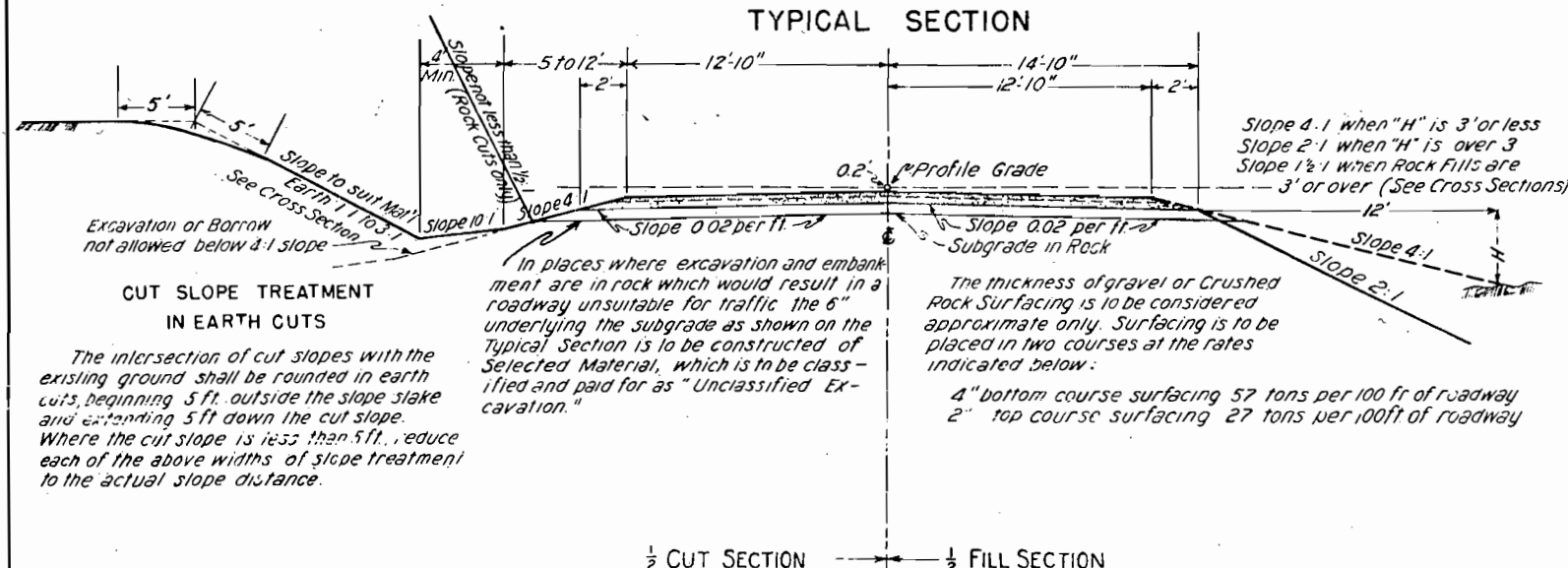


TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



GENERAL NOTES

This project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted June 1, 1937.

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

All roadway excavation required to construct this Project is to be obtained as indicated on the plans. Quantities involved beyond the limits of the ditch as shown on the Typical Section, either noted on the Profile as "Borrow" or on the List of Structures as "Embankment," are to be classified and paid for as "Unclassified Excavation."

These quantities are to be stated as part of the original Excavation at locations indicated on the plans. 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 curves are to be super-elevated as provided for by the Standard Super-elevation Sheet.

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

The entire project is to be cleared for variable widths which shall be held to the minimum required for the construction of the road, borrow pits, channel changes and widths required to accommodate visibility. Ordinarily the clearing shall not extend more than eight (8) feet beyond the toes of fills or tops of cut banks, and the cost thereof included in the lump sum price bid for "Clearing and Grubbing the Entire Project."

All corrugated metal pipe cross culverts are to be provided with one headwall on the inlet end, unless otherwise noted on the plans.

All side approach roads to the Project shall be gravel surfaced with a 4" thickness of "Gravel or Crushed Rock Surfacing" extending approximately 30 feet from the edge of the Highway. Estimated tonnage of "Surfacing Material" required in this operation is shown in the List of Structures.

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

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.

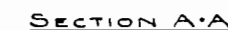
SURFACING PLAN

It is estimated that Gravel or Crushed Rock Surfacing for this project is available from vicinity of pits shown in the following table. If, for his own convenience, the contractor elects to use a plan other than that shown below, overhaul in excess of that shown by the Departments plan will not be allowed. Estimated quantities involved in the operation are as follows:

MATERIAL TO BE PLACED	SOURCE	QUANTITY		OVERHAUL TON MILES
		AVAILABLE TONS	USED TONS	
Sta 193+00 - Sta 219+45	Pit No SF-1 - Located on Smith Fork Creek, near Crawford - NE 1/4, SE 1/4, Sec 31, T15S, R91E - in Delta County. Pit is 4.1 mi from beginning of Project.	42,000	2,222	7,400
" 219+53 - " 233+00			1,130	4,195
" 233+08 - " 327+24			7,893	37,319
CATTLE PASSES				
Sta 219+45 - Sta 219+53			5	18
" 233+00 - " 233+08			5	20
			11,255	48,952
Sta 327+24 - Sta 461+00	Pit No 379-C-1 - Located 4.3 mi from Sta 461+00 - End of Project - in the SW 1/4, NE 1/4 Sec 4, T49N, R6W, in Montrose County.	98,000	11,260	51,447
			11,260	51,447
	TOTALS		11,260	51,447
	ROADWAY TOTALS		22,515	100,399
Road Approaches			450	2,007
	PROJECT TOTALS		22,965	102,406

SUMMARY OF APPROXIMATE QUANTITIES

NO	ITEM	UNIT	QUANTITY
10a	Clearing & Grubbing Entire Project	Lump Sum	•
11b	Removal of 18 Structures	Lump Sum	•
12a	Removing Fence	Lin. Ft.	6,300
12b	Removing & Resetting Walk Gates	Each	2
13c	Unclassified Excavation	Cu Yd	133,000
14a	Dry Rock Excavation (Structural)	Cu Yd	210
14b	Dry Common Excavation (Structural)	Cu Yd	840
14c	Wet Rock Excavation (Structural)	Cu Yd	140
14d	Wet Common Excavation (Structural)	Cu Yd	560
18a	Station Yard Overhaul	Sta Yd	123,000
18b	Yard Mile Overhaul	Yd Mi.	400
26a	Gravel or Crushed Rock Surfacing	Ton	23,000
26c	Overhaul of Surfacing	Ton Mi.	102,500
42a	Untreated Bridge Timber	M ft. bm.	7
42b	Treated Bridge Timber	M ft. bm.	120
44b	Miscellaneous Treated Timber	M ft. bm.	1.9
46a	Class "A" Concrete	Cu Yd	34
46b	Class "B" Concrete	Cu Yd	66
47	Reinforcing Steel	Lb.	2,300
53b	18" Corrugated Metal Culvert Pipe	Lin. Ft.	3,038
53c	24" Corrugated Metal Culvert Pipe	Lin. Ft.	758
53d	30" Corrugated Metal Culvert Pipe	Lin. Ft.	460
53g	48" Corrugated Metal Culvert Pipe	Lin. Ft.	162
55b	18" Corrugated Metal Siphon Pipe	Lin. Ft.	350
55d	30" Corrugated Metal Siphon Pipe	Lin. Ft.	96
60u	Treated Timber Piling	Lin. Ft.	888
64	Grouted Rubble Sl. & Ditch Pav. (12" Thick)	Sq. Yd.	20
72x	8" Perforated Cor. Metal Pipe Underdrain	Lin. Ft.	570
74	Wire Cable Guard Fence	Lin. Ft.	2,160
74x	Timber Guard Post	Each	64
76b	Barbed Wire Fence with Untr. Wood Post	Lin. Ft.	24,700
76e	Combination Wire Fence with Untr. Wd Post	Lin. Ft.	29,400
76g	Barbed Wire Gates	Each	2
76h	Driveway Gates	Each	24
76i	Walk Gates	Each	1
81a	Project Markers	Each	1
81b	Right of Way Markers	Each	61
82	Cattle Guards (16')	Each	1
85b	Trash Guards 18" Siphon	Each	7
85d	Trash Guards 30" Siphon	Each	2
110b	4" Cast Iron Valve & Valve Box	Each	3
110d	6" Cast Iron Valve & Valve Box	Each	1
110x	4' Galvanized Drain Pipe	Lin. Ft.	450
110y	6' Galvanized Drain Pipe	Lin. Ft.	60
11a	Removal of Bridge, Rt. Sta 460+	Lump Sum	•
	FORCE ACCOUNT ITEM		
	Obliterating Old Road	Lump Sum	•
	Removing & Resealing Division Box Sta 338+	Lump Sum	•
	FORCE ACCOUNT ITEMS (Nonparticipating F.A.S. Funds)		
	Remove Barn Station 255+	Lump Sum	•
	Remove Barn Station 260+	" "	•
	Remove Gas Pumps 294+	" "	•



PREDRILLING DETAIL FOR ALL FLOORING

NAILING DIRECTIONS.

Post to Rail: 2-40d Nails per rail per post.
Flooring to Cap: 1-1/2"x14" Drift Bolt per piece per Cap.
Flooring to Flooring: 3-1/2"x12" Drift Bolts per piece Flooring.
Sacking Plank to Piles & Cap: 2-1" Wire Spikes per Plank per Pile.

COLORADO
STATE HIGHWAY DEPARTMENT
CATTLE PABS
TREATED TIMBER
25'-6" CLEAR ROADWAY
STA. 219+45 - 219+53.67
NEAR-SAPINERO Sec. 30-T 51N-R6W

Designed by **AFH**
Made by **WWD**
Checked by **LSH**

Approved by **Art. Baile**
Bridge Engineer
Date: **8-22-1992**

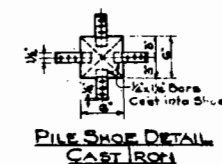
The entire exposed surface of all untreated timber shall be painted one coat as specified immediately after the material is delivered to the project.

