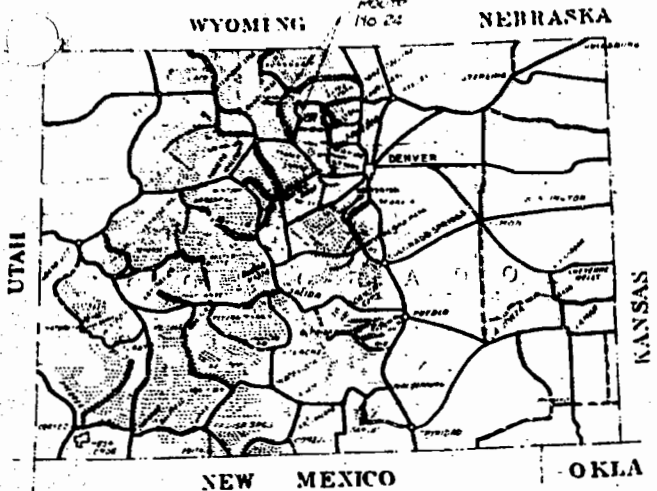




FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

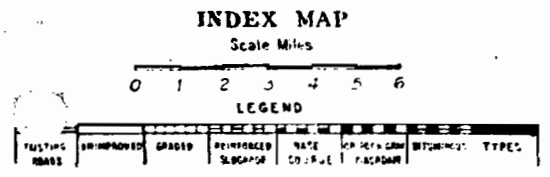
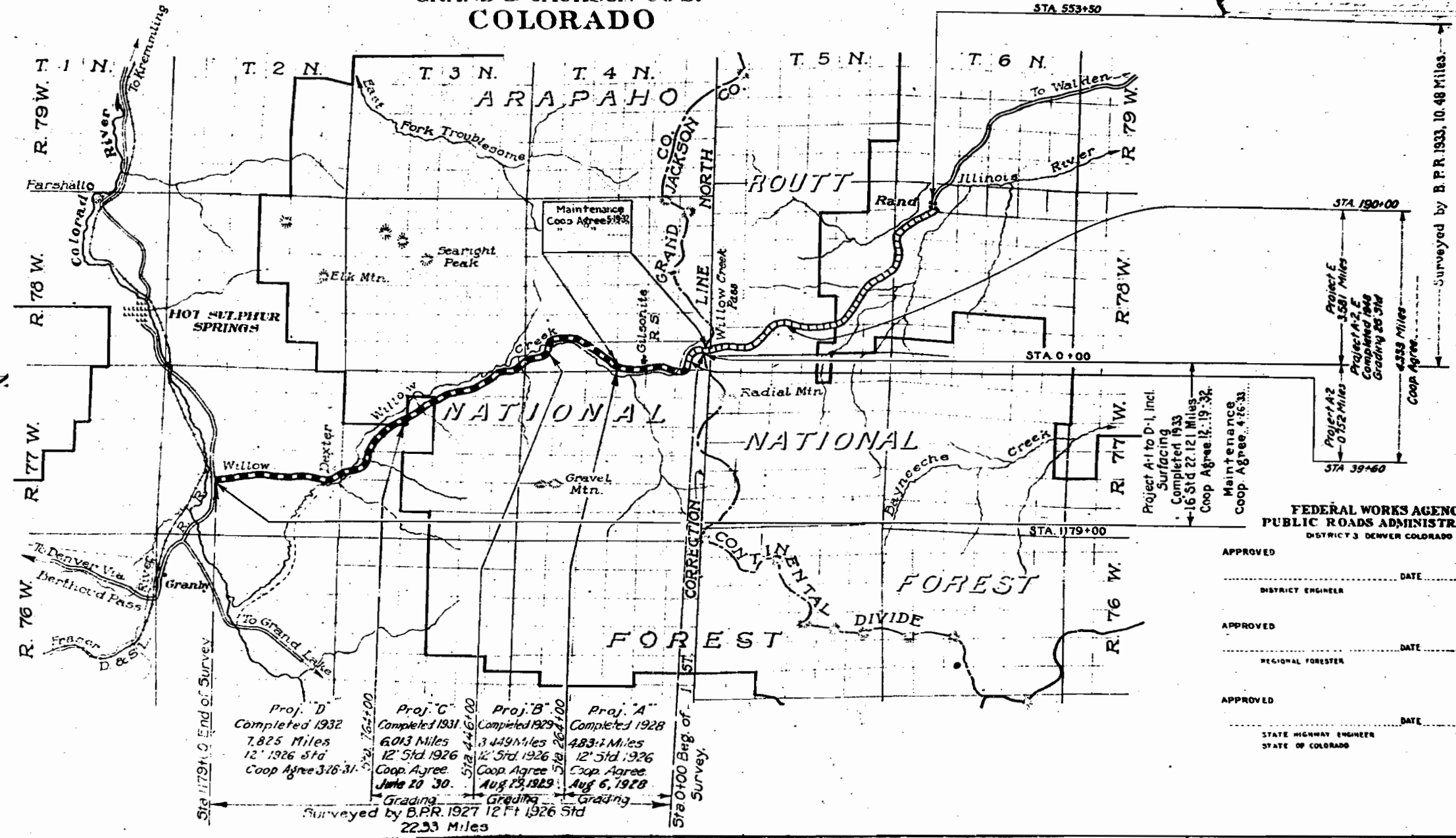
AS CONSTRUCTED
PROJECT 24-A2,E
ROUTE 24 WILLOW CREEK PASS HIGHWAY
JUNCTION U.S. 40 TO RAND.
38.1 MILES CLASS 2
COLORADO FOREST HIGHWAY SYSTEM
ARAPAHO & ROUTT NATIONAL FOREST
GRAND & JACKSON CO.'S.
COLORADO

DIST.	STATE	ROUTE NO.	SECTION	SHEET NO.	DATE
3	COLO.	24	A2,E	1	12-29-44

INDEX TO SHEETS		
SHEET NO.	DESCRIPTION	STATION - STATION
1	Title Sheet	
2	Typical Sections	
3	Summary	
4-5 (South)	Plan & Profile	0+00 - 39+60
4-5 (North)	Plan & Profile	0+00 - 190+00
Rev D3-Sht 177	Cement Rubble Masonry Hdws. & Inlets	
	Grouted Rubble Gutter	
D3-Sht 131	Standard Maintenance Posts	
Rev D3-Sht 143	Typical Construction Signs	
Rev D3-Sht 144	Std. Embankment Inlets & Drains	
Rev D3-Sht 142	Std. Reflector Guide Posts	
D3-Sht 318	Concrete Box Culvert	Sta. 154+00
1-2 (South)	Cross Sections	0+00 - 39+60
1-2 (North)	Cross Sections	0+00 - 190+00

Federal Aid Highway System
Forest Highway System
National Forest

Primary
Secondary



FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT 3 DENVER COLORADO

APPROVED _____ DATE _____ 19__

DISTRICT ENGINEER

APPROVED _____ DATE _____ 19__

REGIONAL FORESTER

APPROVED _____ DATE _____ 19__

STATE HIGHWAY ENGINEER
STATE OF COLORADO



Furrow ditches shall be constructed on approximate one per cent grades following the ground contour and when possible shall be so constructed that the direction of flow will be away from the roadway.

Public Roads Administration book of "Transition Curves for Highways" shall be used to determine superelevation and transition lengths (Table I) and widening of curves (Table II).



DETAIL OF BITUMINOUS GUTTER

STATION TO STATION		DEPTH

HEIGHT	EMBANKMENT SLOPE	EARTH CUT SLOPE	ROCK CUT SLOPE
0' to 3'	6:1	3:1	
3' to 6'	4:1	3:1	$\frac{1}{2}:1$
6' to 12'	2:1	2:1	1:1
12' to 30'	$\frac{1}{2}:1$	$\frac{1}{2}:1$	
30' Up	$\frac{1}{2}:1$	1:1	

When field conditions indicate the need for slopes other than those indicated above they shall be constructed as staked by the Engineer. In cases where the height of cuts are in excess of 30 feet and in material which erodes readily use slopes of $1\frac{1}{2}$ to 1 or flatter if practical.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT NO. 3 DENVER, COLORADO

