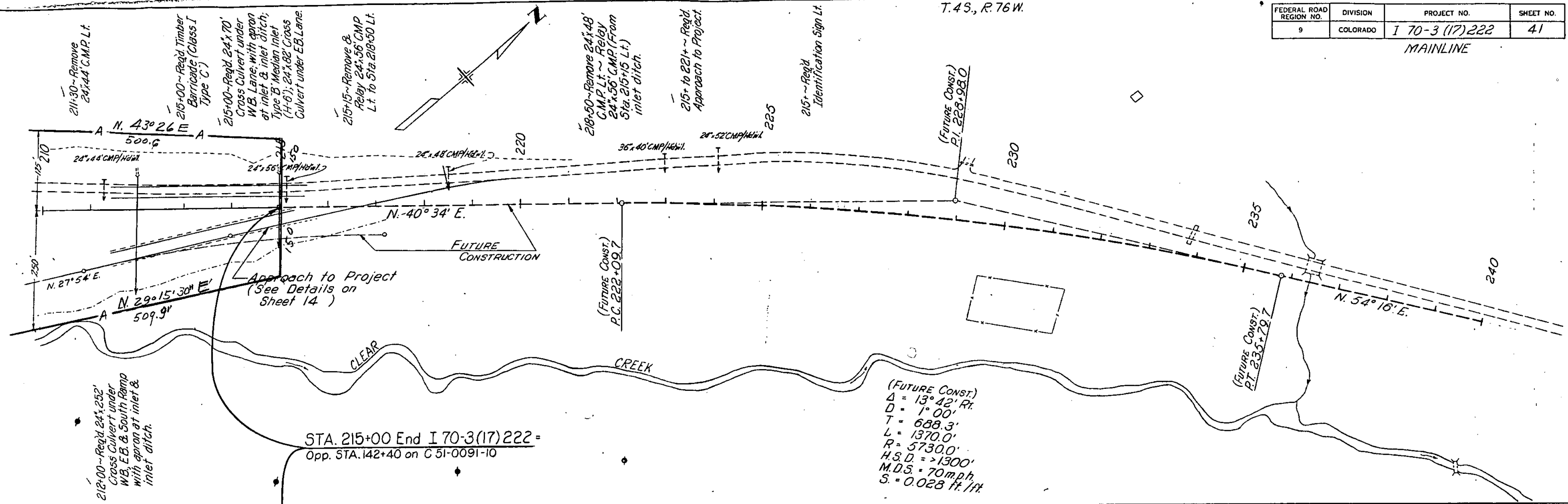
- 180+57 - Remove 30'x55' C.M.P. Lt. & 24'x34' C.M.P. Rt. - Reg'd. 24'x30' Cross Culvert under North Ramp aprons ditches; 24'x180' Cross Culvert under W.E. Lane; 24'x48' Cross Culvert under South Ramp aprons ditches
- 180+ to 196+ - Intersecting ditch Lt.
- 182+70 - Remove 18'x51' C.M.P. & 24'x40' C.M.P. Lt.
- 183+ - Reg'd. Loop from North Ramp to Westbound Lane
- 183+50 - Reg'd. 24'x98' Cross Culvert under Loop between North Ramp & Westbound Lane
- 184+20 - Remove 30'x51' C.M.P. Lt.
- 185+30 - Remove 30'x53' C.M.P. & 30'x52' C.M.P. Lt. - Reg'd. 24'x122' Cross Culvert under Westbound Lane & Conc. Slope & Ditch Paving at inlet; 24'x48' Cross Culvert under South Ramp apron at inlet; Intersecting Roadway & Conc. Slope & Ditch Paving at inlet; 24'x38' Cross Culvert with metal aprons under North Ramp & ditches.
- 185+40 - Remove double 15'x55' C.M.P. Lt.
- 189+90 - Remove 24'x45' C.M.P. Lt.
- 191+30 - Remove 24'x53' C.M.P. Lt.
- 191+ to 194+ - Reg'd. Channel Change Rt. (W-14)
- 191+50 - Reg'd. 48'x50' Side Drain and Road Approach Rt. off South Ramp.
- 192+00 - Reg'd. 24'x146' Cross Culvert under North Ramp & Westbound Lane apron at inlet, ditches; & 24'x82' Cross Culvert under South Ramp, Type A Median Inlet (14-4-0) 15'x8' Median Outlet.
- 196+70 - Remove 30'x49' C.M.P. Lt. - Reg'd. 24'x110' Cross Culvert under Westbound Lane; Metal apron at inlet, ditches & 24'x72' Cross Culvert under South Ramp
- 203+70 - Remove 24'x52' C.M.P. Lt. - Reg'd. 24'x84' Cross Culvert Westbound Lane with apron at inlet & inlet ditch; 24'x184' Cross Culvert under South Ramp
- 206+50 - Reg'd. 24'x154' Cross Culvert under South Ramp
- 207+20 - Remove 24'x56' C.M.P. Lt.
- 208+00 - Reg'd. 24'x108' Cross Culvert under Westbound Lane with apron at inlet, ditch; 24'x148' Cross Culvert under South Ramp
- 209+20 - Remove 30'x58' C.M.P. Lt. - Reg'd. 24'x108' Cross Culvert under Westbound Lane with apron at inlet & ditches; 24'x162' Cross Culvert under South Ramp

EXCAVATION FACTOR
 UNCL. EXCAVATION
 CEMENT PAVT.
 STA. 112 CHAUL
 112 112 (7) HAUL
 ADDITIONAL EXCAV.
 EXCESS EXCAV.