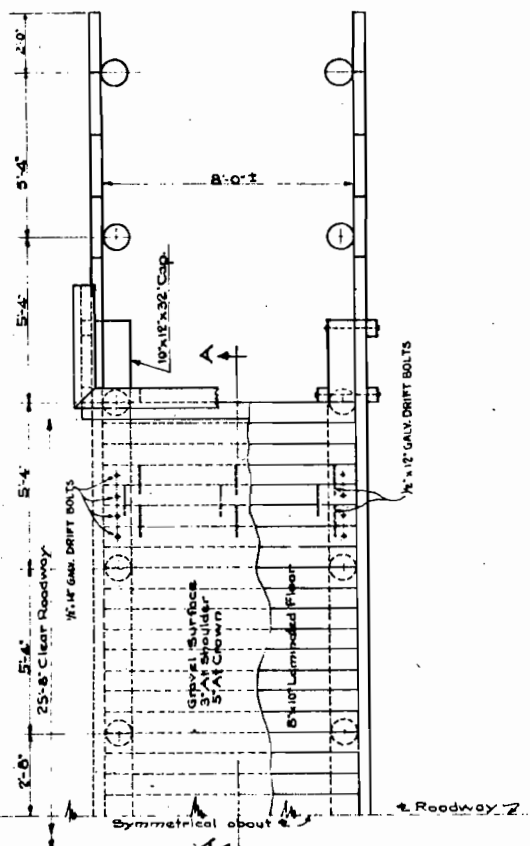
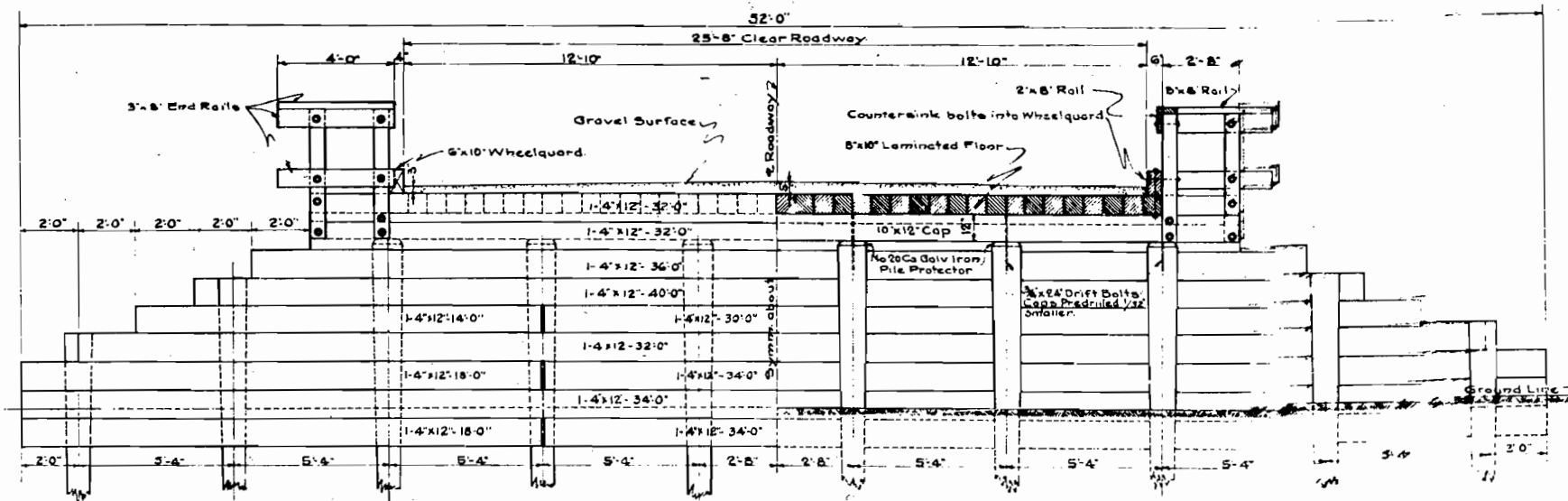
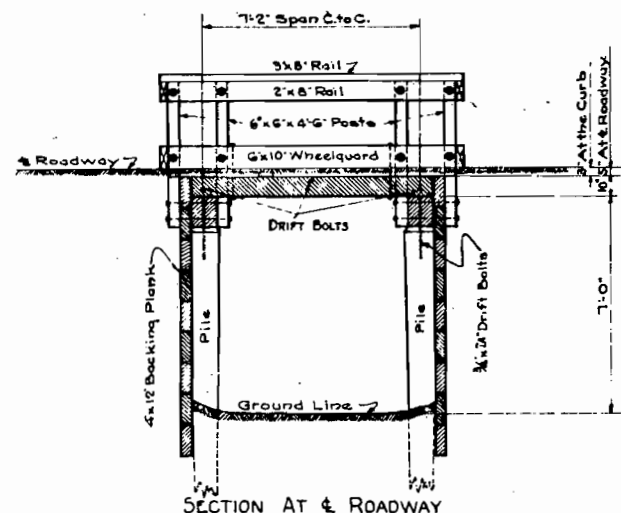
Before painting handrailing the contract, surfacing shall receive the second coat of paint.

When contractor is permitted to drill holes to facilitate pile driving, these holes must be drilled so piling will stand in vertical position after final driving.

All thru holes for drift bolts shall be drilled 1/2 inch smaller than drift bolts used, and to be drilled before treating.

All hardware and nails to be hot galvanized.



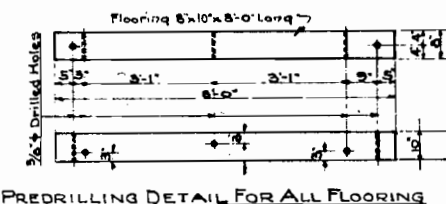


NOTE: QUANTITIES SHOWN ARE FOR ONE CATTLE PASS.

UNTREATED TIMBER				
Handrail	3x8	2 pcs	3 x 8 x 10'-0" Long	= 40 Bd.Ft.
Handrail	3x8	2 pcs	2 x 8 x 10'-0" Long	= 27 Bd.Ft.
End Rail	3x8	12 pcs	3 x 8 x 4'-0" Long	= 96 Bd.Ft.
Posts	3x8	12 pcs	6 x 6 x 4'-6" Long	= 162 Bd.Ft.
Total Untreated Timber				= 325 Bd.Ft.

TREATED TIMBER				
Wheelguard	8x10	2 pcs	8 x 10 x 5'-6" Long	= 97 Bd.Ft.
Flooring	8x10	40 pcs	8 x 10 x 8'-0" Long	= 2134 Bd.Ft.
Cap	10x12	2 pcs	10 x 12 x 32'-0" Long	= 640 Bd.Ft.
Backing Plank	4x12	2 pcs	4 x 12 x 14'-0" Long	= 112 Bd.Ft.
do	4x12	6 pcs	4 x 12 x 18'-0" Long	= 432 Bd.Ft.
do	4x12	2 pcs	4 x 12 x 16'-0" Long	= 128 Bd.Ft.
do	4x12	6 pcs	4 x 12 x 32'-0" Long	= 768 Bd.Ft.
do	4x12	2 pcs	4 x 12 x 34'-0" Long	= 816 Bd.Ft.
do	4x12	2 pcs	4 x 12 x 36'-0" Long	= 288 Bd.Ft.
do	4x12	2 pcs	4 x 12 x 40'-0" Long	= 320 Bd.Ft.
do	4x12	2 pcs	4 x 12 x 30'-0" Long	= 240 Bd.Ft.
Total Treated Timber				= 5975 Bd.Ft.

TREATED TIMBER PILING	16 pcs 26'-0" Long	= 416 Lin.Ft.
	4 pcs 22'-0" Long	= 88 Lin.Ft.
TOTAL		504 Lin.Ft.

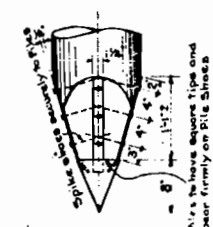


HARDWARE *						
Description	Item	Size	Number	Length	Wt. ea.	Total Wt.
Post to Rail	Bolt	3/4"	8	10"	1.08 Lbs.	8.64 Lbs.
Post to End Rail	"	3/4"	16	11"	1.12	17.92
Post to Backing Plank	"	3/4"	4	12"	1.24	5.0
Post to Wheelguard	"	3/4"	8	13"	1.35	10.8
Post to Plank to Cap	"	3/4"	4	22"	2.07	8.3
Post to Plank to Cap to Post	"	3/4"	4	28"	2.56	20.5
Wheelguard to Flooring	"	3/4"	4	22"	2.07	8.3
Standard C.I.O.G.	Washers	3/4"	104	24"	0.15	15.6
Caps to Piles	Drift Bolt	3/4"	12	24"	3.00	36.0
Total Weight =						194 Lbs.

* Weights based on Ungalvanized material

NAILS	40 d COMMON	16 d DRIFT BOLTS	1/4" DRIFT BOLTS	1" WIDE SPIKES
	4 LBS.	81 LBS.	93 LBS.	46 LBS.

NAILING DIRECTIONS.
 Post to Rail: 2-40d Nails per post.
 Flooring to Cap: 1-1/2x12' Drift Bolt per piece per Cap.
 Flooring to Piling: 3-1/2x12' Drift Bolt per piece per Piling.
 Backing Plank to Pile & Cap: 2-1" Wide Spikes per Plank per Pile.