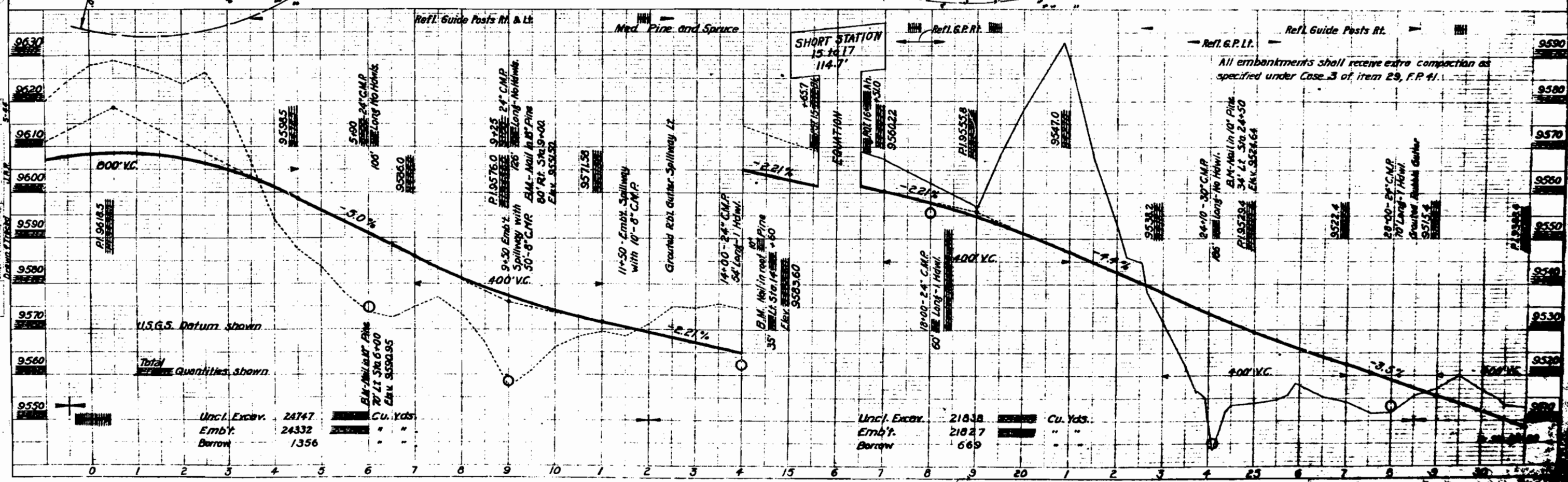
TYPICAL CROSS SECTIONS

NATIONAL FOREST & PARK HIGHWAYS

DISTRICT No. 3 STANDARD ROADBED:
PROJECT Colo. 24-A2, E. Willow Creek Pass
NATIONAL Forests: Arapaho & Routt
COUNTY Grand and Jackson
STATE Colorado

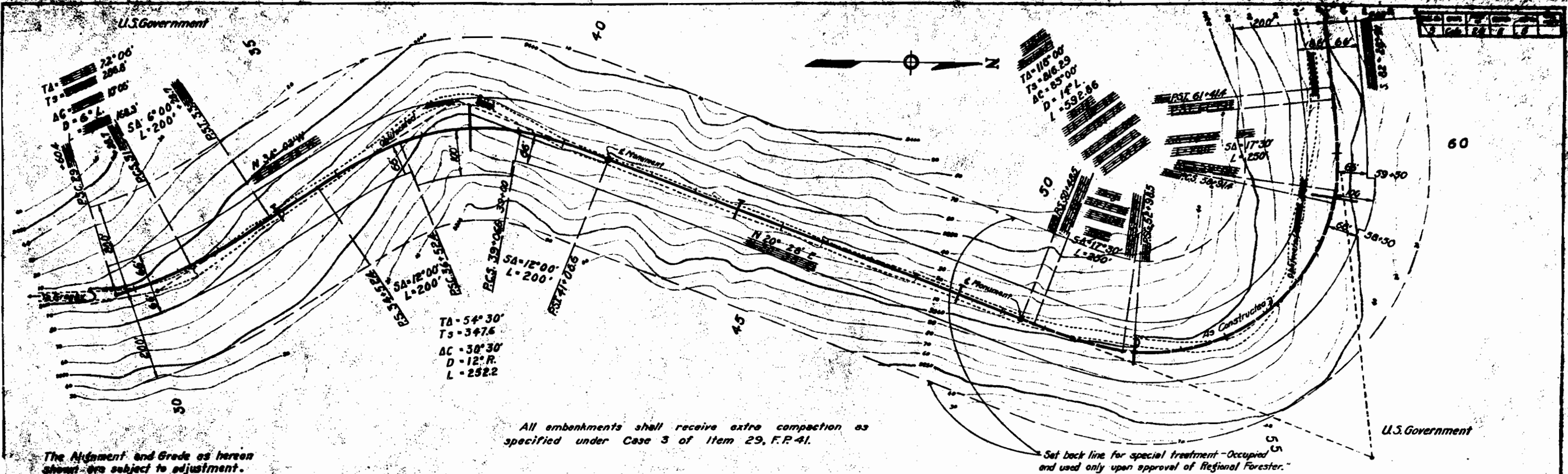
GRADED 26' Shoulder to Shoulder
BASE COURSE Not included in this contract
BITUMINOUS WEARING SURFACE " " "

APPROVED _____ DATE _____ 19____
DISTRICT ENGINEER



316 30'00" to 316 60'
Sheet No. 5

NOTED:
1. All embankments shall receive extra compaction as specified under Case 3 of Item 29, F.P. 41.
2. The Alignment and Grade as hereon shown are subject to adjustment.



NOTED:
1. All embankments shall receive extra compaction as specified under Case 3 of Item 29, F.P. 41.
2. The Alignment and Grade as hereon shown are subject to adjustment.