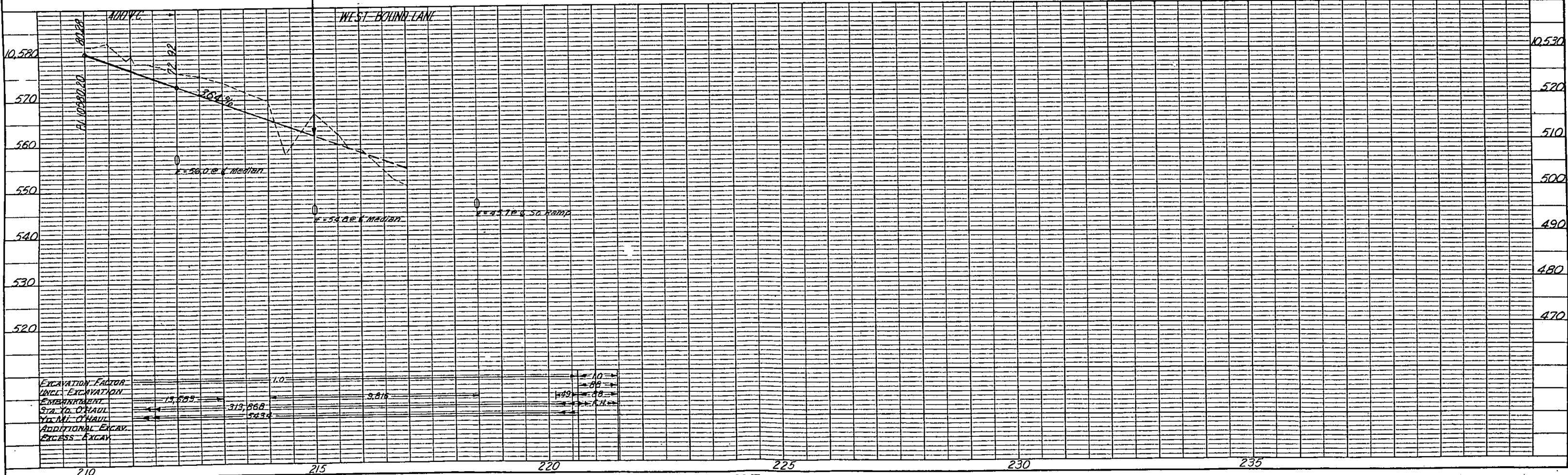
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3 (17) 222	41

MAINLINE

DATE	5-20-62
BY	A.L. HARRIS
SURVEYED	
ALIGNED	
CHECKED	
RT. OF WAY	
CHECKED	
NO.	

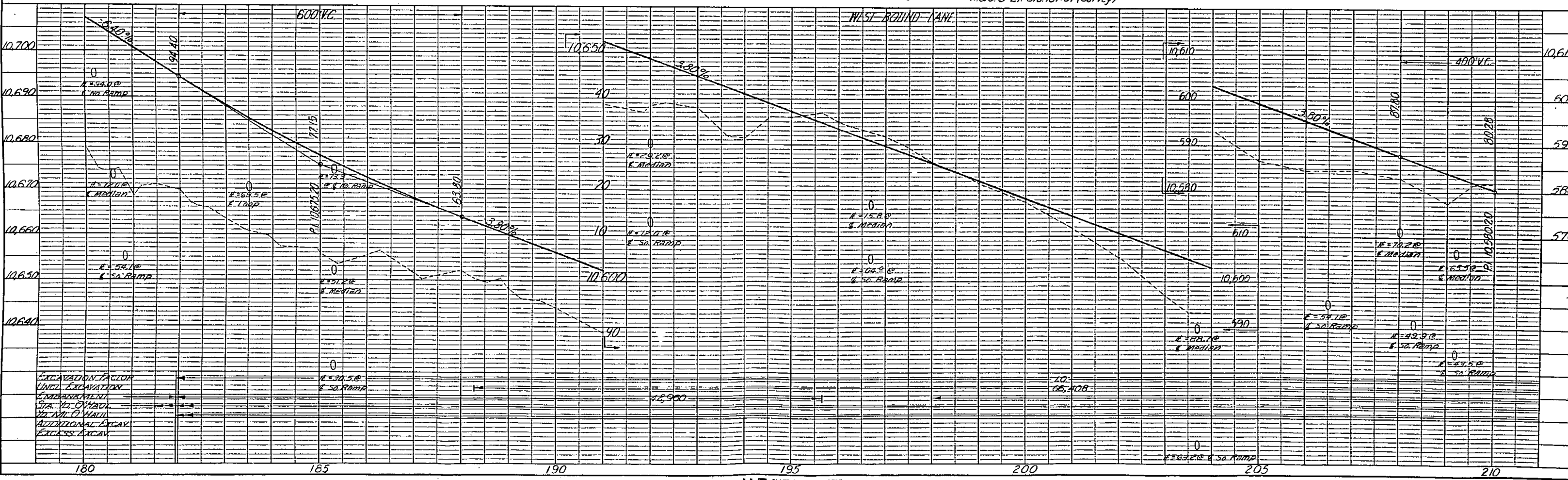
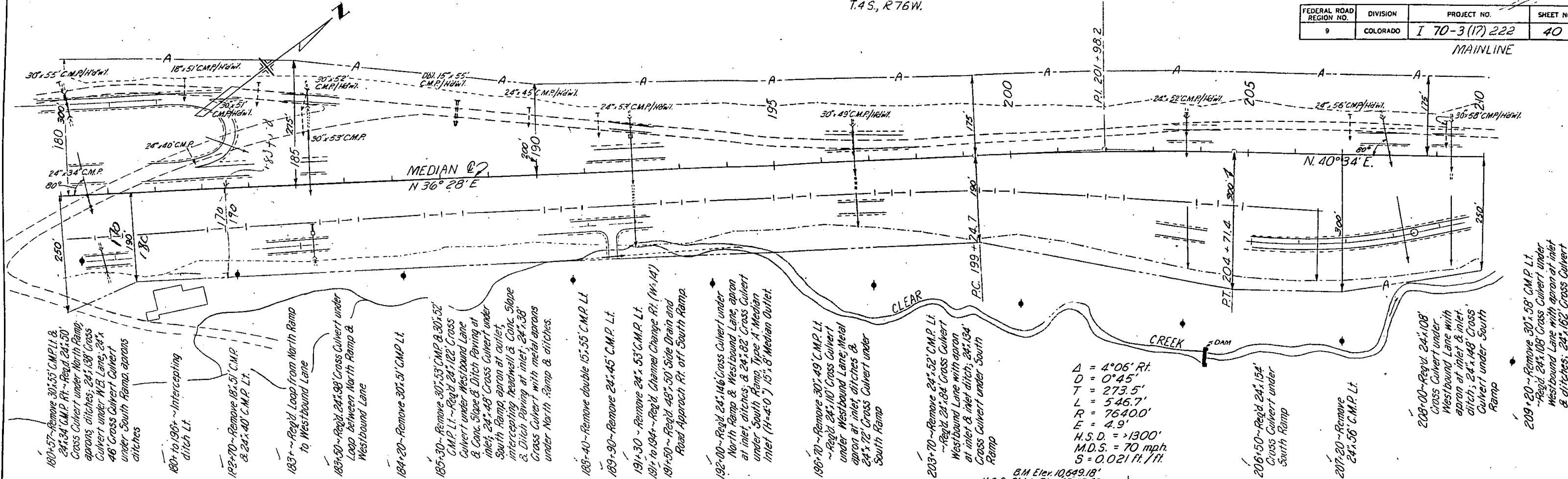