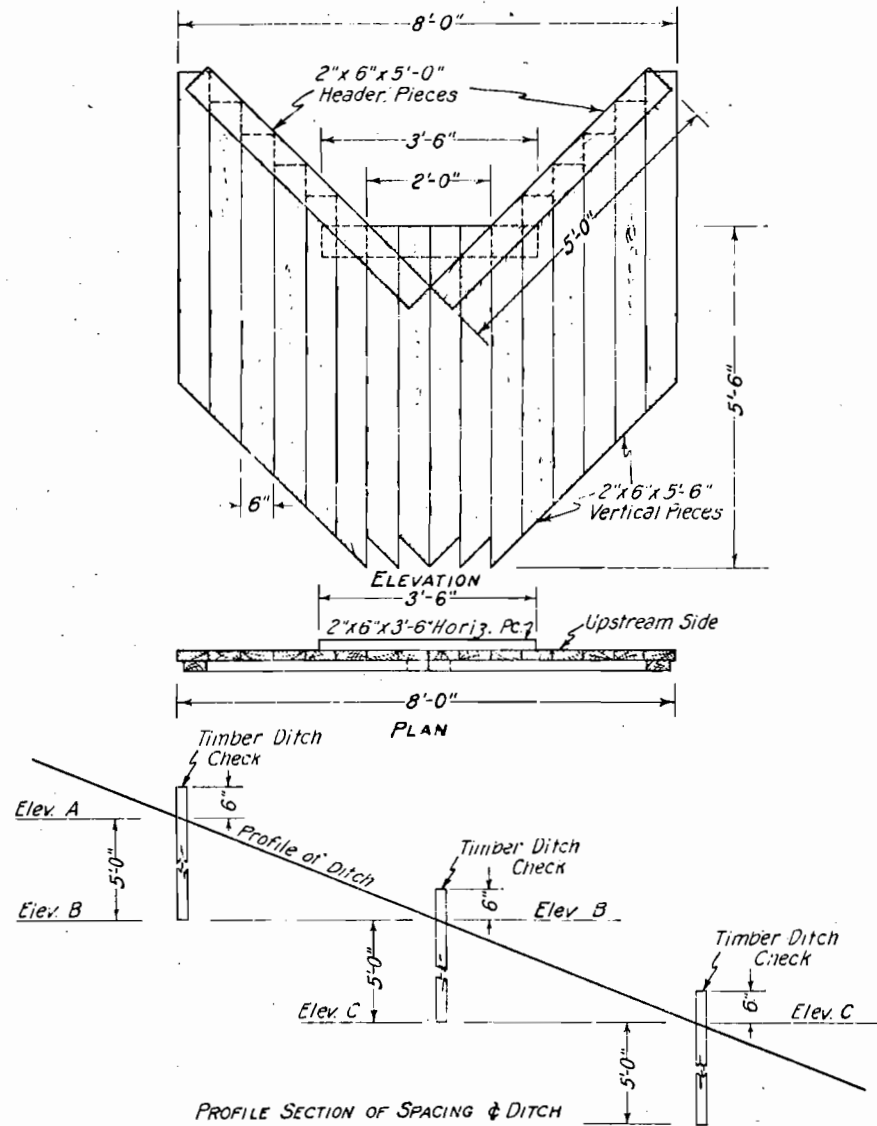


GENERAL NOTES
 All work shall be done according to the Standard Specifications for the State Highway Department adopted August 1-1930, June 1, 1937.
 All timber and piling to be treated or untreated as shown in bills of material.
 All timber and piling shall be Dense Southern Yellow Pine or West Coast Douglas Fir.
 All piling supporting caps shall be covered with galvanized pile protectors as shown in detail.
 Piling tops shall be saturated with hot Greasote Oil and covered with a thick layer of tar.
 All handrails and posts above the wheel guards shall be painted white.
 Posts below the top of wheel guards shall be painted black as specified.
 All bolts more than 12 inches long must be threaded not less than 1/4 inch.
 Bolts in the finished structure shall not project more than one half inch beyond the nut.
 All bolts must have Std. C.I.O.G. or Maricao Cast Washers under each head.
 Bolt lengths are calculated assuming C.I.O.G. washers will be used.
 The contractor is cautioned to check bolt lengths before ordering.
 The entire exposed surface of all untreated timber shall be painted and repainted as specified immediately after the material is delivered to the project.
 Before placing handrails the contact surfacing shall receive the second coat of paint.
 When contractor is permitted to drill holes to facilitate pile driving, these holes must be drilled so piling will stand in vertical position after final driving.
 All holes for drift bolts shall be drilled 1/2 inch smaller than bolt diameter.
 All hardware and nails to be hot galvanized.

SUMMARY OF MATERIALS REQUIRED				
Item	Description	Unit	Quantity	Total
14a	Struct. Ply	Sq. Yds.	40	40
14b	Common	Sq. Yds.	15.6	15.6
14c	Not Rock	Sq. Yds.	5.0	5.0
14d	Not Common	Sq. Yds.	10.8	10.8
42a	Untreated	Linear Feet	5975	5975
42b	Treated	Linear Feet	504	504
42c	Piling	Linear Feet	504	504
42d	Cap	Linear Feet	194	194
42e	Hardware	Lbs.	194	194

LOADING DATA
 40 d COMMON 4 LBS.
 16 d DRIFT BOLTS 81 LBS.
 1/4" DRIFT BOLTS 93 LBS.
 1" WIDE SPIKES 46 LBS.

COLORADO
 STATE HIGHWAY DEPARTMENT
 CATTLE PASS
 TREATED TIMBER
 25'-8" CLEAR ROADWAY
 STA. 233+00-233+08.67
 NEAR-SAPINERO-SEC. 31-T. 51N-R. 6W
 Designed by A.P.P. Approved by H.T. Bailey
 Made by W.W.D. Bridge Engineer
 Checked by L.S.W. Date 8-22-1933



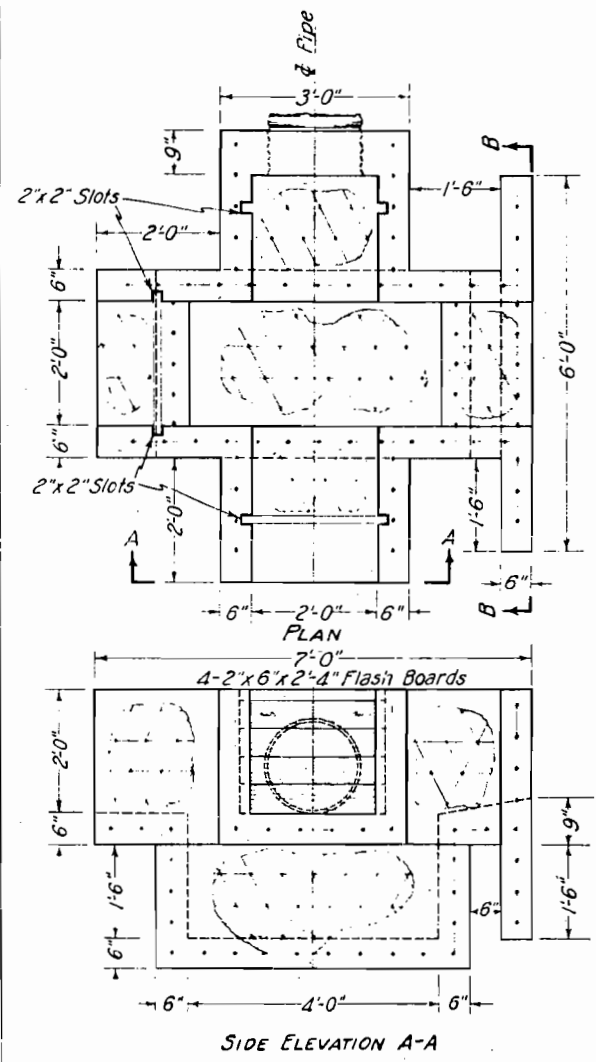
DETAILS OF TIMBER DITCH CHECK

BILL OF MATERIAL - TIMBER DITCH CHECK			
16	Vert. Pieces	2"x6"x5'-0"	88' B.M.
1	Hor. Piece	2"x6"x3'-6"	3.5' B.M.
2	Header Pieces	2"x6"x5'-0"	10' B.M.
TOTAL			101.5' B.M.
*NAILS		200	

*Hardware to be included in Bid Price for Misc. Treated Timber.

All Timber to be Classed as Misc. Treated Timber.
All Vertical Boards to be Driven in Place. In Case Soil Conditions are such that Contractor is not able to Drive the Ditch Checks, He will be Allowed to Place them.

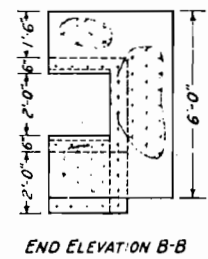
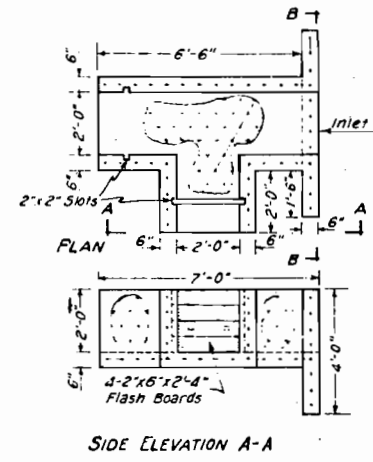
DETAILS FOR CONCRETE DIVERSION BOX
STA. 324+00



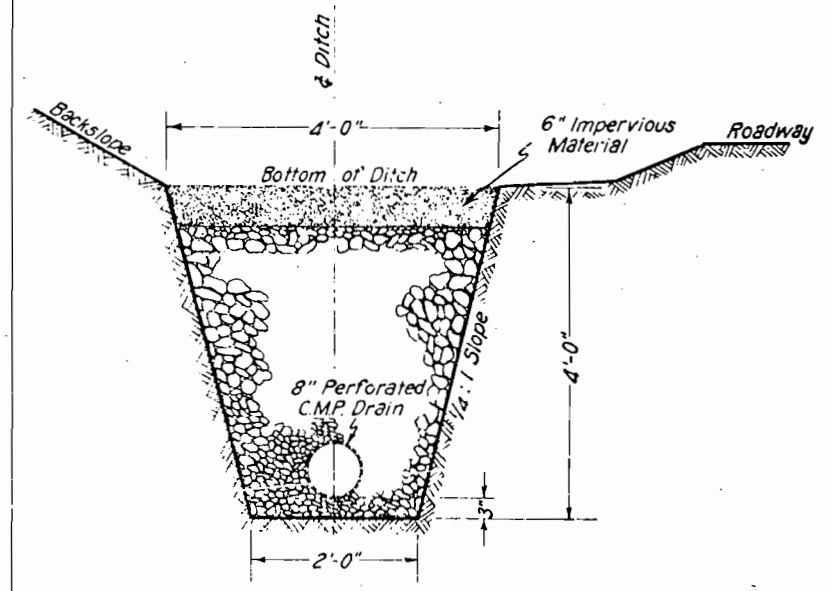
Summary	
46a	2.2 Cu. Yds. Concrete "Cl. A"
47x	95 lbs. Reinforcing Steel
44a	0.019 M.ft.b.m Tr. Timber

*American Steel and Wire Co. Triangle Mesh Style No. 208 @ 89 lbs. per 100 sq. ft. or equivalent Reinforcing.

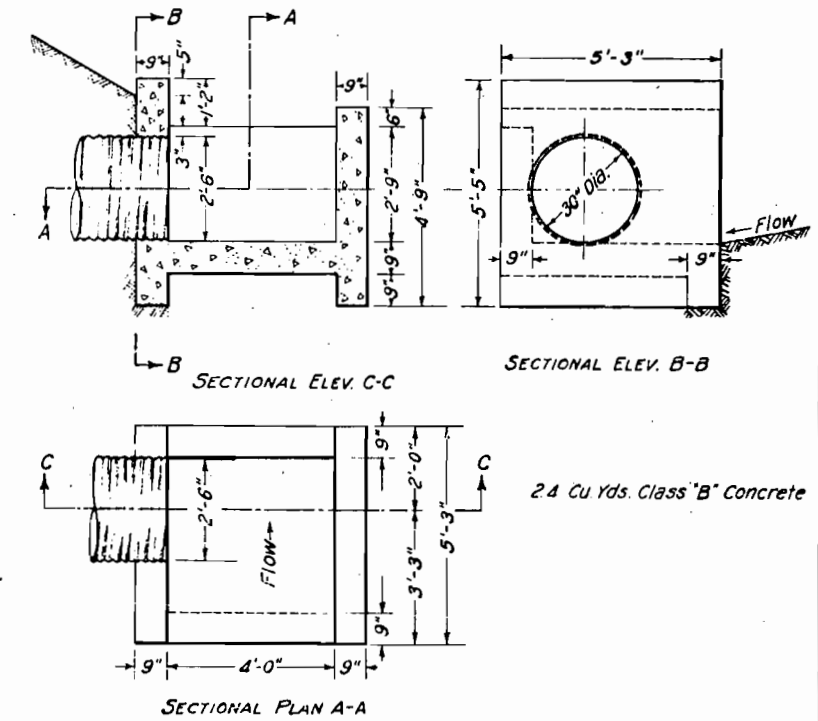
Note: All Wire Mesh shall be placed 3" from edge of the Concrete.
All Timber to be Classed as Misc. Treated Timber.