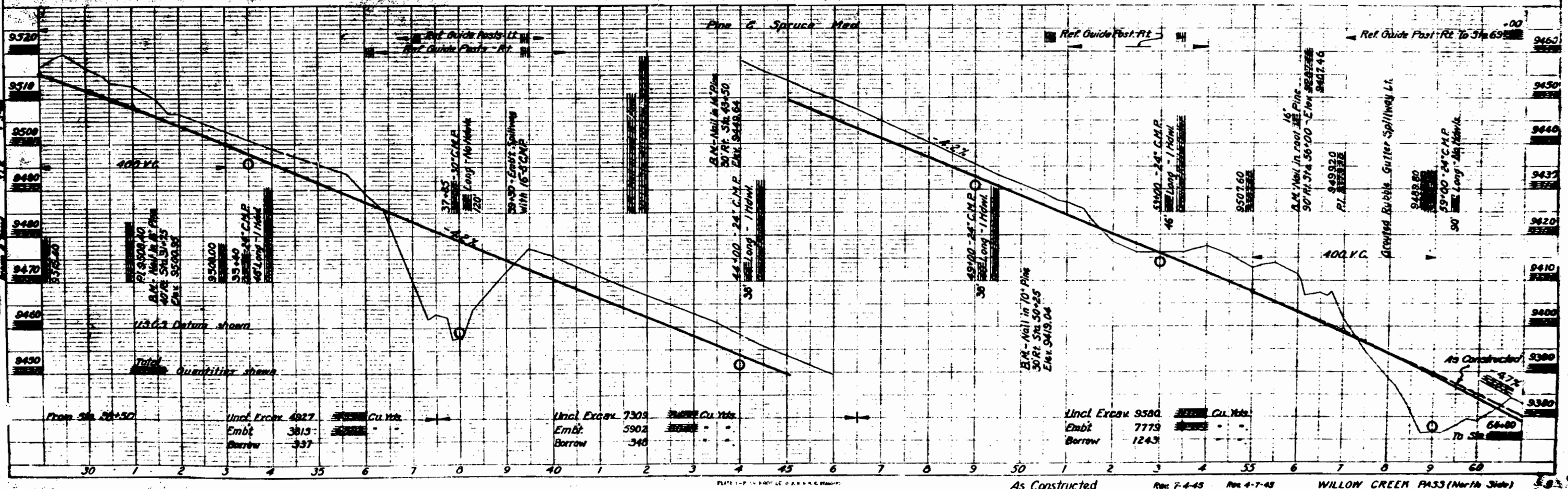


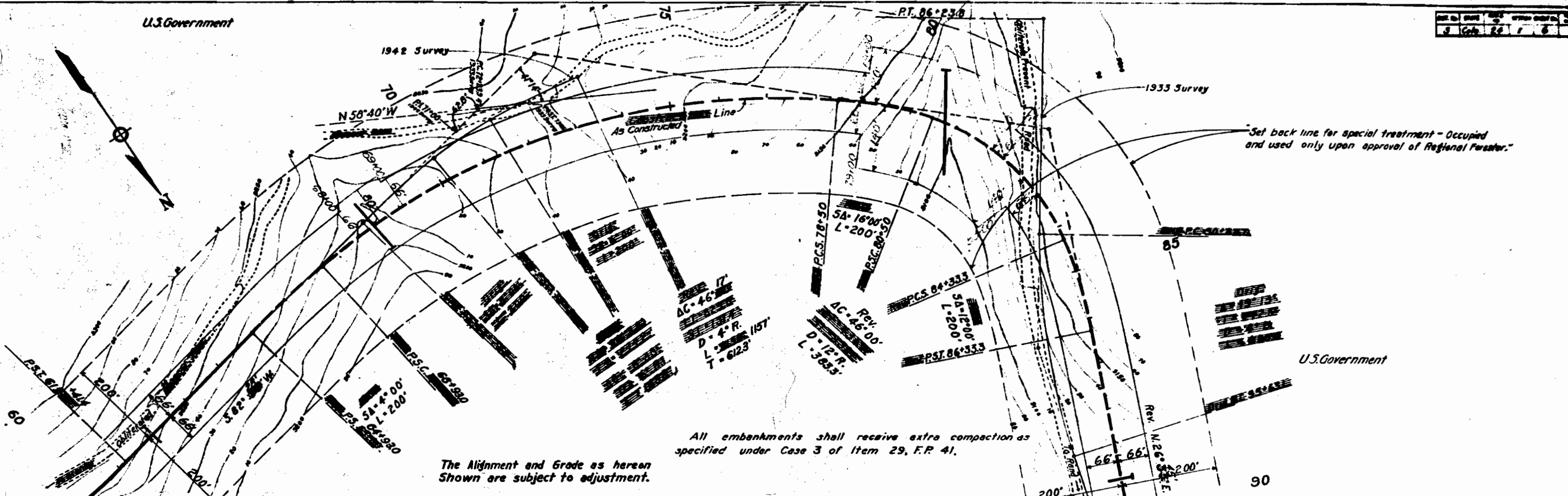
PLATE 1 - PROFILE OF PROPOSED ROAD

As Constructed

Re: 7-4-45

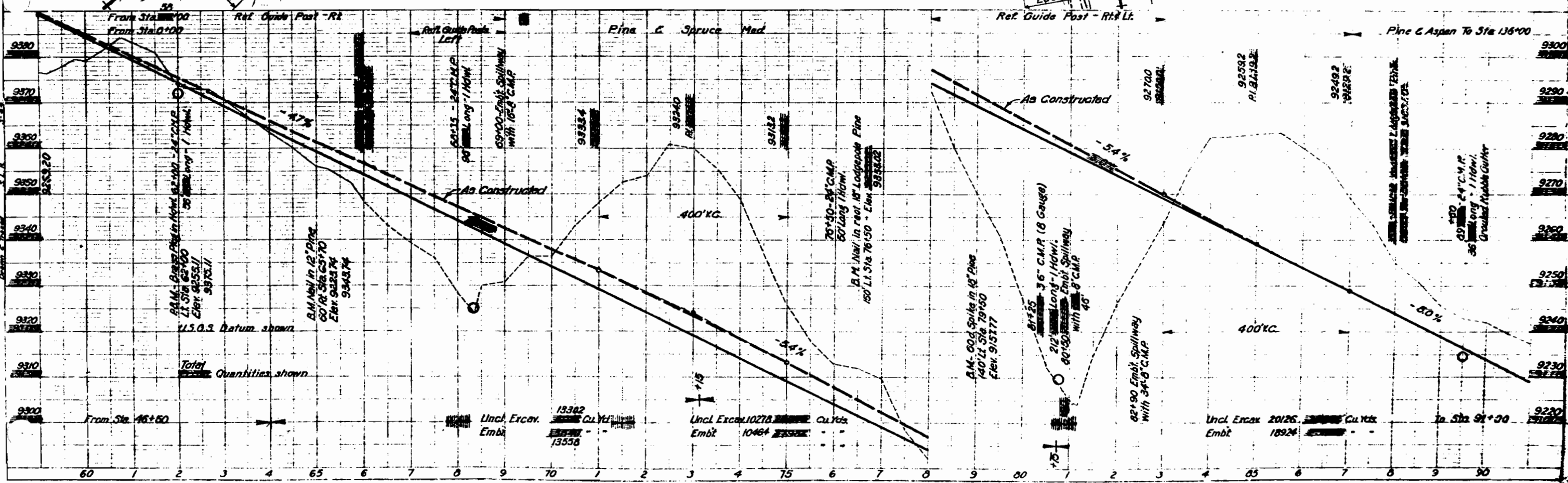
Re: 7-4-45

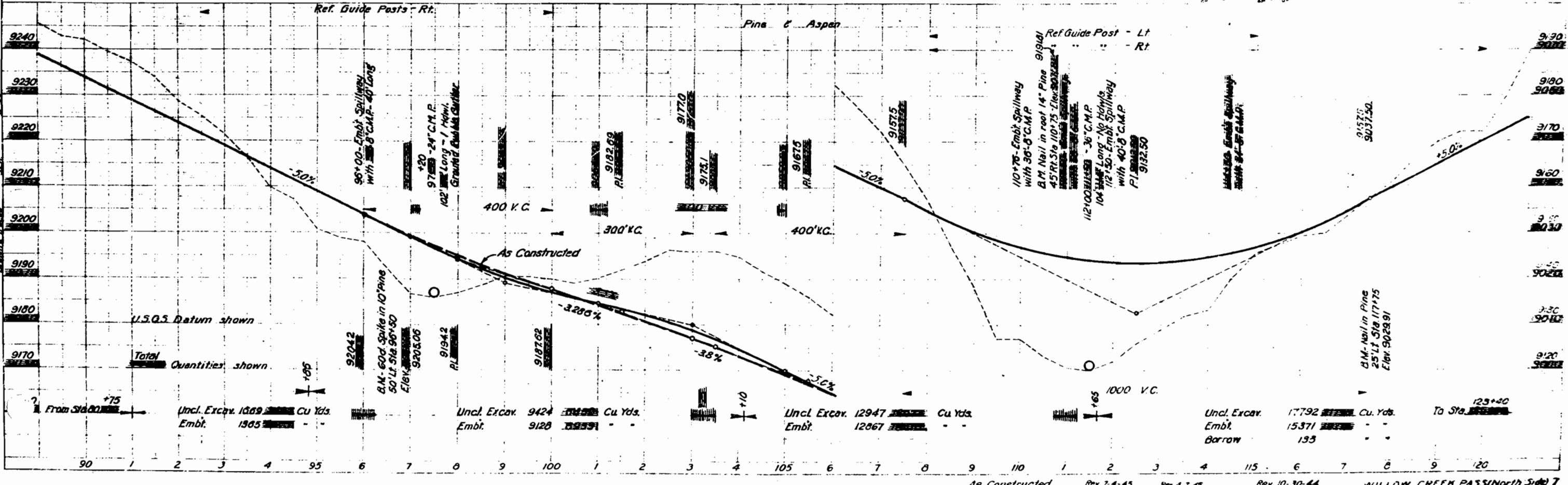
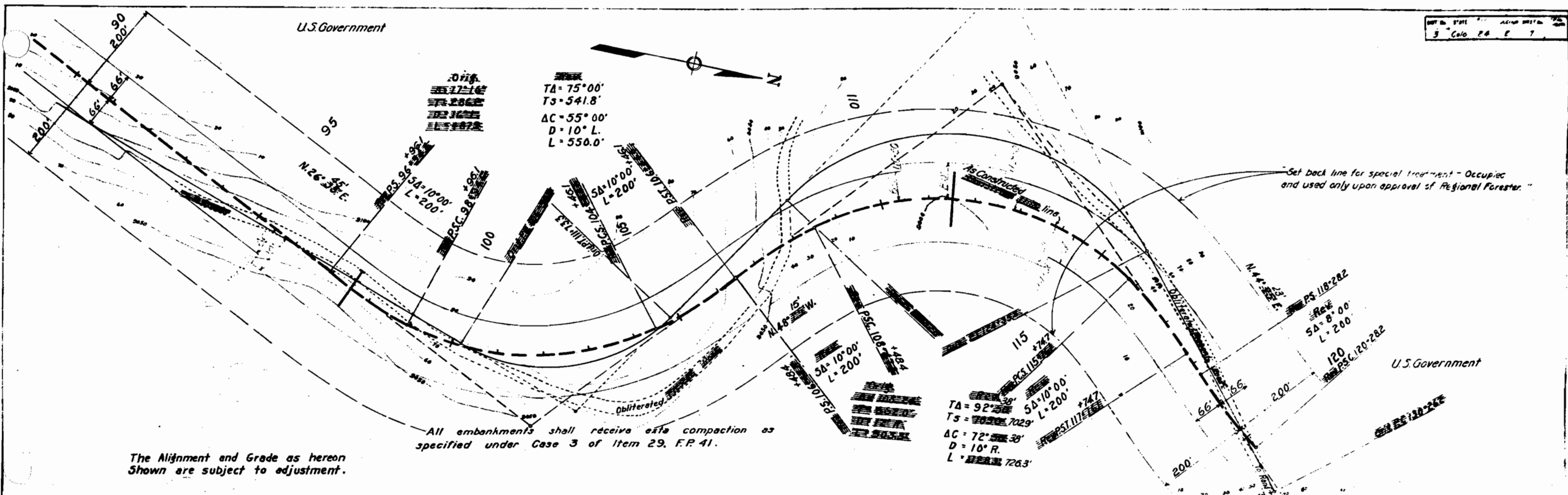
WILLOW GREEN PASS (North Side)

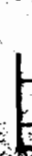
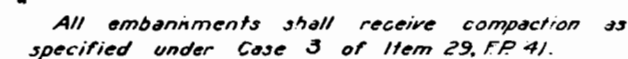