DATE	4-3-62
BY	W.E. SHRAIDER
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATION CHKD.	
NO.	



FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	40

MAINLINE



PLAN
 SURVEYED
 PLOTTED
 ALIGNED CHECKED
 RT. OF WAY CHECKED
 NO. 23002
 DATE 3-27-62
 BY R.L. HART

PROFILE
 SURVEYED
 PLOTTED
 GRADES CHECKED
 STRUCTURE NOTATIONS OK'D
 NO. 23002
 DATE 3-27-62
 BY W.E. STRIDER

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	170-3(17) 222	42

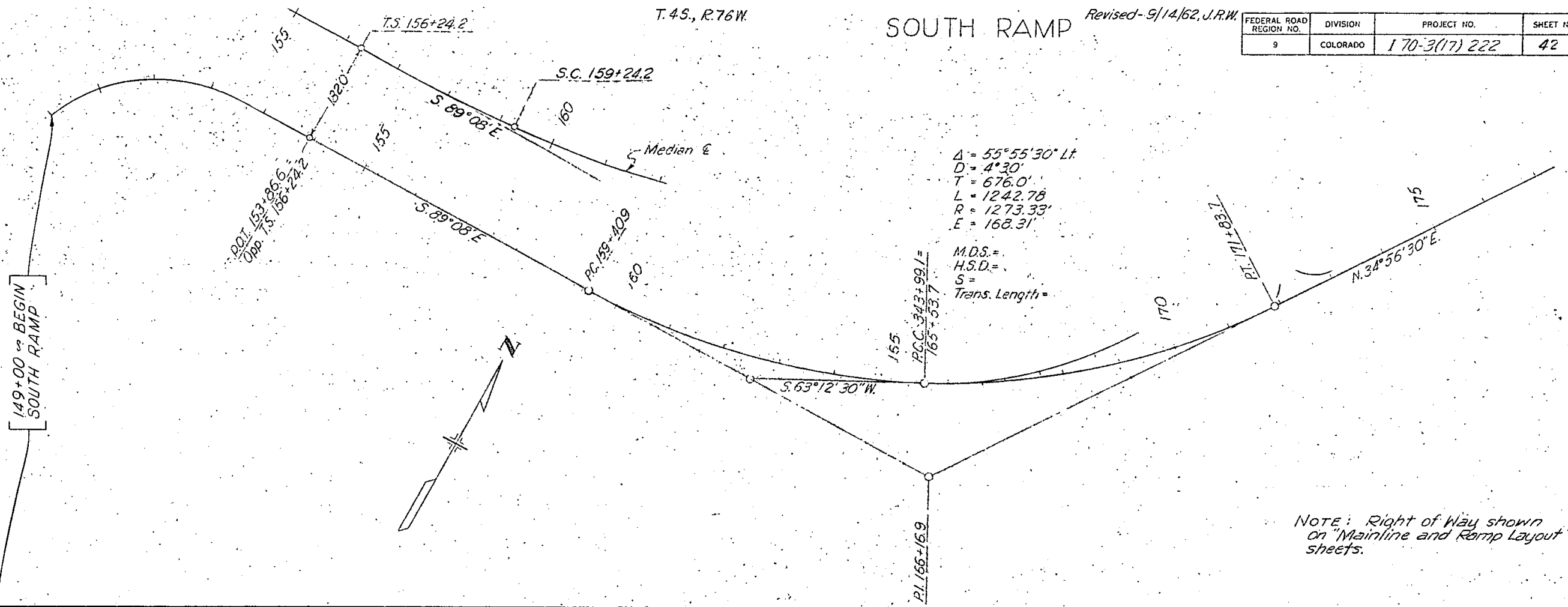
SOUTH RAMP

Revised-9/14/62, J.R.W.