DETAILS FOR CONCRETE DIVERSION BOX
STA. 284+85 & 290+10



DETAILS FOR SPECIAL HEADWALL
STA. 384+50



Summary	
46a	1.2 Cu. Yds. Conc. "Cl. A"
47x	63 lbs. Reinf. Steel
44a	0.010 M.ft.b.m Tr. Timber

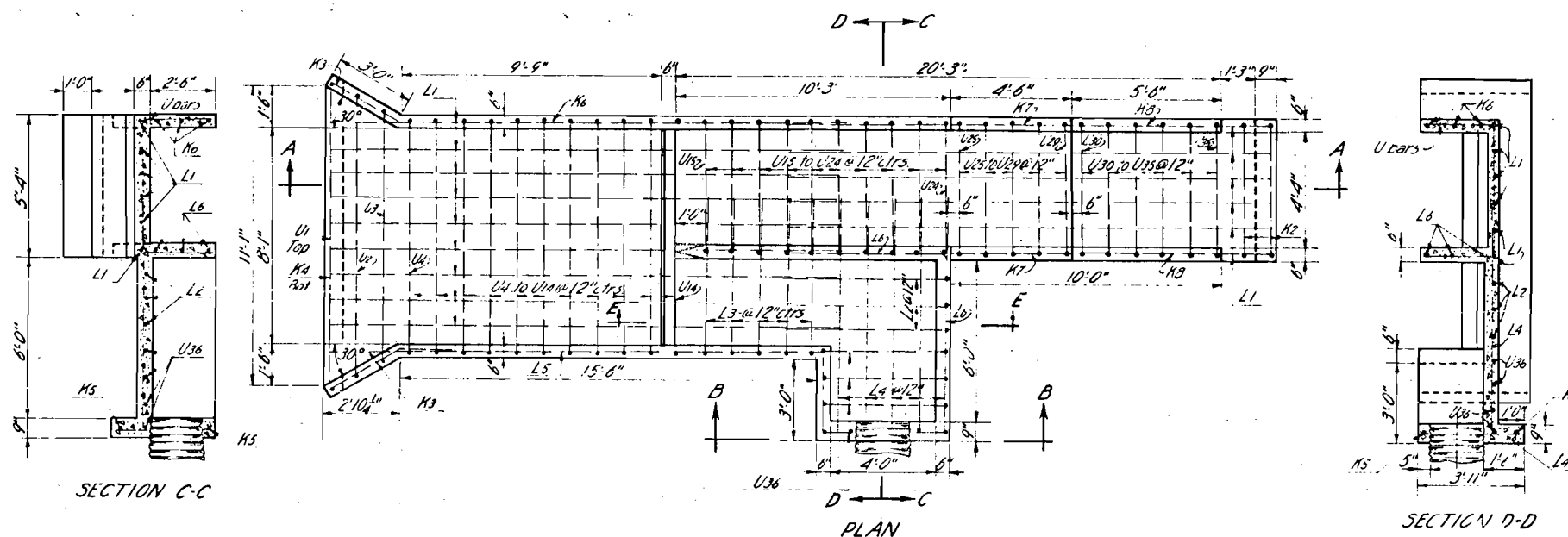
*American Steel and Wire Co. Triangle Mesh Style No. 208 @ 89 lbs. per 100 sq. ft. or equivalent Reinforcing.

All Timber to be Classed as Misc. Treated Timber.
All Wire Mesh shall be placed 3" from edge of the Concrete.

2.4 Cu Yds. Class "B" Concrete

New Sheet 11-24-37 A.I.C. Rearranged
and changed size of bars.
R.S.S. Added cut-water nosing.

FED. ROAD DIST. NO.	STATE	F.A.S.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C	7	



BAR LIST									
MARK	SIZE	NO.	LENGTH	P	Q	BENDING DIAGRAMS			
U1	1/2"	1	16'-8"	11'-8"	2'-8"	DIMENSIONS TO E OF BARS U Bars 1/2"			
U2	1/2"	1	15'-0"	10'-4"	2'-8"				
U3	1/2"	1	14'-4"	9'-7"	2'-8"	Rad = 2"			
U4	1/2"	1	13'-7"	8'-7"	2'-7"				
U5	1/2"	1	12'-4"	8'-7"	2'-2"	Rad = 2"			
U6	1/2"	1	9'-2"	4'-10"	2'-3"				
U7	1/2"	1	9'-11"	4'-10"	2'-7 1/2"	Rad = 2"			
U8	1/2"	1	8'-8"	4'-10"	2'-0"				
U9	1/2"	1	4'-0"	4'-10"	2'-2"	Rad = 2"			
U10	1/2"	1	7'-10"	4'-10"	1'-7"				
U11	1/2"	1	4'-0"	4'-10"	2'-5"	Rad = 2"			
U12	1/2"	1	4'-6"	4'-10"	2'-5"				
U13	1/2"	1	4'-2"	4'-6"	2'-5"	Rad = 2"			
U14	1/2"	1	14'-7"	18'-8"	1'-0"				
U15	1/2"	3	8'-4"	6'-5"	2'-5"	L Bars 1/2"			
U16	1/2"	3	3'-1"	5'-10"	2'-4"				
U17	1/2"	5	9'-7"	8'-8"	1'-0"	Rad = 2"			
U18	1/2"	5	13'-8"	15'-9"	3'-0"				
U19	1/2"	4	15'-8"	9'-0"	6'-9"	Rad = 2"			
U20	1/2"	4	3'-0"	3'-0"	1'-0"				
U21	1/2"	3	5'-0"	5'-0"	1'-0"	K Bars 1/2"			
U22	1/2"	9	5'-0"	5'-0"	1'-0"				
U23	1/2"	1	11'-0"	11'-0"	1'-0"	Straight			
U24	1/2"	2	4'-8"	4'-8"	1'-0"				
U25	1/2"	3	20'-3"	20'-3"	1'-0"	Straight			
U26	1/2"	4	6'-7"	6'-7"	1'-0"				
U27	1/2"	4	7'-7"	7'-7"	1'-0"	Straight			
U28	1/2"	4	7'-7"	7'-7"	1'-0"				

SUMMARY
1102 Lin Ft. 1/2" @ 0.668 Lbs per lin ft. = 776 Lbs.
+1% Overrun = 4"
TOTAL 780 Lbs

SUMMARY OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	TOTAL
14	Structural Excavation	Cu Yd	35
*46a	Class "A" Concrete	"	9.94
47	Reinforcing Steel (-1% for Overrun)	Lb	780

* 35 Lbs of Steel for Nosing to be included in Bid Price for Class "A" Concrete.

LOADING DATA.
LIVE LOAD & A.S.H.O. 1914 CLASS A, H-15.
DEAD LOAD, ASHES 15 LBS PER SQ. FT. ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1 INCH CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

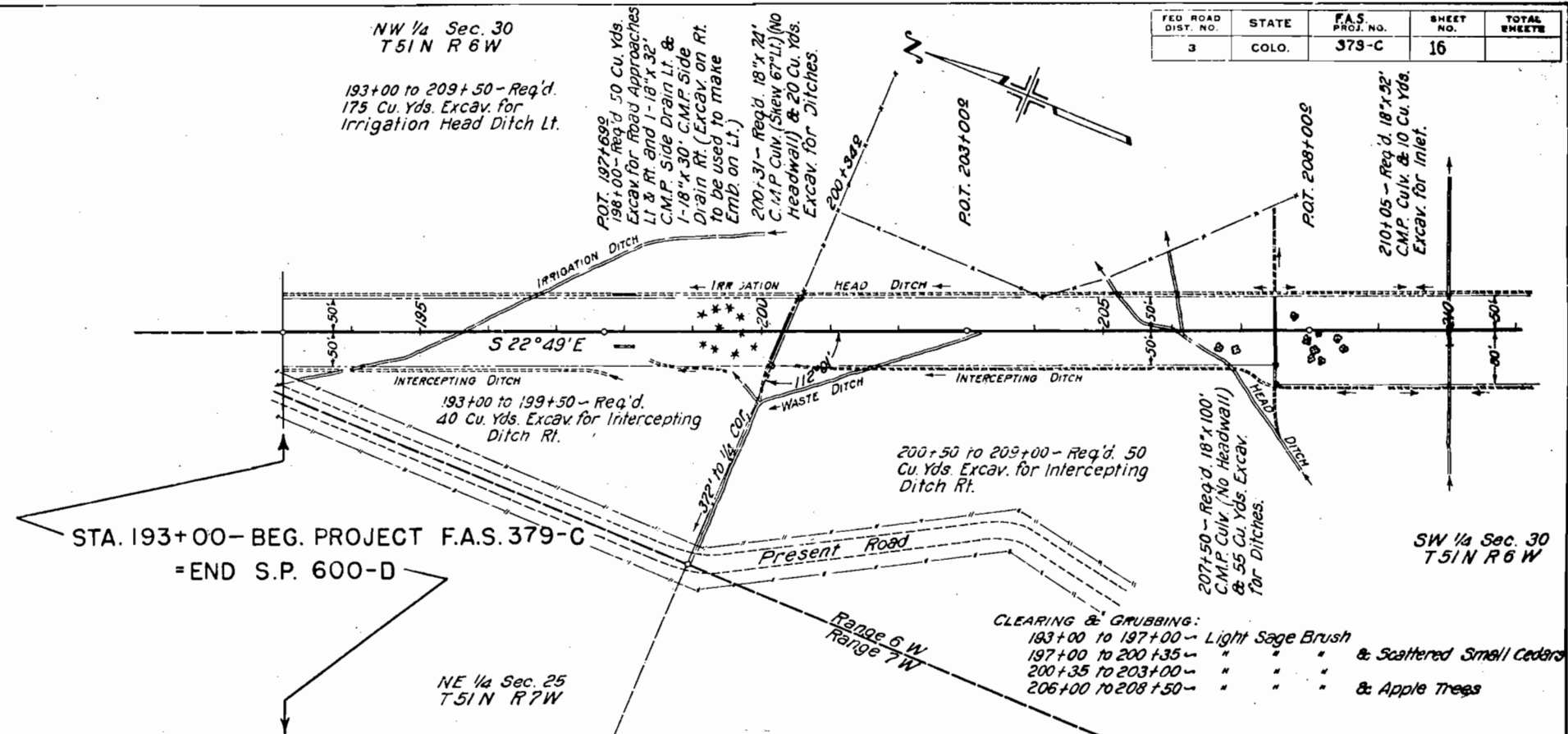
DESIGNING DATA.
A.S.H.O. 1915 EXCEPT CONCRETE UNIT STRESSED PER A.S.H.O. AUG. 1920.

COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS FOR
REINFORCED CONCRETE
DIVISION BOX

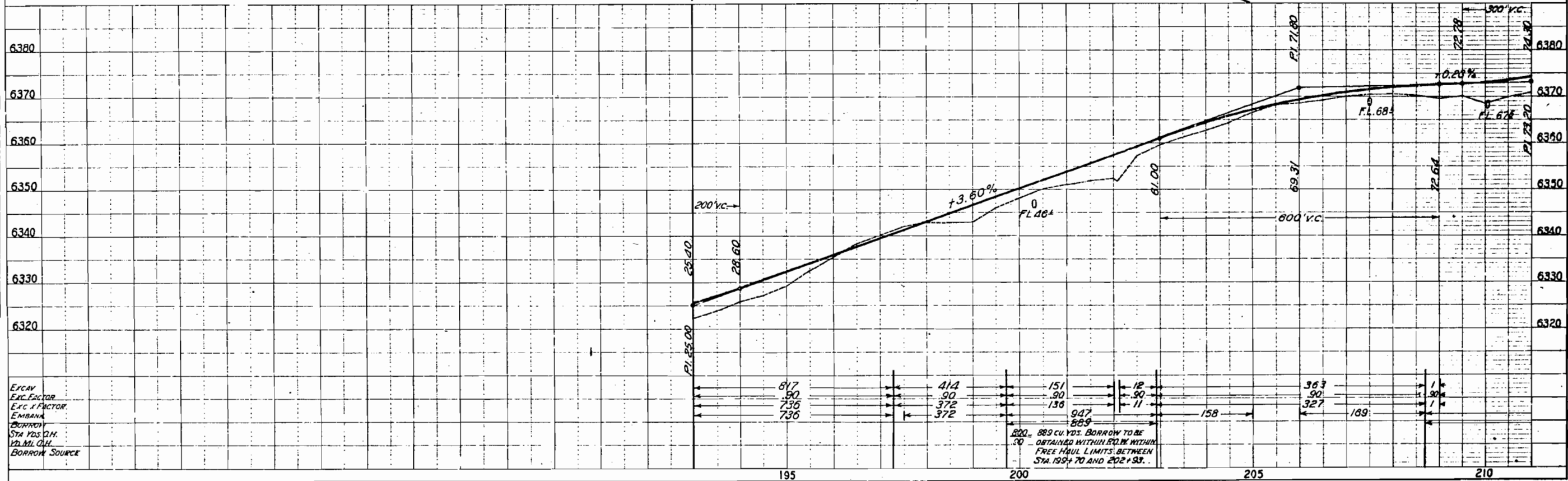
Sta. 385+50
Near SAPIERO Sec. 7 T. 50N. R. 6W. E. 24
Designed by A.I.C. Approved by R. Bailey
Made by Bridge Engineer
Checked by Date: Dec. 6, 1937.

PLAN	DATE	BY	CHKD	APP'D
NO. 1000	10-15-60	W. J. H. H.	W. J. H. H.	W. J. H. H.
ALUMINUM CRITICAL				
AT OF BALANCE				

NOTE: All poles encroaching on Right of Way are to be moved by Owners. Fencing Requirements are shown on Sheet No. 3. Right of Way Markers, Guard Fence, and Guard Post are shown on Sheet No. 3a. Grades and Alignment as shown hereon are subject to modification during construction only after approval by the Denver Office.

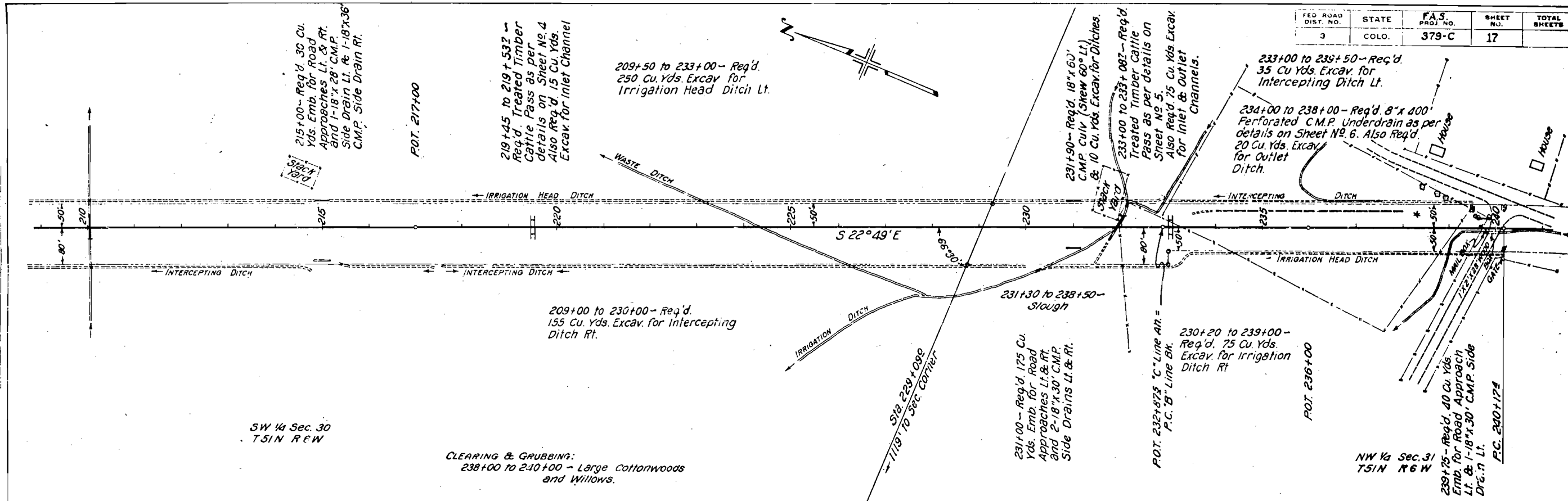


PROFILE	DATE	BY	CHKD	APP'D
DATE	10-15-60	W. J. H. H.	W. J. H. H.	W. J. H. H.
BY	W. J. H. H.	CHKD	W. J. H. H.	APP'D
W. J. H. H.	W. J. H. H.	W. J. H. H.	W. J. H. H.	W. J. H. H.