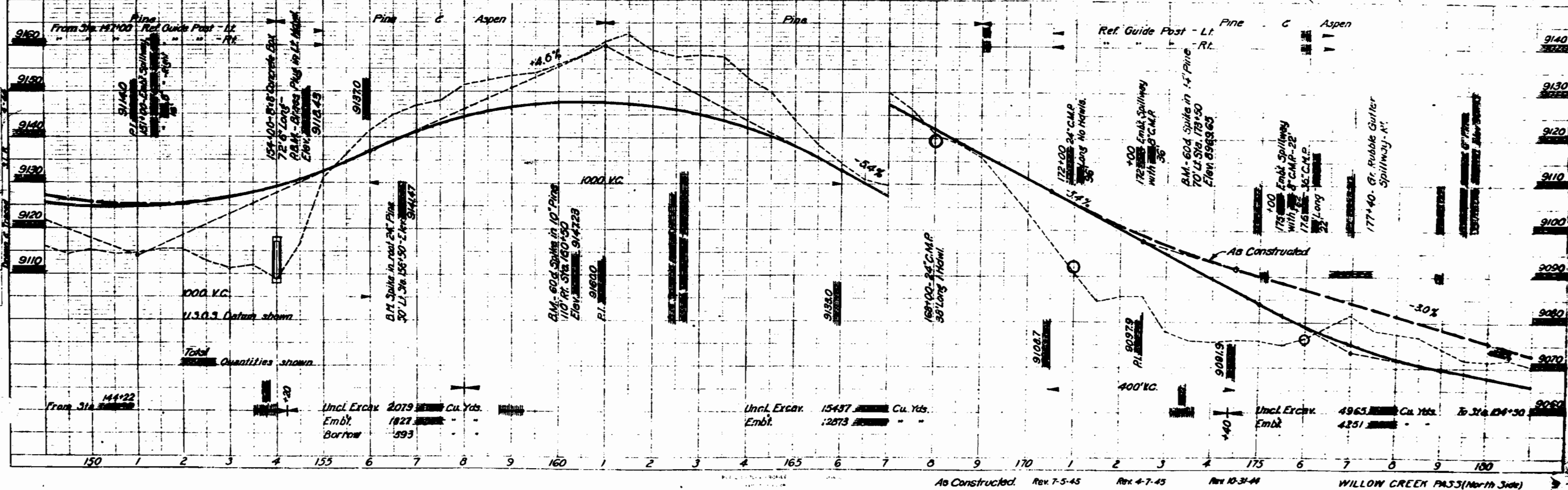
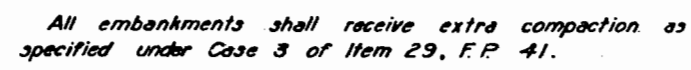
The Alignment and Grade as hereon Shown are subject to adjustment.

All embankments shall receive extra compaction as specified under Case 3 of Item 29, F.R. 41.



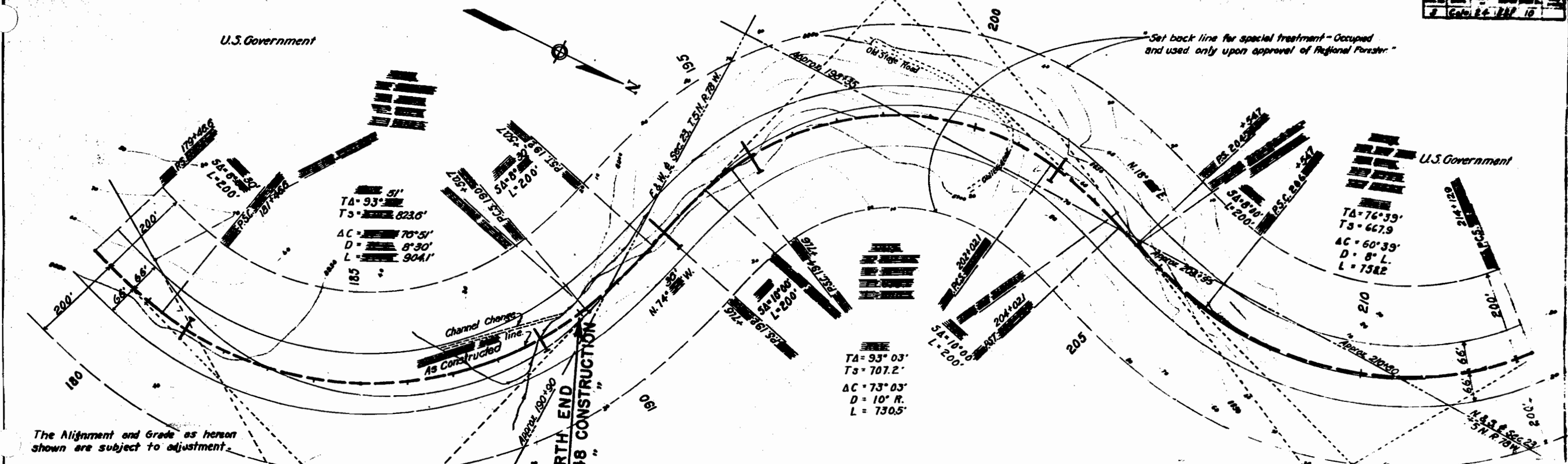




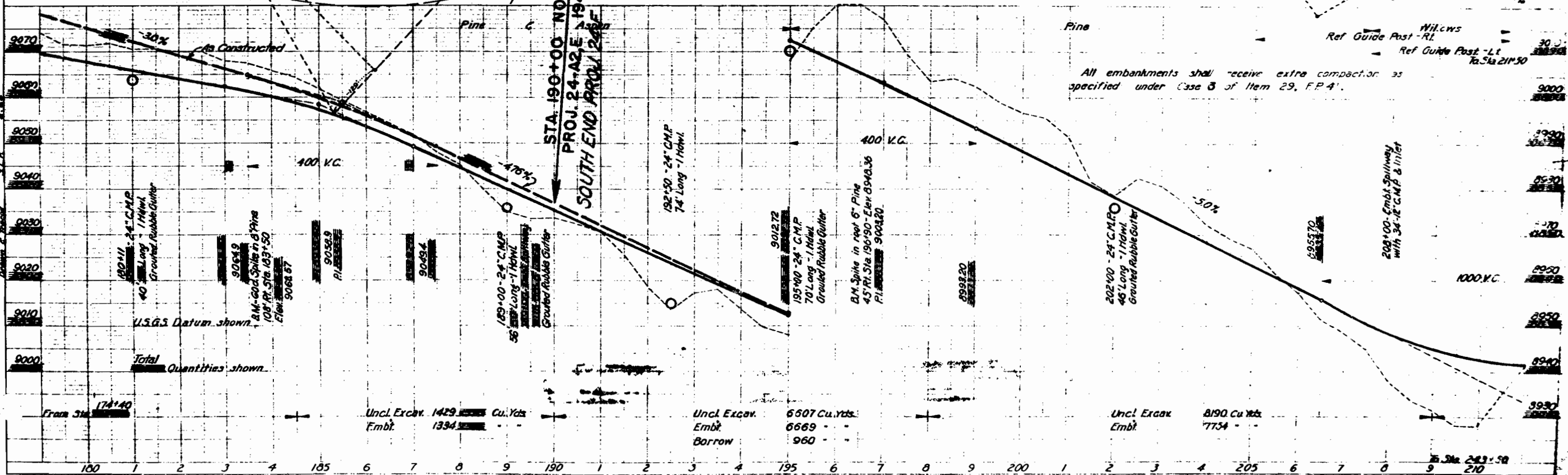


U.S. Government

**Set back line for special treatment - Occupied and used only upon approval of Regional Forester."*

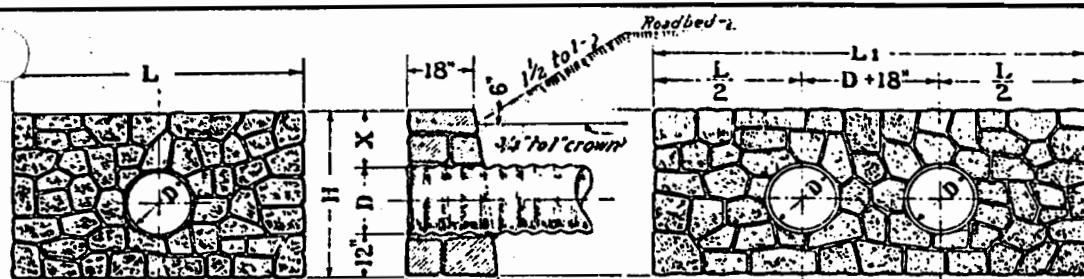


The Alignment and Grade as hereon shown are subject to adjustment.



All embankments shall receive extra compaction as specified under Case 3 of Item 29, F.P. 4.

208+00-Embit Spillway
with 34'-12" C.N.P. & inlet



ELEVATION
SINGLE PIPE

SECTION

ELEVATION DOUBLE PIPE

Note: Headwalls are to be constructed to conform in all cases with the fill slope adjacent to the headwall. Tabulated quantities are based on 1 1/2:1 fill slopes. Where 3:1 or flatter slopes are used, X shall be reduced to 6".