T.4S., R.76W.

PLAN	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
NO.	

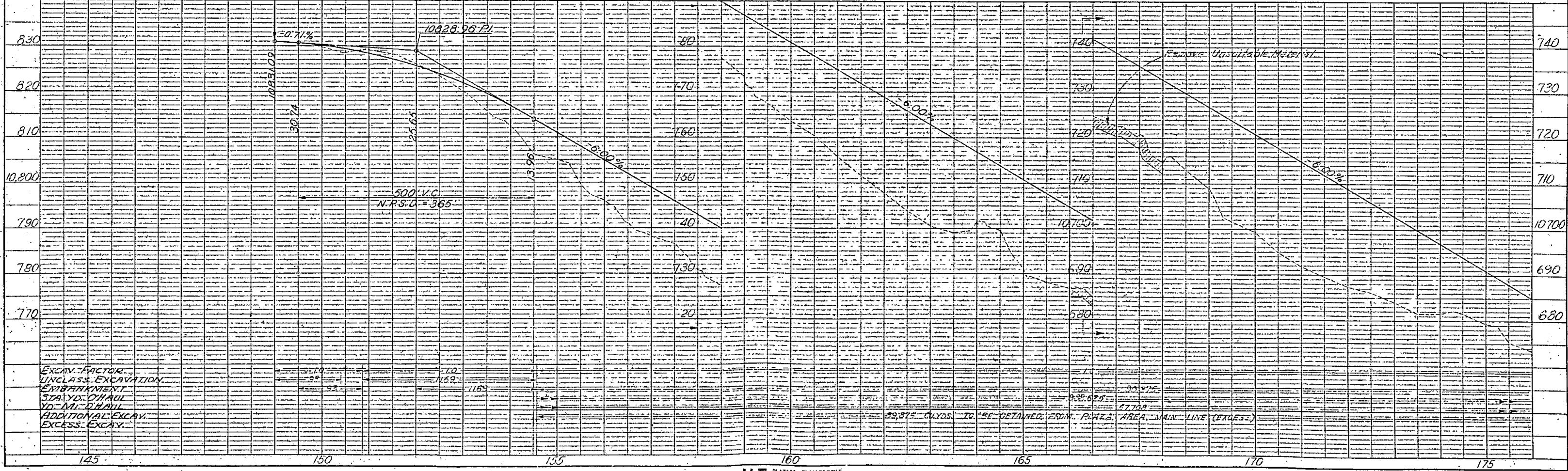
PROFILE	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
NO.	



$\Delta = 55^{\circ}55'30'' \text{ Lt}$
 $D = 4^{\circ}30'$
 $T = 676.0'$
 $L = 1242.78$
 $R = 1273.33'$
 $E = 168.31'$

M.D.S. =
 H.S.D. =
 S =
 Trans. Length =

NOTE: Right of Way shown on "Mainline and Ramp Layout" sheets.