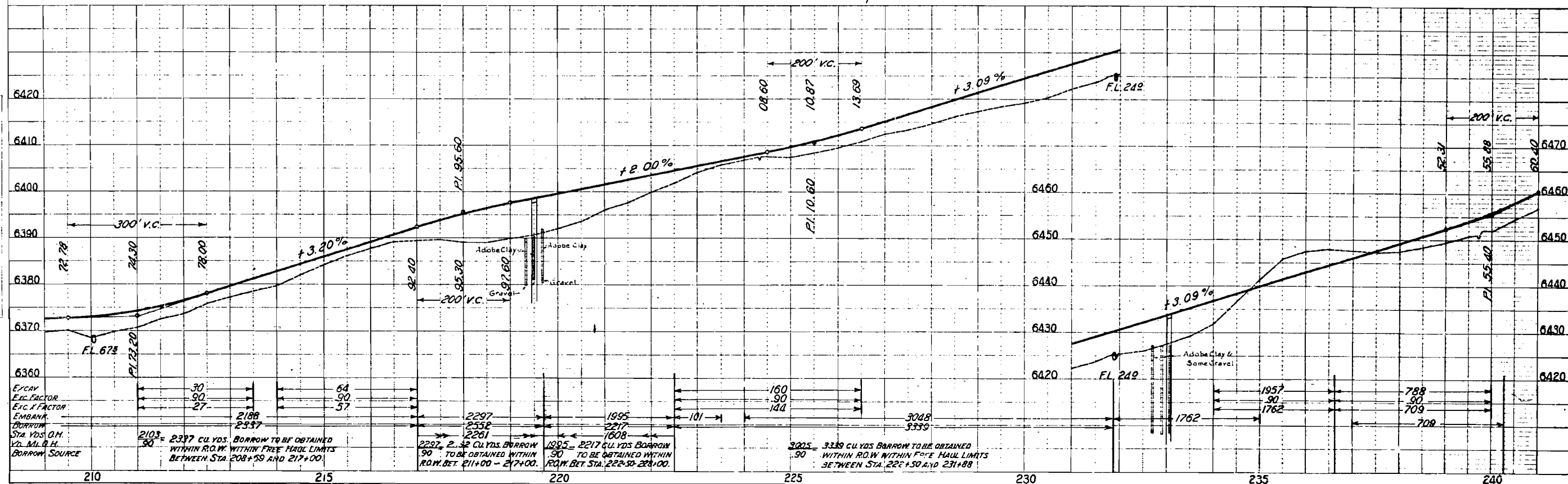


PLAN	DATE	BY	CHKD
DESIGNED BY			
CHECKED BY			
IN CHARGE			

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C	17	



PROFILE	DATE	BY	CHKD
DESIGNED BY			
CHECKED BY			
IN CHARGE			



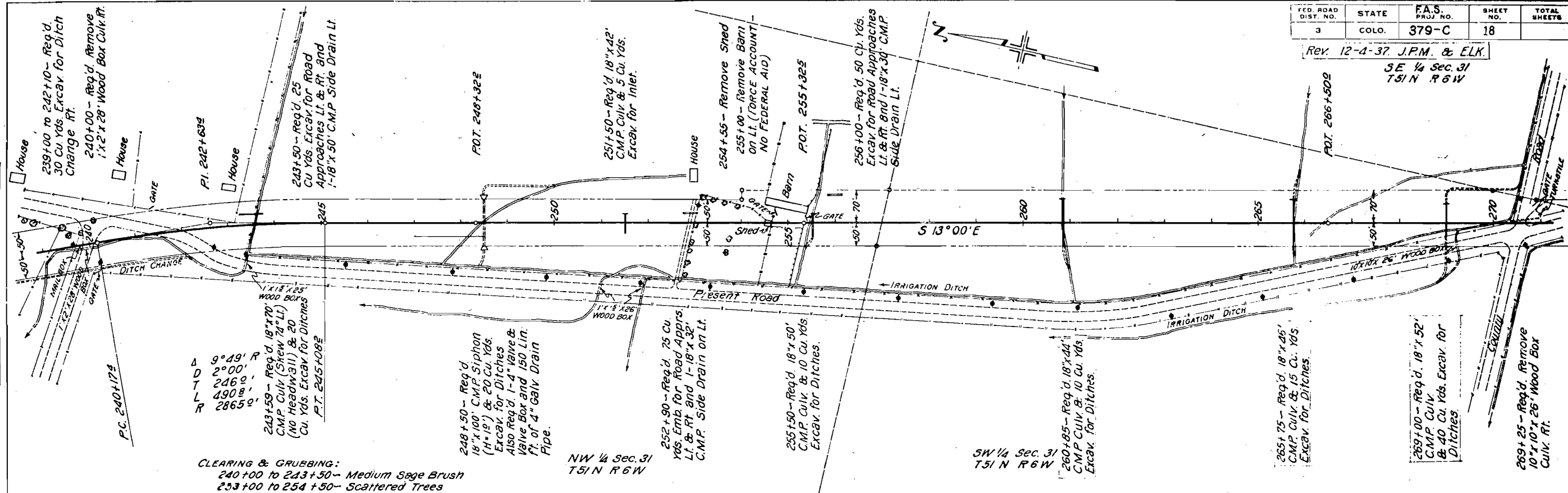
PLAN	DATE	BY	DATE
PLAN	DATE	BY	DATE
NOTE	DATE	BY	DATE
NO.	DATE	BY	DATE

PROFILE	DATE	BY	DATE
PROFILE	DATE	BY	DATE
NOTE	DATE	BY	DATE
NO.	DATE	BY	DATE

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C	18	

Rev. 12-4-37 J.P.M. & ELK.

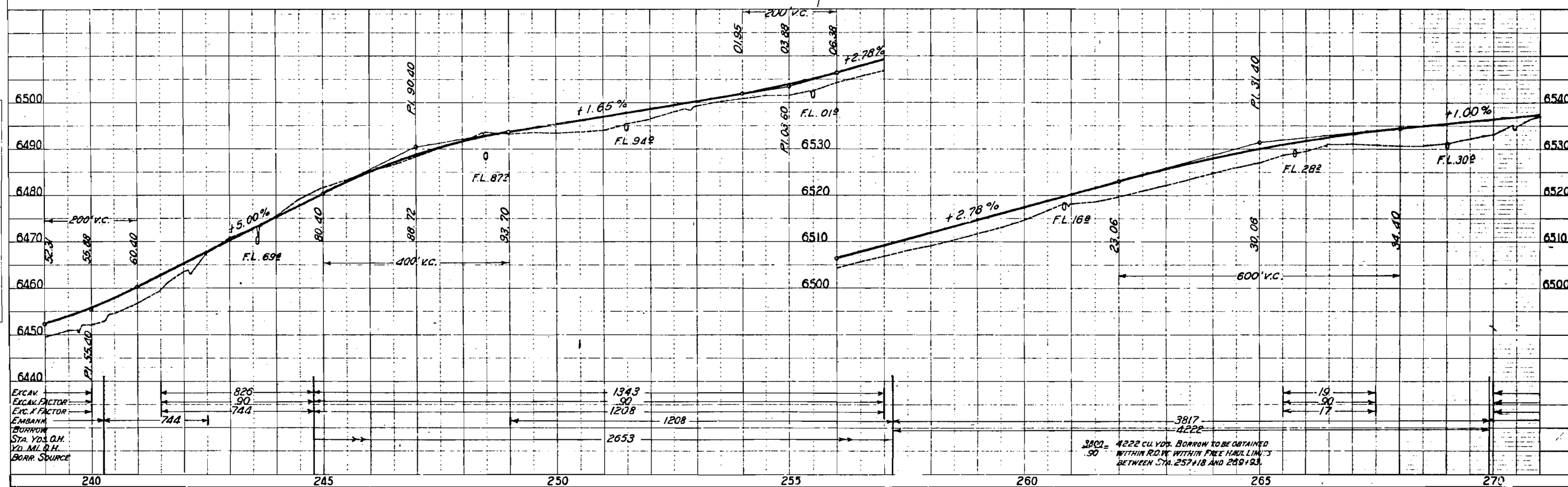
SE 1/4 Sec. 31
T51 N R6 W



CLEARING & GRUBBING:
240+00 to 243+50 - Medium Sage Brush
253+00 to 254+50 - Scattered Trees

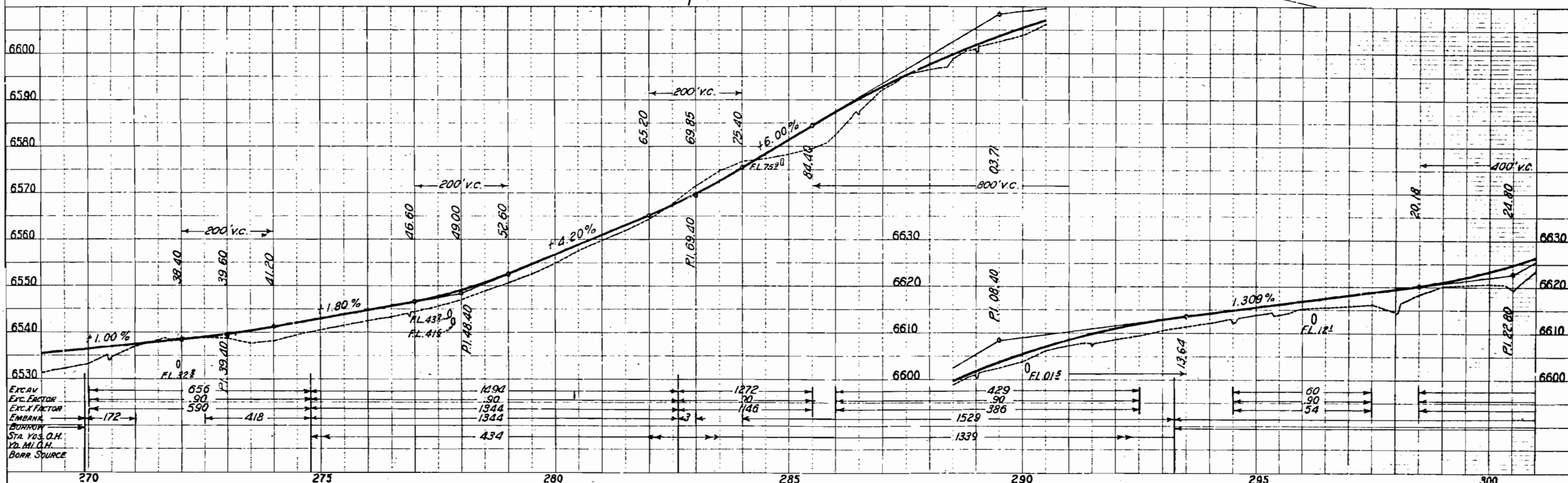
NW 1/4 Sec. 31
T51 N R6 W

SW 1/4 Sec. 31
T51 N R6 W



3800 - 4222 CU YDS. BORROW TO BE OBTAINED
WITHIN R.O.W. WITHIN FREE HAULING
DISTANCE BETWEEN STA. 257+18 AND 269+93.

PROFILE	DATE	BY	DATE
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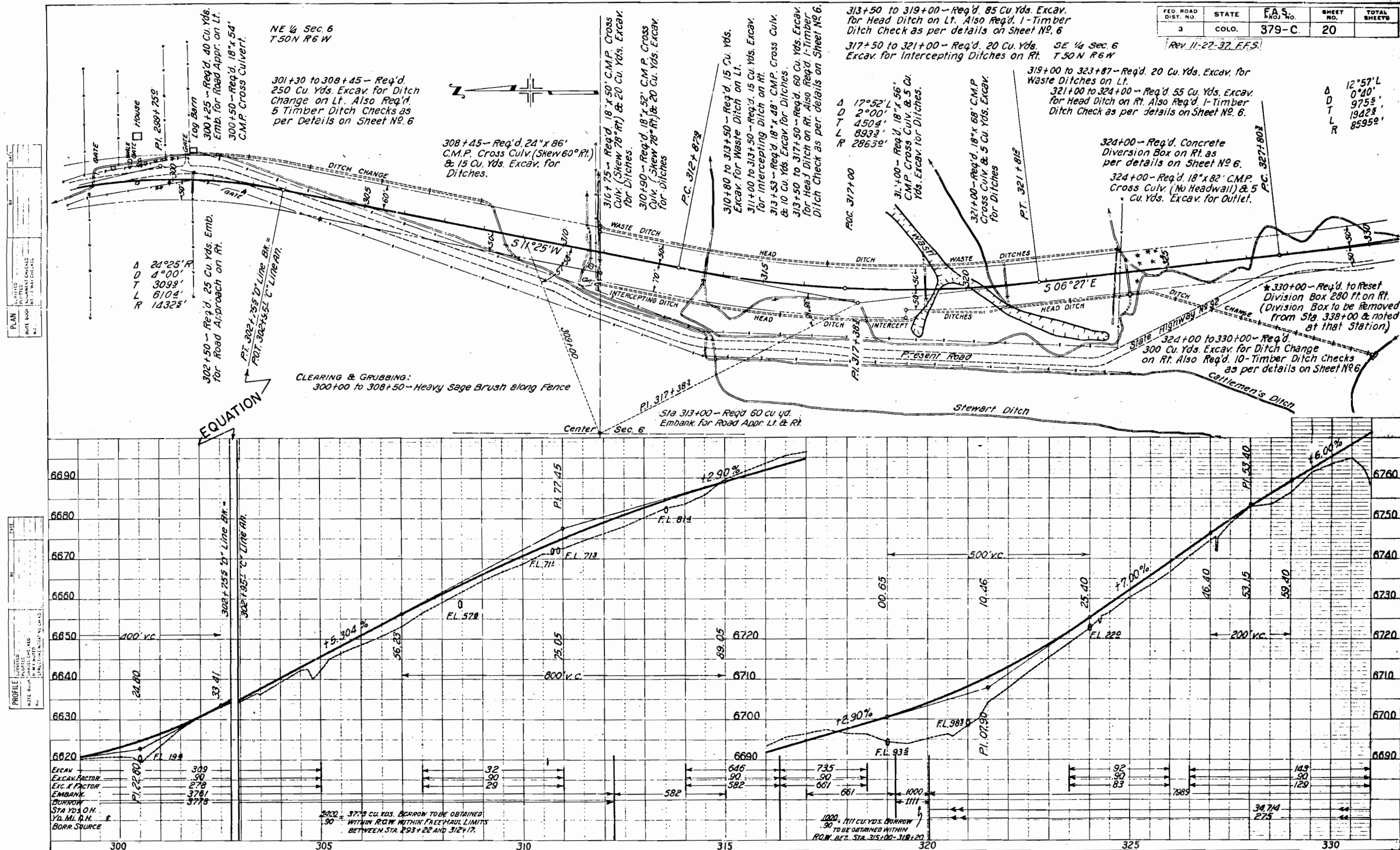


FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C.	20	

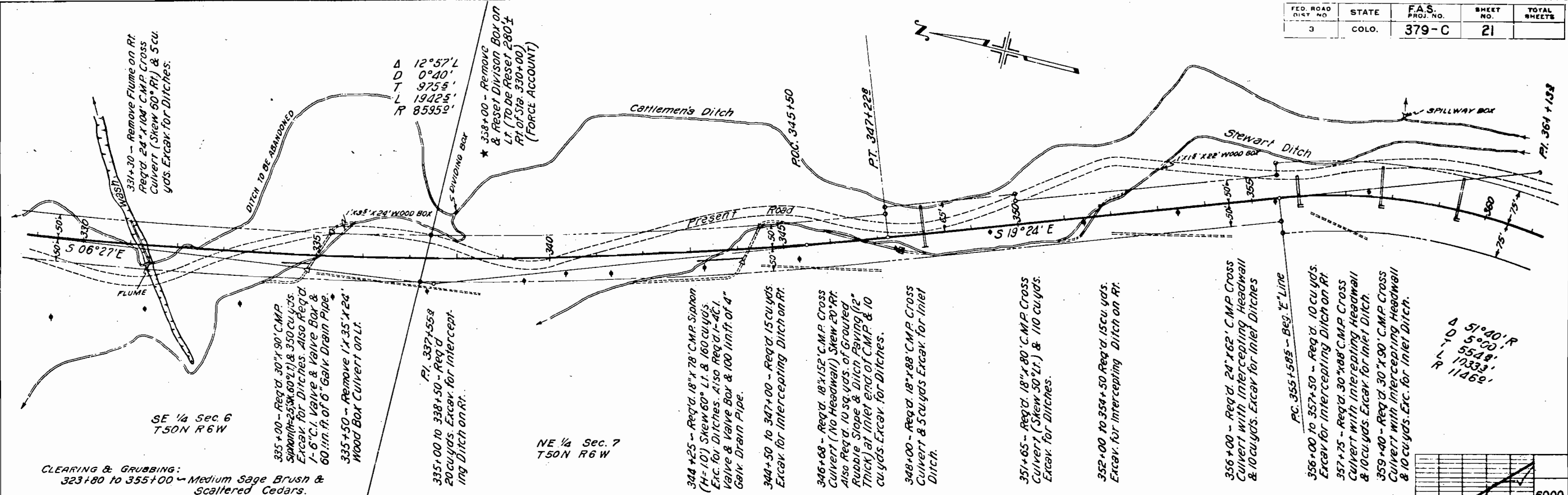
REV 11-27-37 F.F.S.

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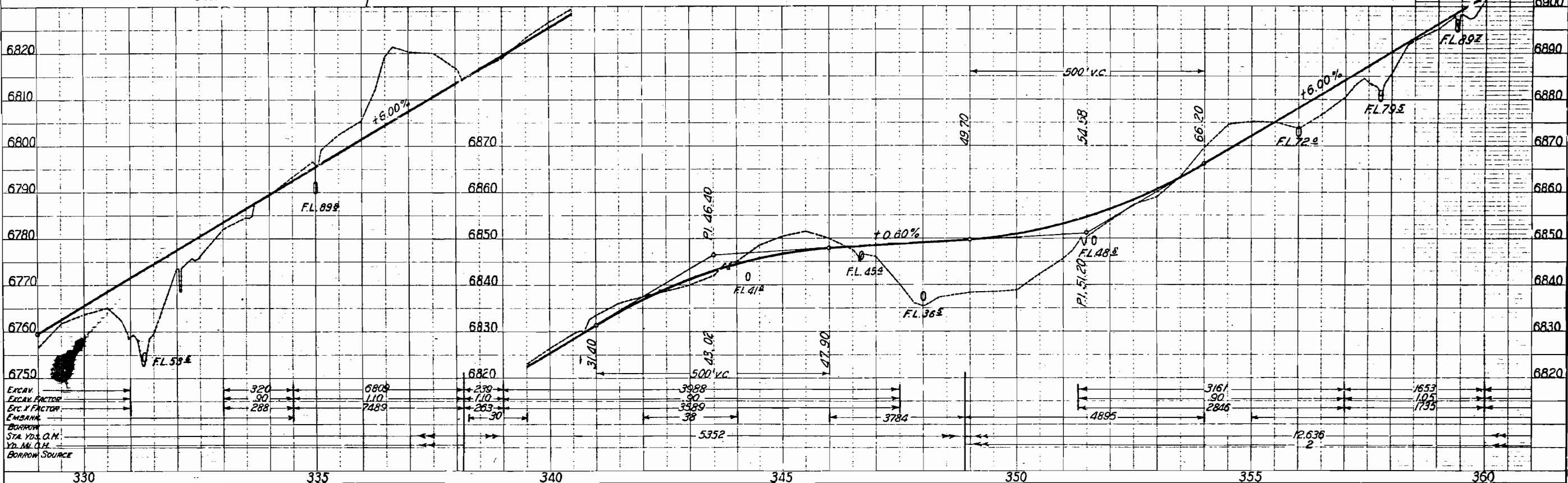
12°57' L
0°40'
9755
19423
85950



PLAN
NOTES
BY
DATE

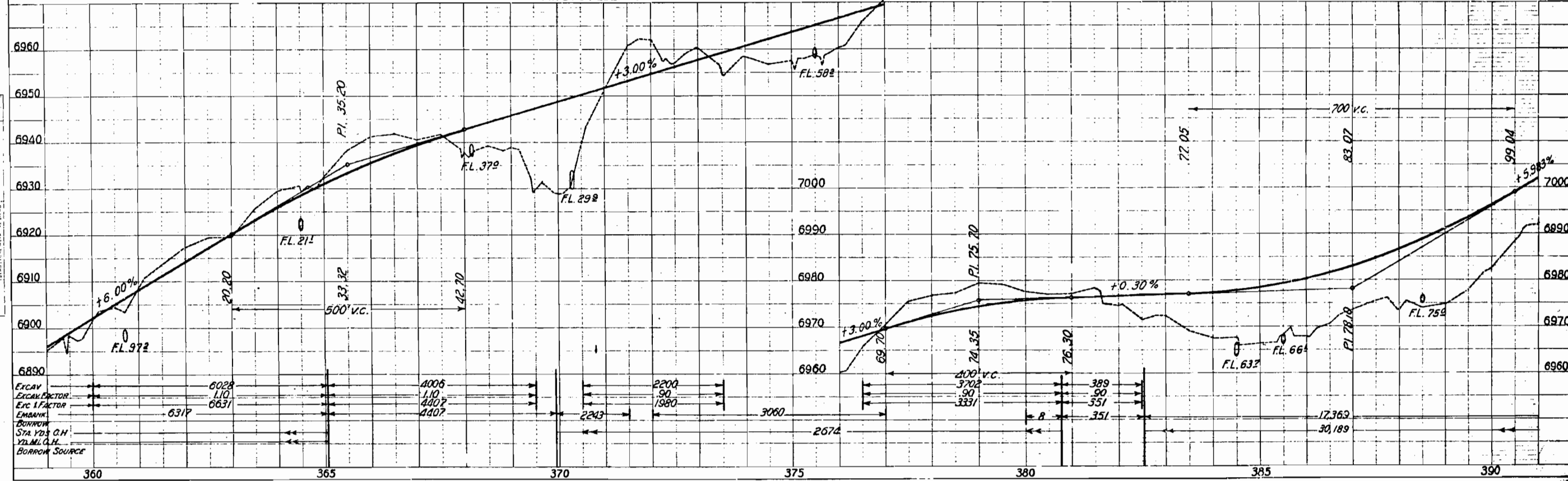
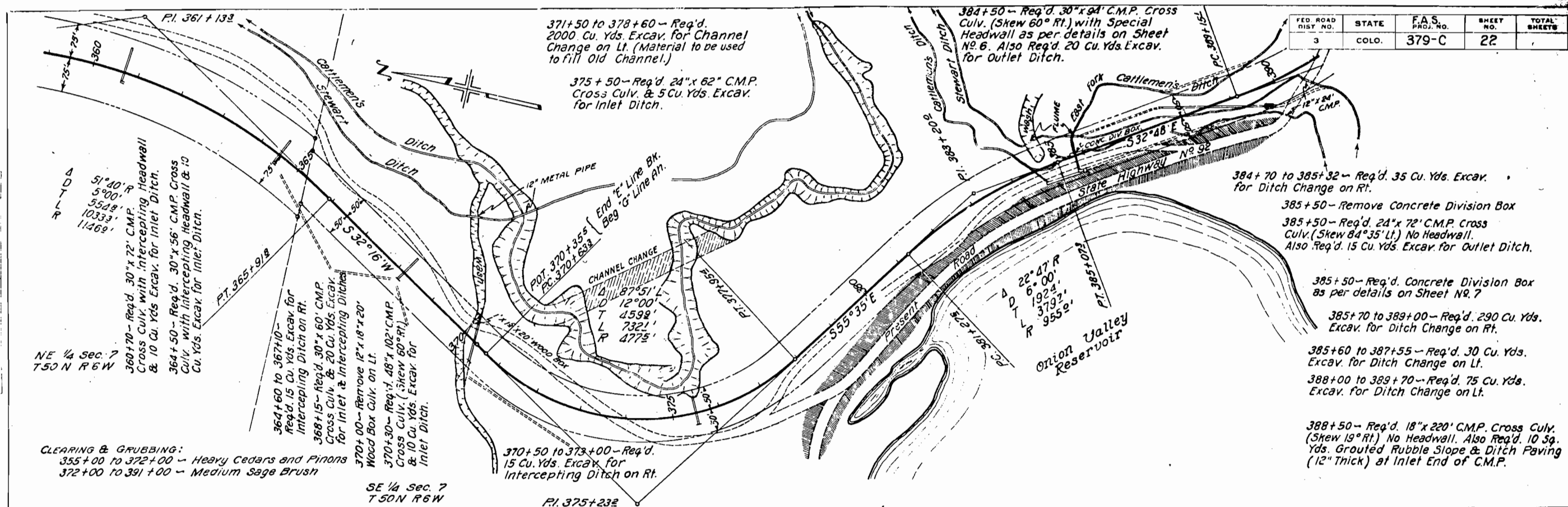