USE

SINGLE PIPE

CU. YD. QUANTITIES IN ONE HEADWALL					
D	L	X=1'-6"	X=2'-0"	X=2'-6"	X=3'-0"
15"	6'-3"	1.44	1.64	1.84	
18"	6'-6"	1.57	1.78	1.99	2.20
24"	7'-0"	1.84	2.07	2.29	2.52
30"	7'-6"	2.11	2.36	2.60	2.84
36"	8'-0"	2.39	2.65	2.91	3.17

Note
H = 12" + D + X

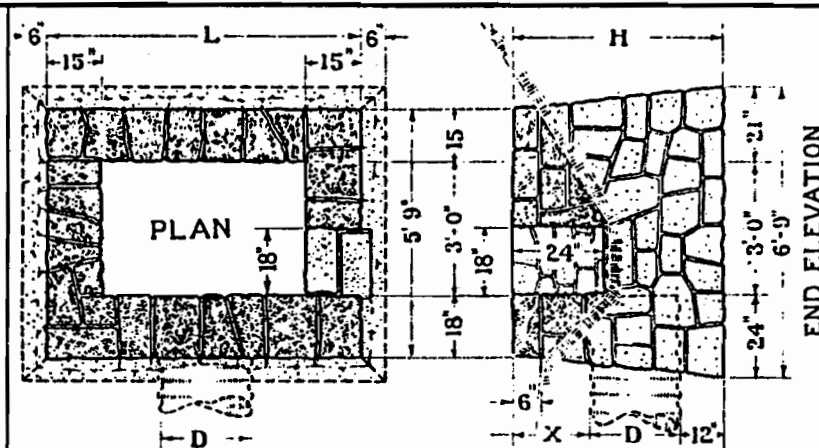
DOUBLE PIPE

CU. YD. QUANTITIES IN ONE HEADWALL					
D	L	X=1'-6"	X=2'-0"	X=2'-6"	X=3'-0"
18"	9'-6"	2.23	2.54	2.85	3.16
24"	10'-6"	2.66	3.00	3.34	3.68
30"	11'-6"	3.09	3.46	3.84	4.21
36"	12'-6"	3.54	3.94	4.35	4.75

* 15" C.M.P. To be used for ranch entrances and ditch crossings

— TYPE 1 —

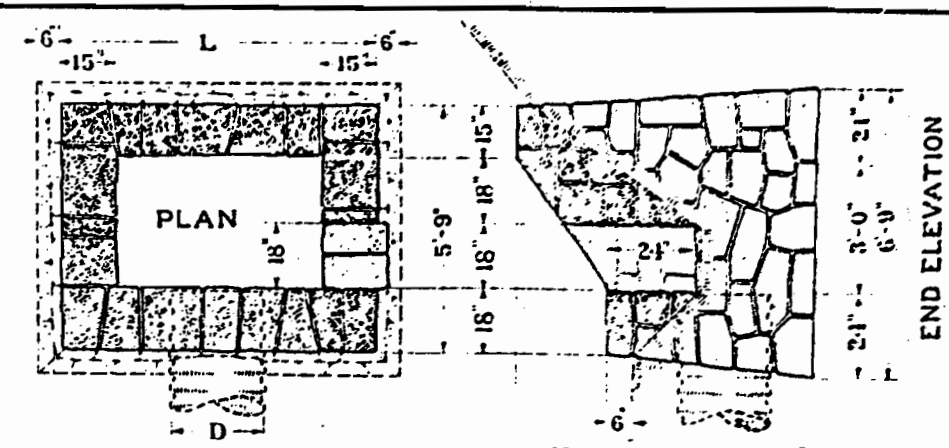
REGULAR HEADWALLS FOR FILL SECTIONS



CU. YD. QUANTITIES IN ONE HEADWALL AND INLET											
D	L	X=1'-6"		X=2'-0"		X=2'-6"		X=3'-0"		X=3'-6"	
		H	CUYDS	H	CUYDS	H	CUYDS	H	CUYDS	H	CUYDS
18"	6'-6"	4'-0"	4.44	4'-6"	5.03	5'-0"	5.62	5'-6"	6.21	6'-0"	6.80
24"	7'-0"	4'-6"	5.21	5'-0"	5.83	5'-6"	6.45	6'-0"	7.07	6'-6"	7.69
30"	7'-6"	5'-0"	6.02	5'-6"	6.66	6'-0"	7.30	6'-6"	7.94	7'-0"	8.58
36"	8'-0"	5'-6"	6.85	6'-0"	7.53	6'-6"	8.21	7'-0"	8.89	7'-6"	9.57

— TYPE 2 —

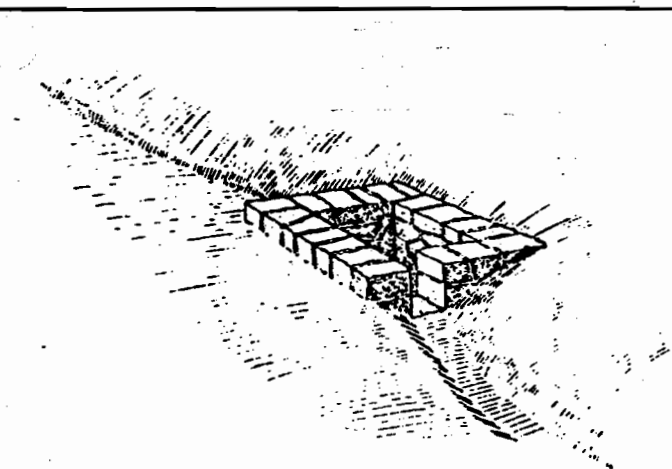
HEADWALL & INLET USED FOR SIDE HILL SECTION ONE WAY INLET WITH HEAD, SIDES & BACKWALL TOPS ALL IN THE SAME PLANE



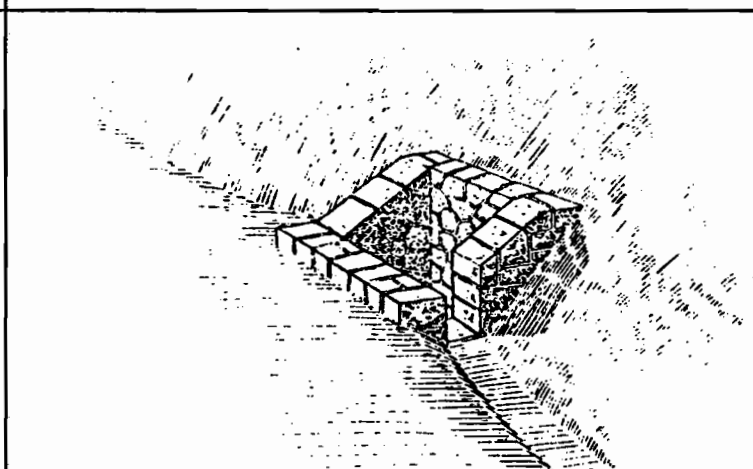
CU. YD. QUANTITIES IN ONE HEADWALL AND INLET																					
D	L	X = 1'-6"				X = 2'-0"				X = 2'-6"				X = 3'-0"				X = 3'-6"			
		V-6'	V-12'	V-18'	V-24'	V-6'	V-12'	V-18'	V-24'	V-6'	V-12'	V-18'	V-24'	V-6'	V-12'	V-18'	V-24'	V-6'	V-12'	V-18'	V-24'
18"	6'-6"	4.71	4.98	5.25	5.52	5.30	5.57	5.84	6.11	5.89	6.15	6.42	6.69	6.47	6.74	7.01	7.28	7.05	7.33	7.60	7.87
24"	7'-0"	5.49	5.78	6.06	6.34	6.11	6.39	6.67	6.95	6.73	7.01	7.30	7.57	7.35	7.63	7.91	8.19	7.97	8.25	8.53	8.81
30"	7'-6"	6.31	6.61	6.90	7.21	6.96	7.26	7.56	7.86	7.61	7.90	8.20	8.49	8.26	8.55	8.85	9.14	8.90	9.20	9.50	9.79
36"	8'-0"	7.17	7.48	7.79	8.10	7.84	8.15	8.46	8.77	8.52	8.83	9.14	9.44	9.20	9.51	9.82	10.13	9.87	10.18	10.50	10.81

— TYPE 3 —

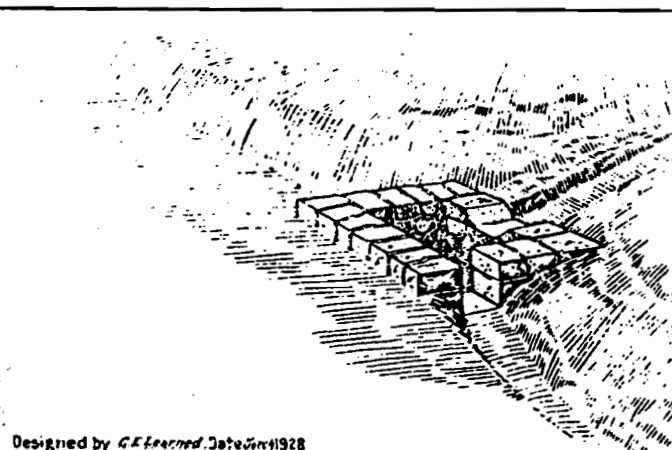
HEADWALL & INLET USED FOR SIDE HILL SECTION ONE WAY INLET WITH VARIABLE HEIGHT, BACK & SIDEWALLS BUILT TO RETAIN HIGH CUT BANKS



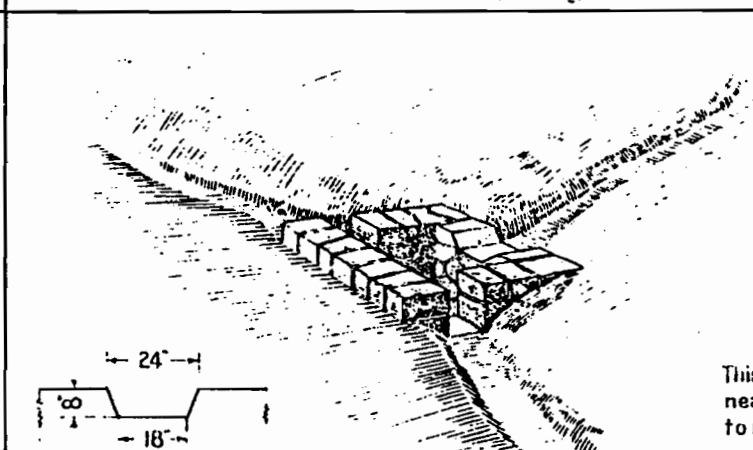
PERSPECTIVE VIEW
OF
STRUCTURE
WITH ONE WAY INLET
Use for all ordinary cases
with moderate cut slopes



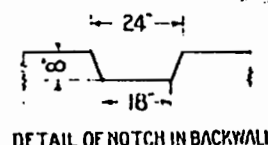
PERSPECTIVE VIEW
OF
STRUCTURE
WITH ONE WAY INLET
Use with high cut slopes



PERSPECTIVE VIEW
OF
STRUCTURE
WITH TWO WAY INLET
Showing inlet on upgrade side
with inlet notch in backwall



PERSPECTIVE VIEW
OF
STRUCTURE
WITH THREE WAY INLET
Showing ditch inlet at each side
and notch inlet in backwall



DETAIL OF NOTCH IN BACKWALL

GENERAL NOTES

SPECIFICATIONS Public Roads Administration, Form F.R. 50

CEMENT STONE MASONRY Cement stone masonry shall be composed of approved stones laid in a cement mortar of a 1 to 3 mixture.