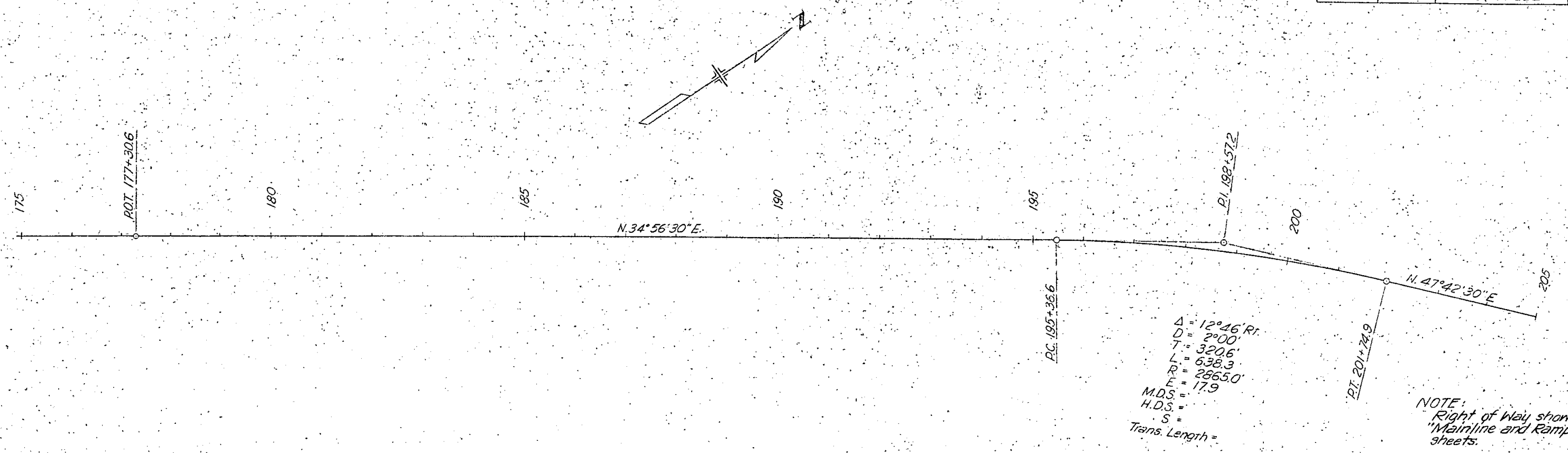


EXCAV. FACTOR
 UNCLASS. EXCAVATION
 EMBANKMENT
 STA. YD. DHAUL
 YD. MI. DHAUL
 ADDITIONAL EXCAV.
 EXCESS EXCAV.

33,375 CU YDS. TO BE OBTAINED FROM AREA BETWEEN MAIN LINE (EXCESS)

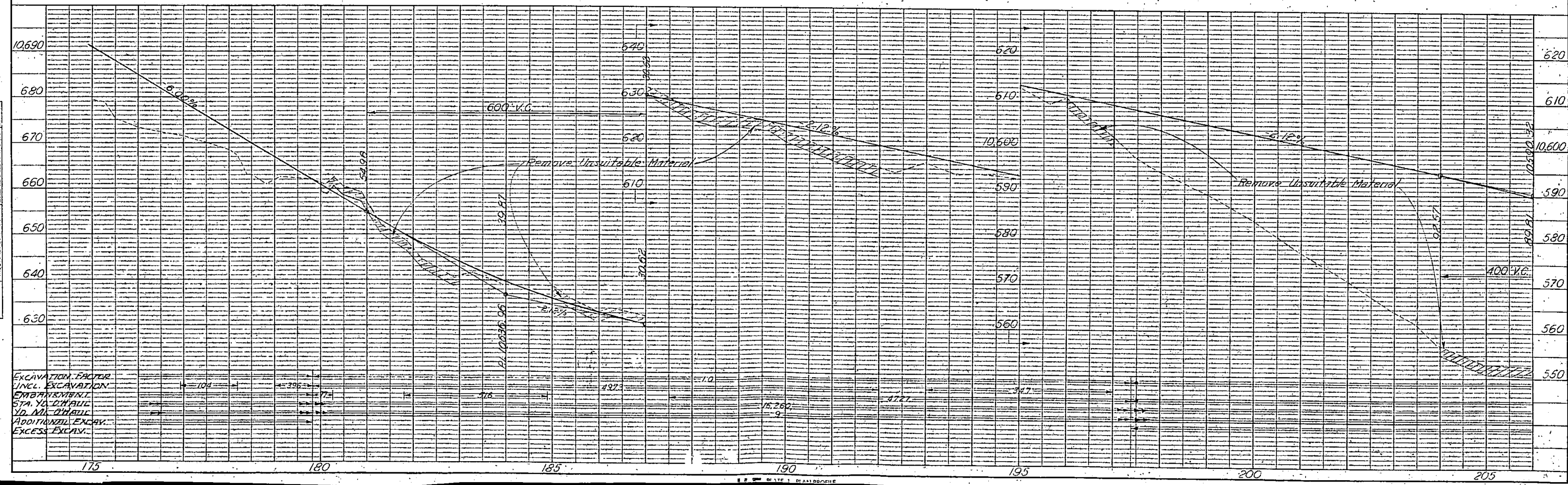
FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17)-222	43

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	BY	
	NO.	



NOTE:
Right of Way shown on
"Mainline and Ramp Layout"
sheets.