PROFILE
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PLAN	DATE	BY	CHECKED
WITH ROAD DIST. NO. 3			

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C	22	



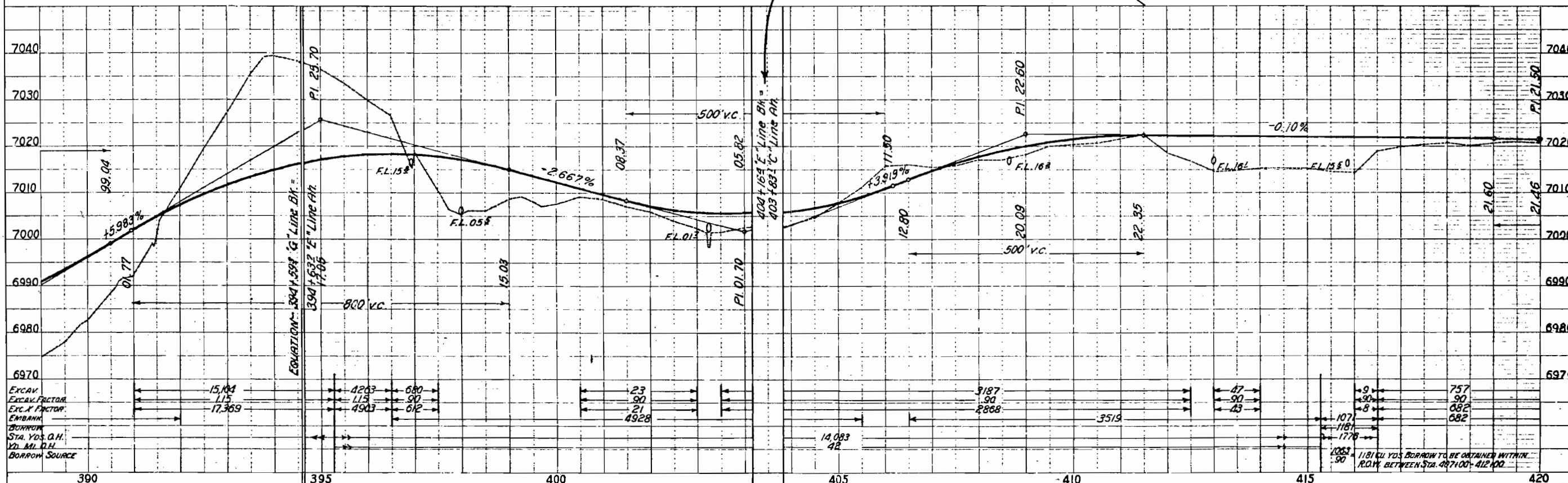
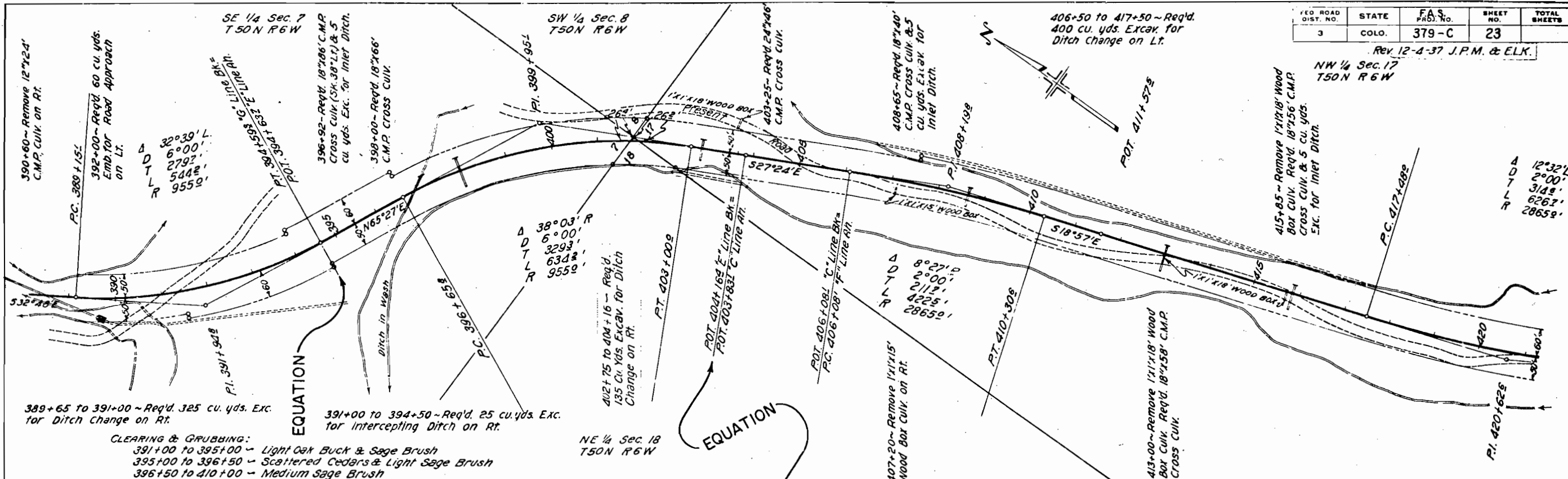
PLAN	DATE	BY	CHKD
DESIGNED			
CHECKED			
NOTED			
DATE			

PROFILE	DATE	BY	CHKD
DESIGNED			
CHECKED			
NOTED			
DATE			

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C	23	

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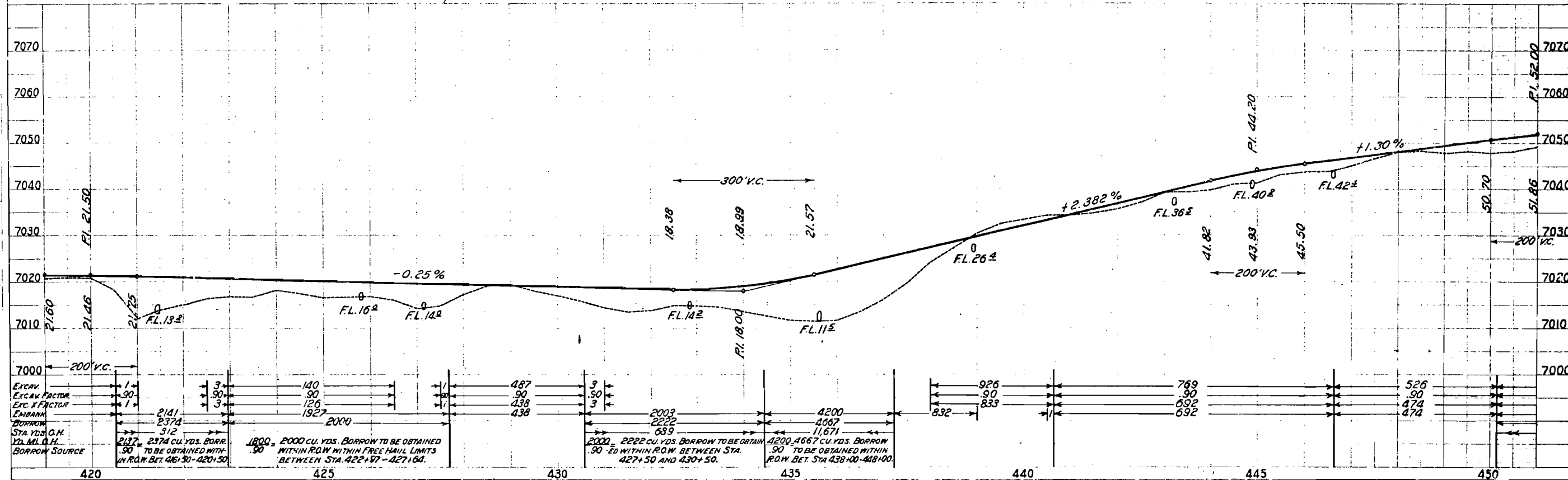
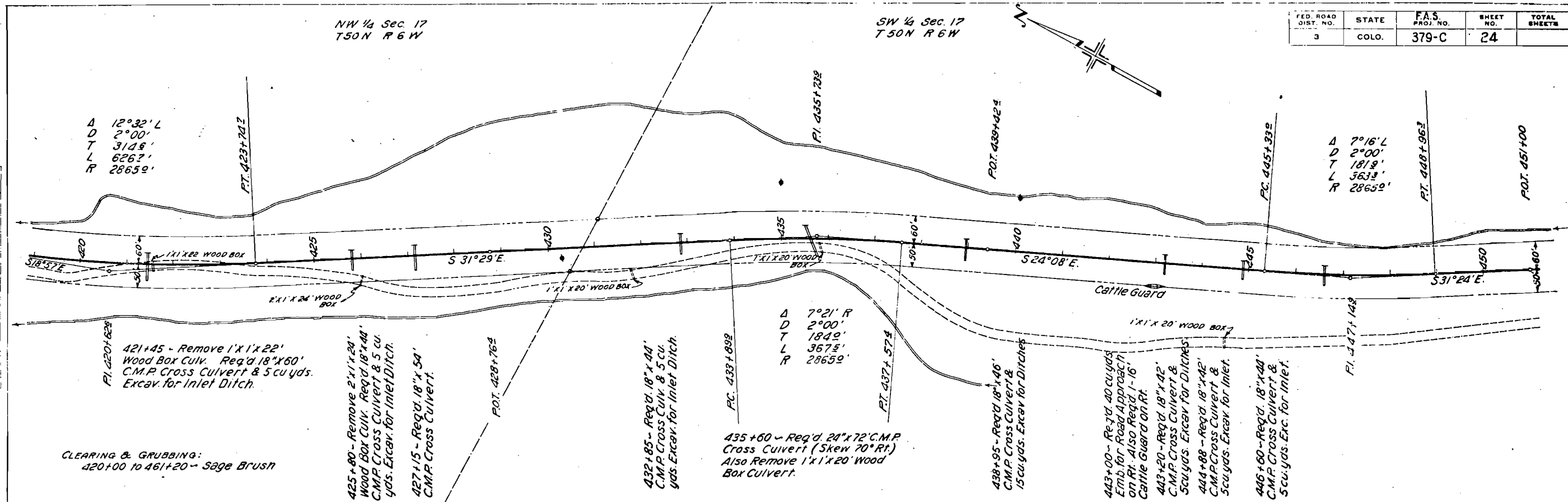
NW 1/4 Sec. 17
T50N R6W



PLAN	SHEET
1	24

PROFILE	SHEET
1	24

FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C	24	



FED. ROAD DIST. NO.	STATE	F.A.S. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	379-C	25	

PLAN	DATE
NOTE: BORROW PILE	

PROFILE	DATE
NOTE: BORROW PILE	