CONSTRUCTION The minimum earth cover on top of the pipe shall not be less than 1/2 the diameter of the pipe with a minimum of one foot. Headwalls in all cases to be built parallel to the center line of the road. On side hill sections the height of the back wall will vary in accordance with the height and class of material in the bank slopes back of the culvert inlet. The road side edge of the headwall to be on or back of the line of the adjacent ditch bottom. If solid rock is encountered the back wall may be omitted or modified to suit the actual field conditions. If foundation materials under headwalls and inlets are found unsuitable either remove and replace with satisfactory selected material or extend cement stone masonry to provide a satisfactory footing.

METHOD OF MEASUREMENT The quantities in the above tables are based on the deduction of the pipe openings and one inlet notch.

BASIS OF PAYMENT Payment shall be as provided under Cement Stone Masonry in the Bureau of Public Roads Specifications Form F.R. 50 Revised.

APPROVED: *[Signature]* 1930
DISTRICT ENGINEER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT NO. 3 DENVER, COLO.

STANDARD CEMENT STONE MASONRY HEADWALLS AND INLETS

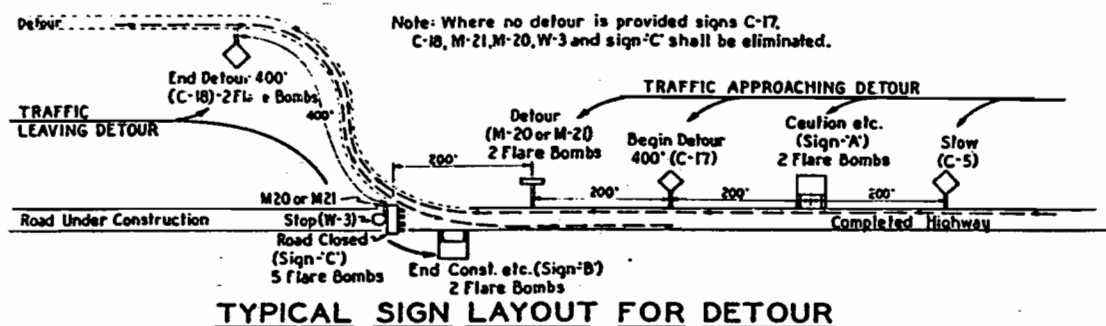
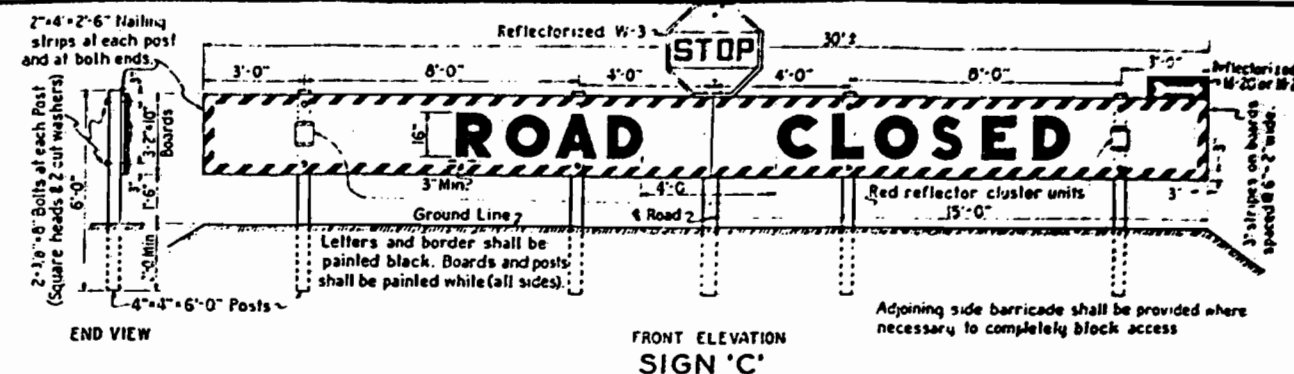
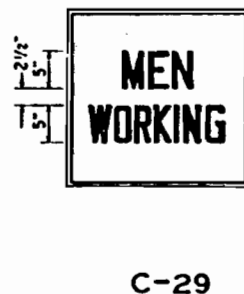
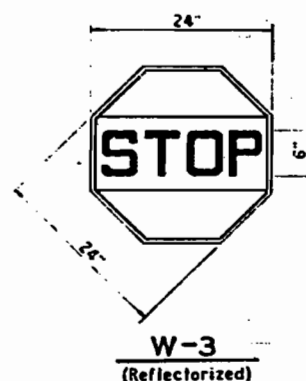
CLASS "A"

FOR PIPE CULVERTS
OCTOBER 1929

REV. D3-STO-117

Designed by G.E. Leach, Date Dec 1928
Drawn by C.R. Lupton, Date Jan 1929
Traced by W.E. Lupton, Date Feb 1929
Checked by J.W. Reed, Date Apr 1929

APPROVED: *[Signature]* 1930
DISTRICT ENGINEER



STANDARD SIGNS:
DESIGN: (From Manual and Specifications for U.S. Standard Road Markers and Signs.)
This set of designs is based on definite principles calculated to produce uniformity of significance in the signs themselves, and make familiarity with them easy to acquire on the part of the most casual driver. These principles are a set of shapes each having its own significance; a set of color combinations, each having its own significance; a few obvious symbols and uniformity of erection and application.
Standard Signs not shown are: C-6 (Fresh Oil), C-13 (Loose Gravel), C-17 (Begin Detour 400 Ft.), and C-18 (End Detour 400 Ft.). These signs are from Manual and Specifications for U.S. Standard Road Markers and Signs.

SHAPE:
The Octagonal sign is used to indicate "Stop". The Diamond shaped signs, commonly called "Slow" signs, are used to indicate any condition inherent in the road itself requiring slow speed and caution on the part of the driver. The Square shaped signs, commonly called "Caution" signs are used to indicate any condition requiring caution that is not inherent in the road itself, but which is due to contiguous or adjacent conditions which often are also intermittent. Rectangular signs of various dimensions are used to carry directions, information and restrictions of use or benefit to the driver.

COLOR:
All standard signs of a precautionary character, including the octagonal stop sign, the diamond slow sign, and the square caution sign have black designs on a yellow background.
All direction, information and restriction signs are black on a white background.

SPECIAL SIGNS: SIGNS 'A', 'B' & 'C'

MATERIAL:
First grade lumber, reasonably free from knots and other defects shall be used. All dimensions shall be in accordance with working drawings.

FABRICATION:
These signs shall be securely nailed and bolted to withstand high wind pressures. Bolts shall be used where shown on working drawings. The finished sign shall be free from all defects and made in a neat and workman like manner.

FINISH:
These signs shall have black letters on a white background. The number of coats and quality of paint used shall be sufficient to give a neat and finished sign that will withstand weather without cracking or peeling. The back of the sign shall be painted white.

GENERAL NOTES:

ERECTION AND DISPLAY OF SIGNS:

The signs are to be erected for the purpose of directing traffic over a specific route and shall be so located as to be conspicuously visible day and night. They shall be set facing, and on the right hand side of approaching traffic. They shall be so located that they will be seen at all times by approaching traffic with the minimum of effort.
Signs shall be fastened with 2-3/8" carriage bolts to substantial posts when they are necessary for an extended period. Portable supports, such as tripods are permitted for short periods, provided the construction is such that wind or other agents cannot readily upset the sign.
All signs required shall be furnished, installed, and maintained in good order by the contractor. Payment will not be direct but will be considered included in the price bid for the regular construction items.

USE:

Sign C-5 shall be used separately or in conjunction with other signs. (C-5 slow sign to precede by at least 100') whenever the condition of the road requires a reduction of speed. Signs M-20 and M-21 shall be erected at the beginning of detour, at intervals of 1/4 mile, and at junctions with other roads, also when necessary shall be attached to sign C.
Sign W-3 shall be erected from 25 to 50 feet in advance of the point where a full stop is required, and shall be preceded at approximately 500 feet by a slow sign.
Sign C shall be erected where it is necessary to completely block access to the new construction. Under special conditions, where local traffic must pass through barrier, special provision may be made to provide restricted access by gate. This sign shall be preceded by the cautionary sign shown in the above sketch.