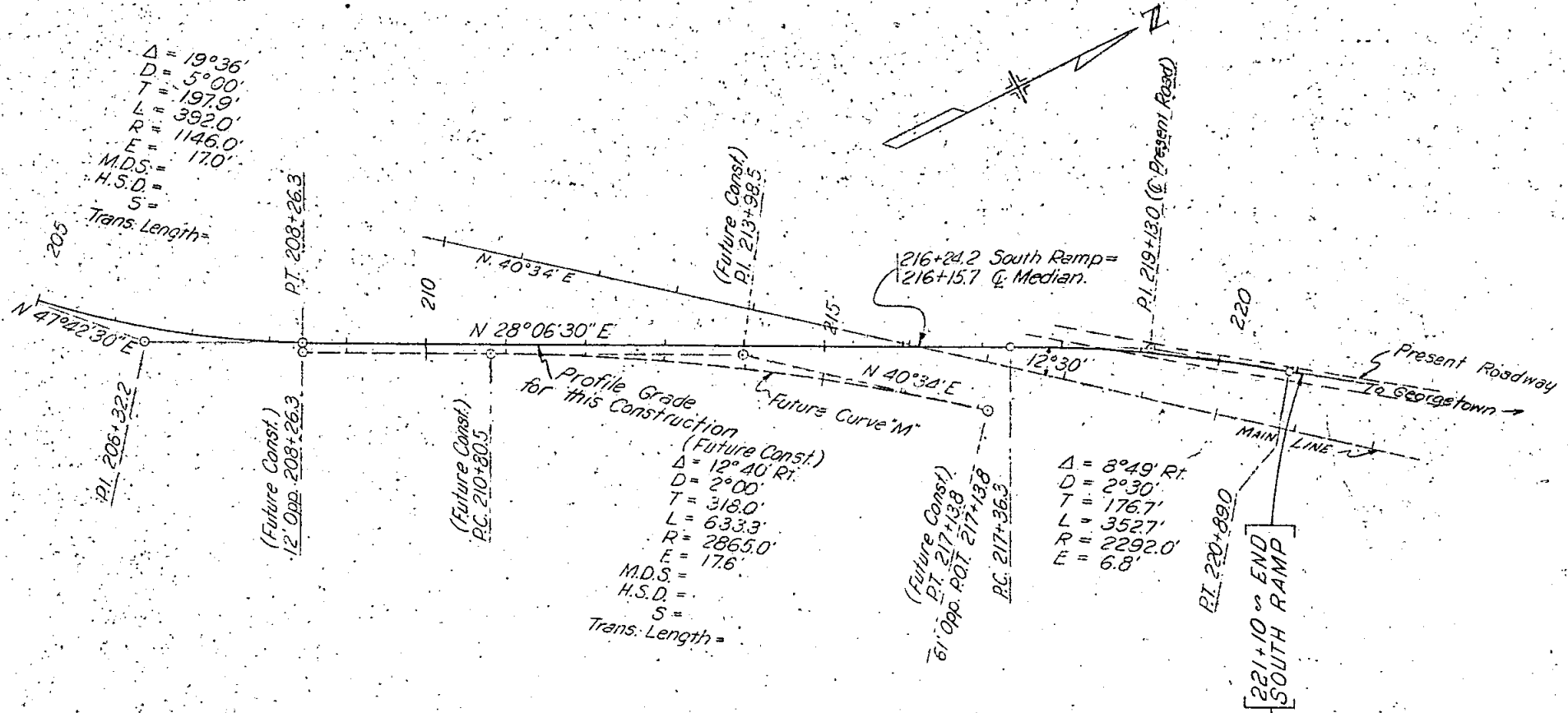
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	BY	
	NO.	



FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	44

PLAN	DATE
DESIGNED	
CHECKED	
NOTED	
BY	

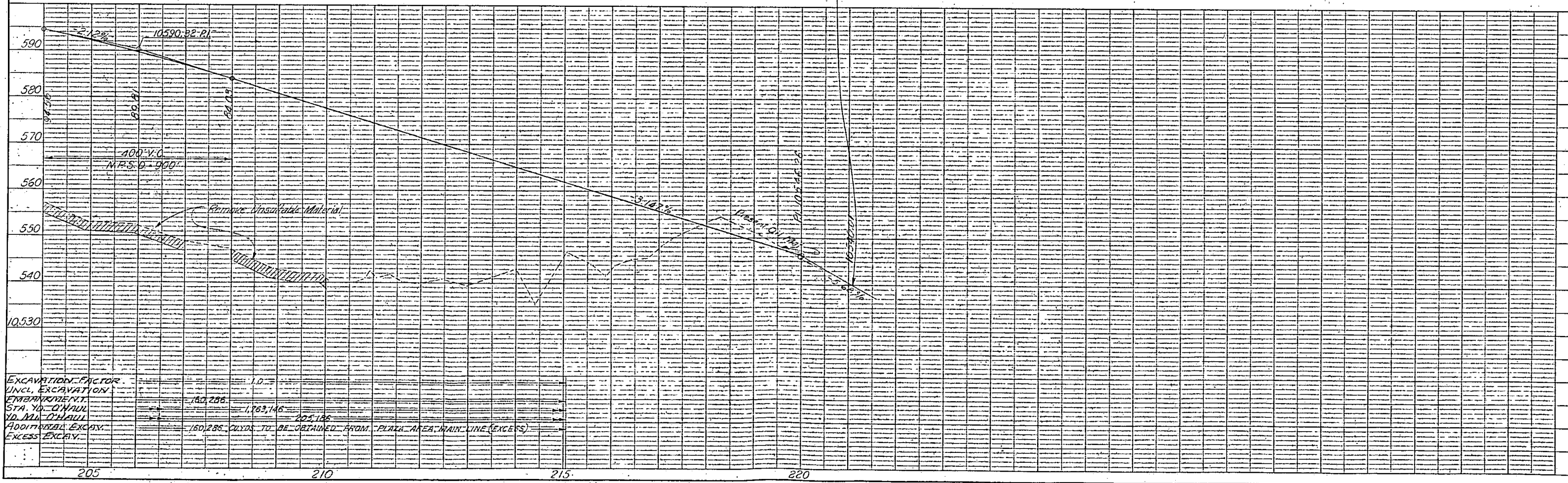
PROFILE	DATE
DESIGNED	
CHECKED	
NOTED	
BY	



$\Delta = 8^{\circ}49' \text{ Rt}$
 $D = 2^{\circ}30'$
 $T = 176.7'$
 $L = 352.7'$
 $R = 2292.0'$
 $E = 6.8'$

Profile Grade for this Construction (Future Const.)
 $\Delta = 12^{\circ}40' \text{ Rt}$
 $D = 2^{\circ}00'$
 $T = 318.0'$
 $L = 633.3'$
 $R = 2865.0'$
 $E = 17.6'$
 M.D.S. =
 H.S.D. =
 S =
 Trans. Length =

NOTE: Right of Way shown on "Mainline and Ramp Layout" sheets.



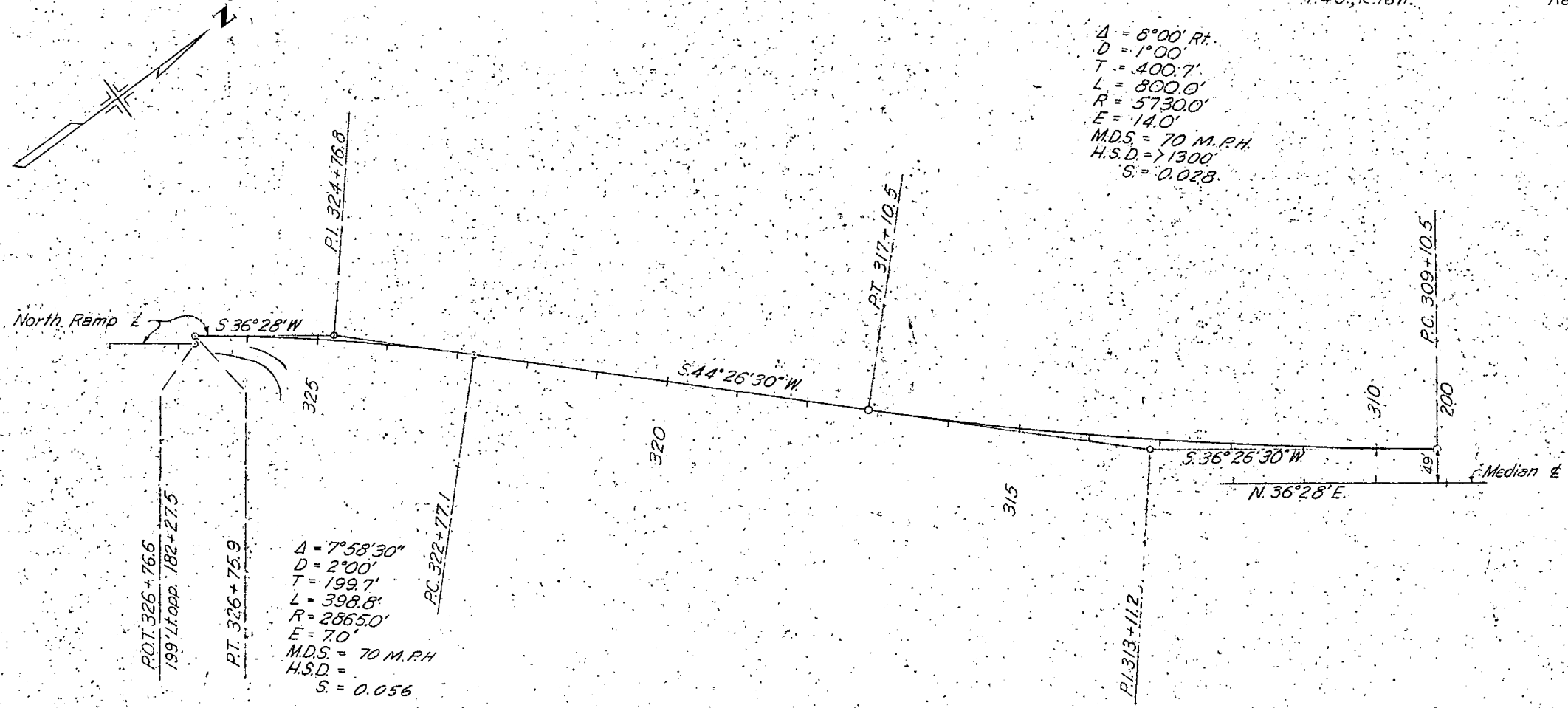
T.4S., R.76W.

Revised - 9/14/62, J.R.W.

FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(15) 222	45

NORTH RAMP

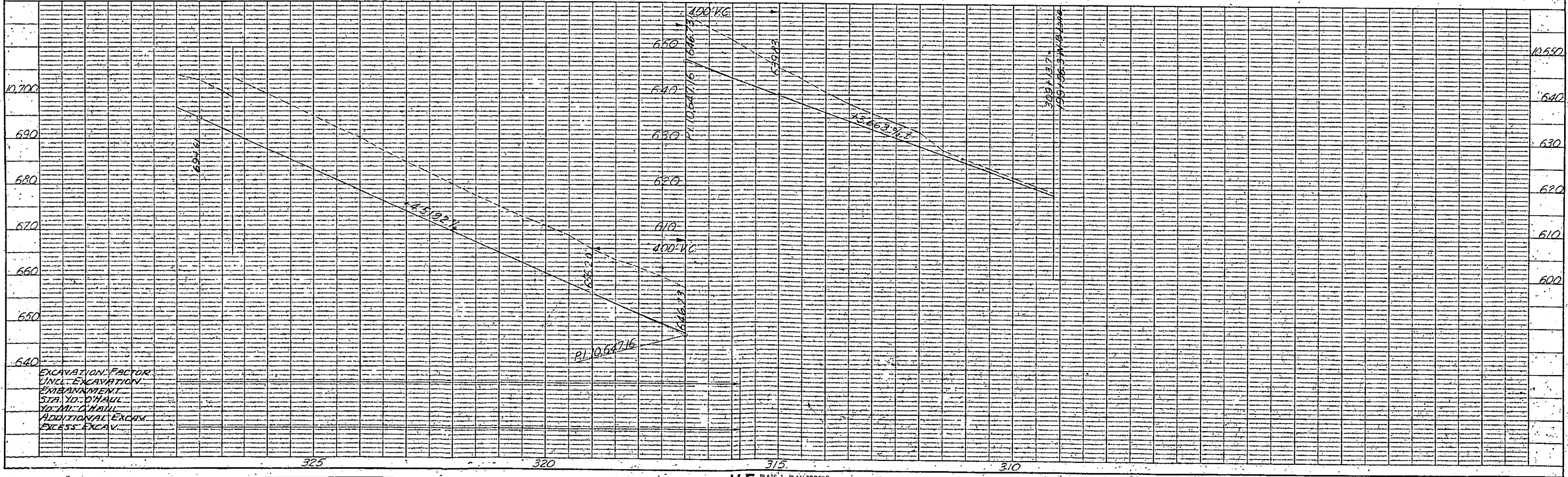
$\Delta = 8^{\circ}00' Rt.$
 $D = 1^{\circ}00'$
 $T = 400.7'$
 $L = 800.0'$
 $R = 5730.0'$
 $E = 14.0'$
 $M.D.S. = 70 M.P.H.$
 $H.S.D. = 11300'$
 $S = 0.028$



NOTE: Right of Way shown on "Mainline and Ramp Layout" sheets.

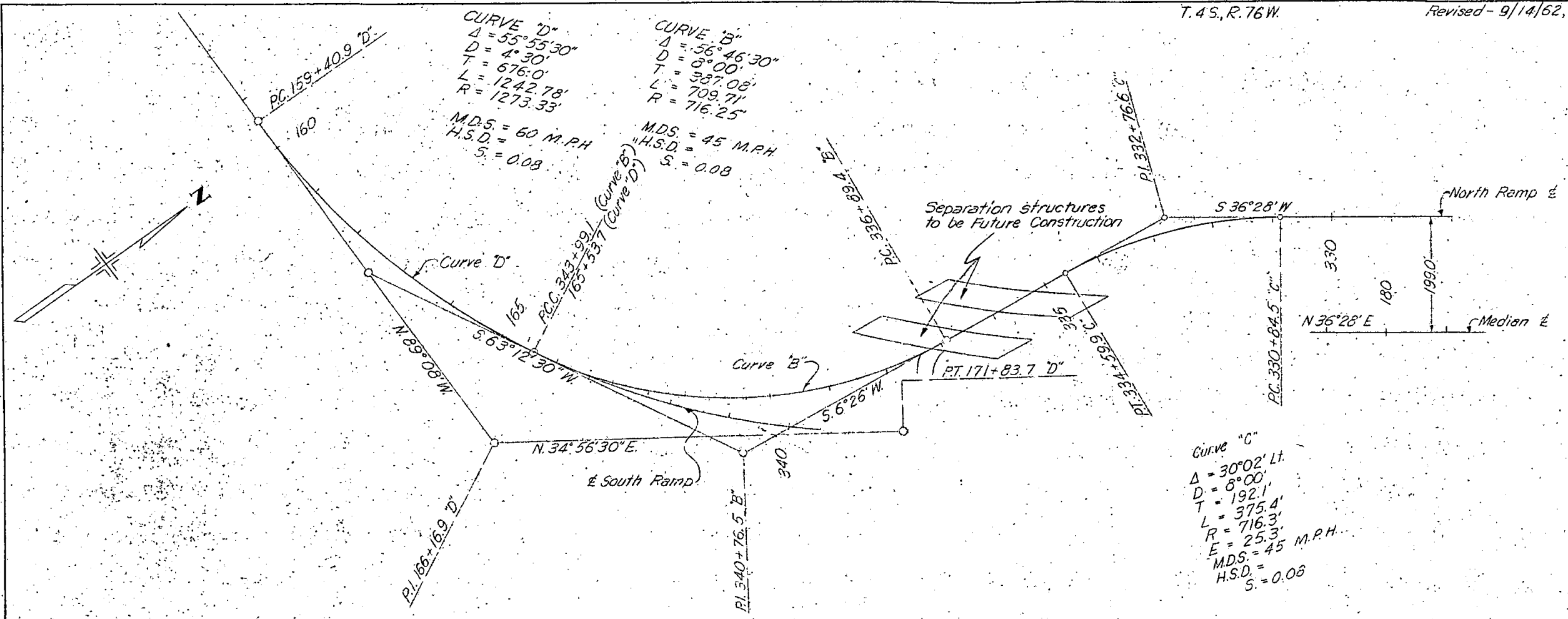
PLAN	DATE
SUBMITTED	4-7-62
PLOTTED	
ALIGNED CHECKED	
RI. OF WAY CHECKED	
NO.	

PROFILE	DATE
SUBMITTED	4-7-62
PLOTTED	
CARRES CHECKED	
STRUCKING MATRICES CHECKED	
NO.	



FEDERAL ROAD REGION NO.	DIVISION	PROJECT NO.	SHEET NO.
9	COLORADO	I 70-3(17) 222	46

NORTH RAMP



NOTE:
 Right of Way shown on
 "Mainline and Ramp Layout"
 sheets.

DATE: 7/25/62
 BY: W.F. SHANAHAN
 SURVEYED: []
 PLOTTED: []
 CHECKED: []
 NOTE BOOK: []
 NO. OF WAY CHECKED: []

DATE: 7-29-62
 BY: W.F. SHANAHAN
 SURVEYED: []
 PLOTTED: []
 CHECKED: []
 NOTE BOOK: []
 NO. OF WAY CHECKED: []