LIGHTS:

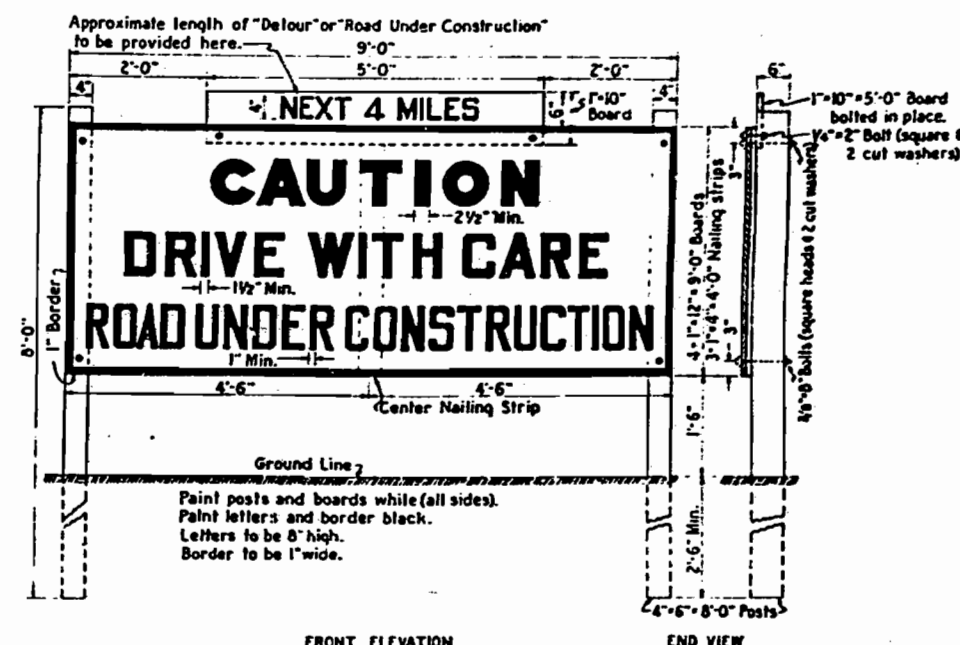
Lights shall be kept burning from sunset to sunrise at all points considered dangerous. In general, the lights shall be torch bombs, unless there is a danger from fire, when lanterns shall be substituted.

Some specific points where lights must be placed:

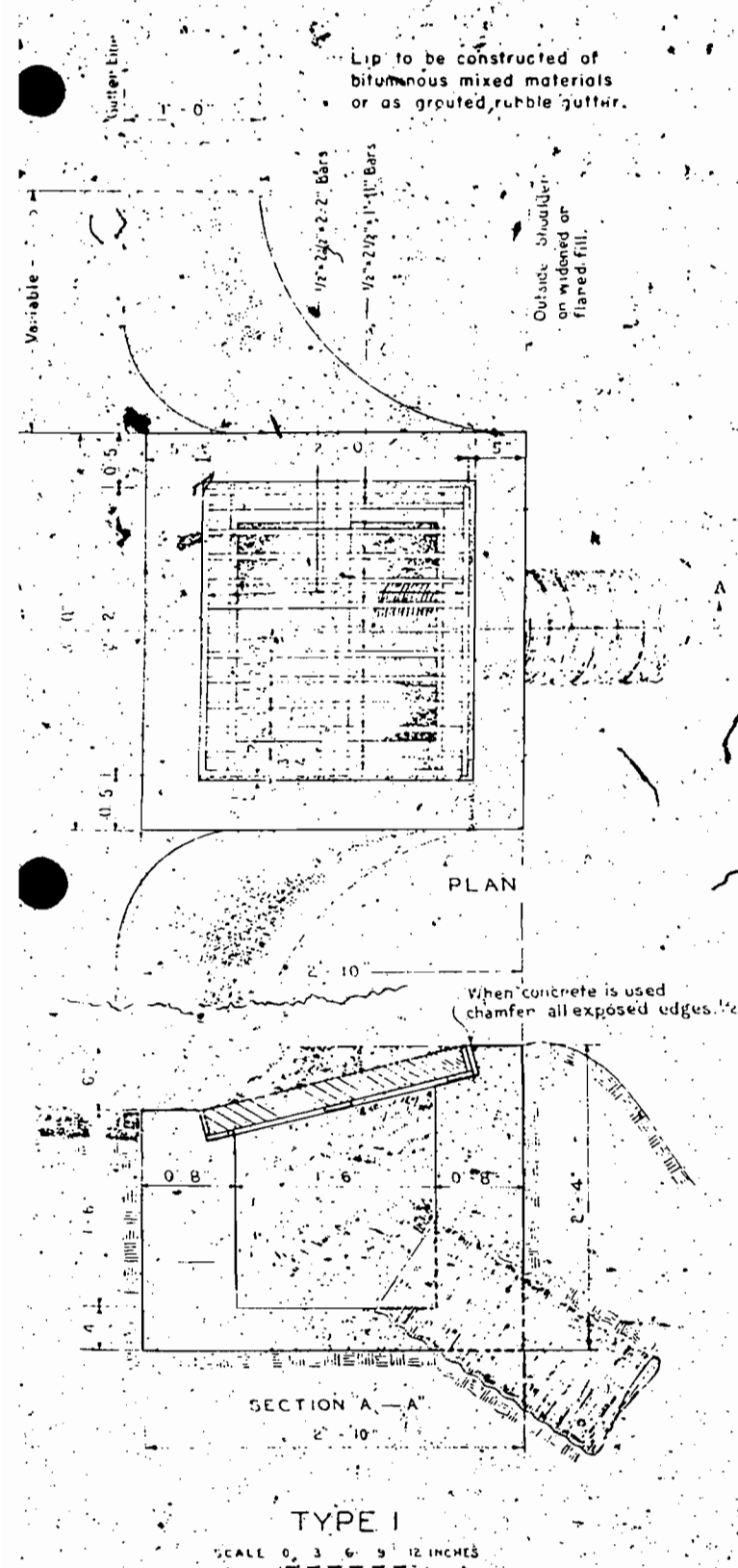
1. At the end of the section where work is under way, placed so as to illuminate the warning signs.
2. At all points where particular caution is required, as at turns or sharp curves, temporary bridge approaches, and sudden or large grade changes, placed so as to illuminate the corresponding signs.
3. Sign C shall be furnished with 2 red reflector cluster units, each unit having a minimum of 15 red reflector buttons, each of a diameter not less than 3/8 inch. These units shall be securely fastened on the sign in locations as shown in the sketch. In addition to these reflectors a minimum of five torch bombs or similar lights shall be placed in front of the barrier.

GENERAL:

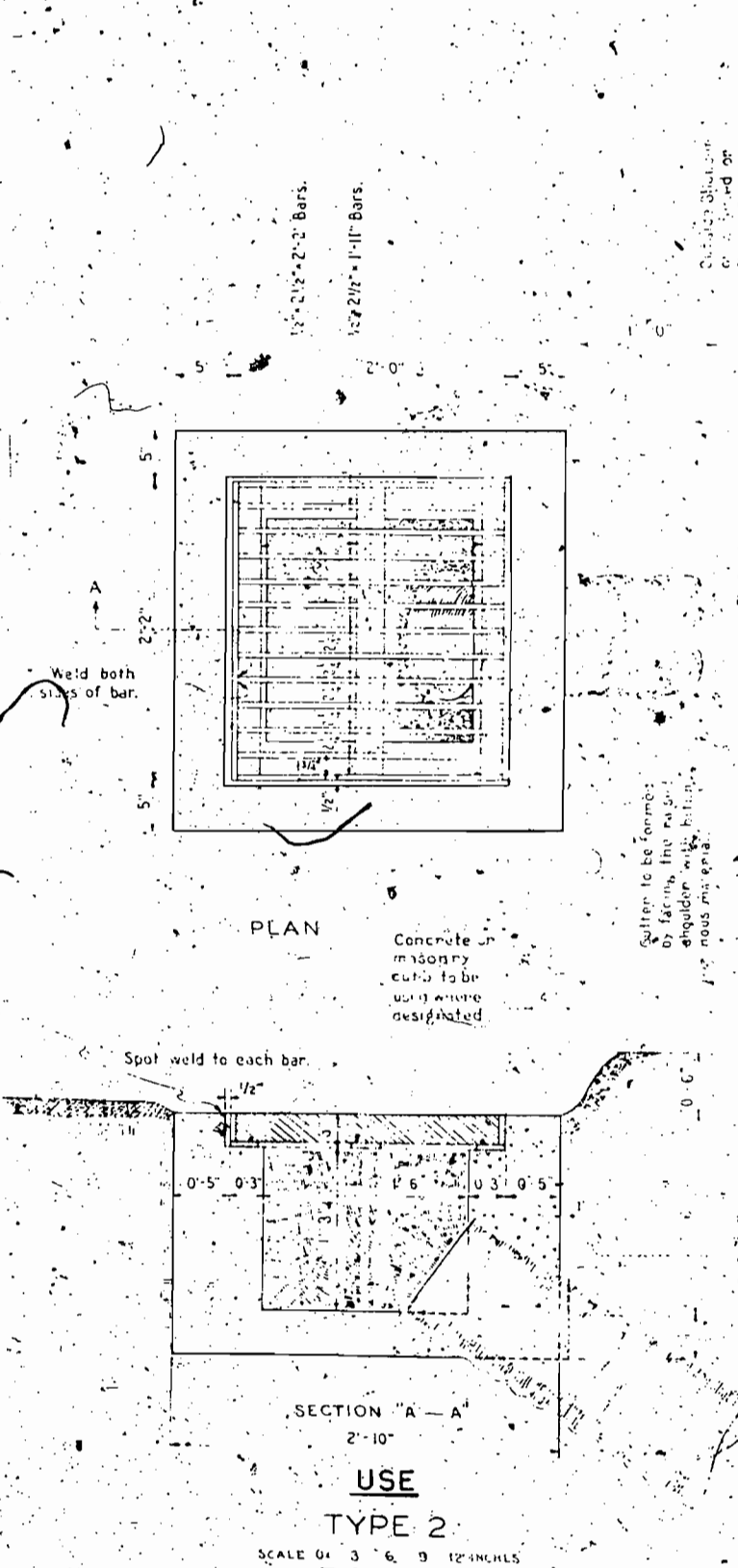
Selection and placement of signs shall be subject to approval of the engineer. Where signs other than those on the plans are required, they shall conform to the standards for the same class of signs as shown on the plans. The use of special signs shall be limited. Upon opening the work to the public, all construction signs must be removed immediately, so that there will be no confusion.



FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DIVISION NO 9 DENVER, COLO.
**TYPICAL SIGNS
FOR USE
ON CONSTRUCTION**



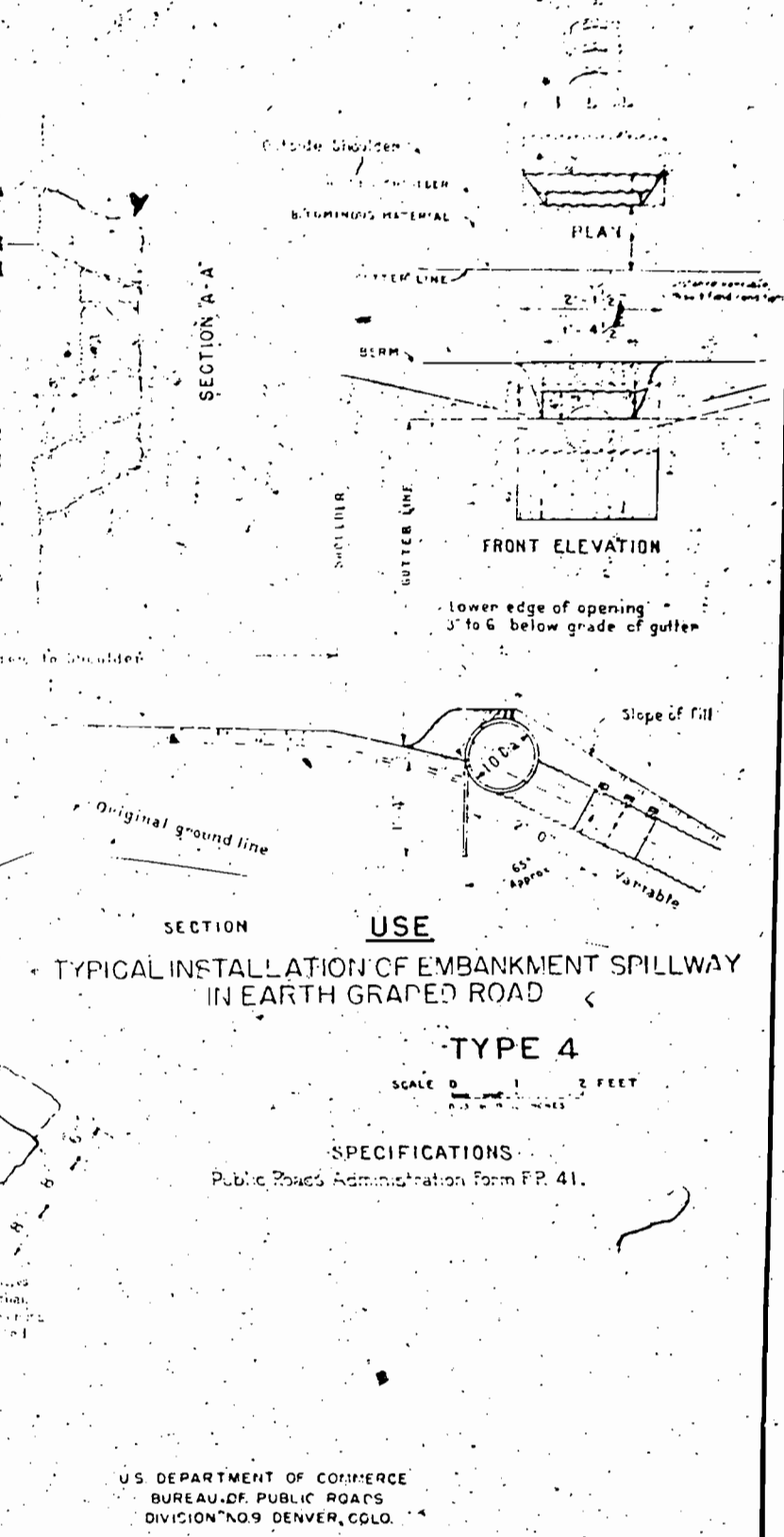
TYPE 1
 SCALE 0' 3' 6' 9' 12' INCHES
 Yardage, 1 Basin, 0.47 Cu. Yds.
 Weight, 1 Grating 152 Lbs.



TYPE 2
 SCALE 0' 3' 6' 9' 12' INCHES
 Yardage, 1 Basin 0.42 Cu. Yds.
 Weight, 1 Grating 152 Lbs.



TYPE 3
 SCALE 0' 3' 6' 9' 12' INCHES
 Embankment Drain to be constructed to fit shoulder of roadway



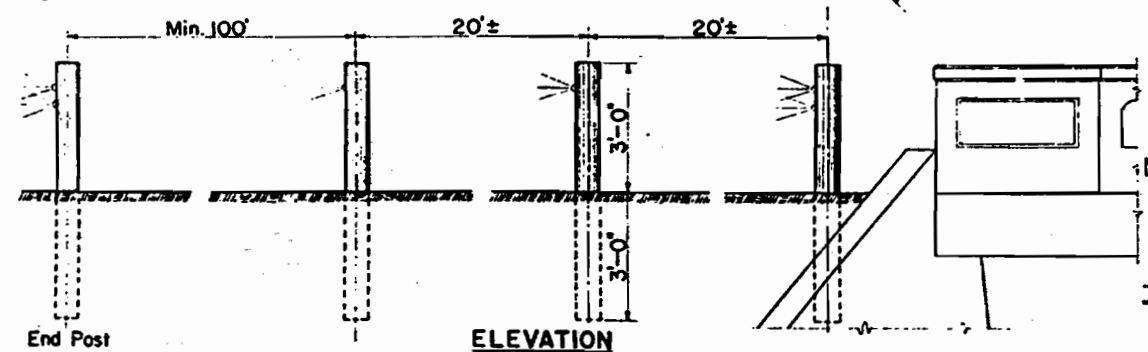
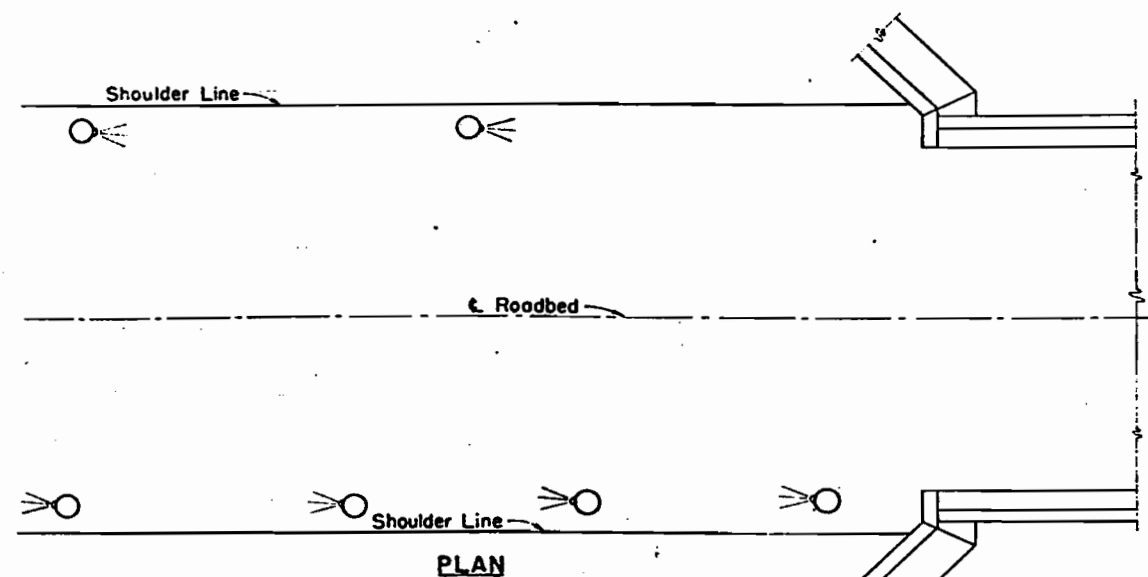
TYPE 4
 SCALE 0' 3' 6' 9' 12' INCHES
 Yardage, 1 Basin 0.42 Cu. Yds.
 Weight, 1 Grating 152 Lbs.

DESIGNED BY
 DRAWN BY
 CHECKED BY

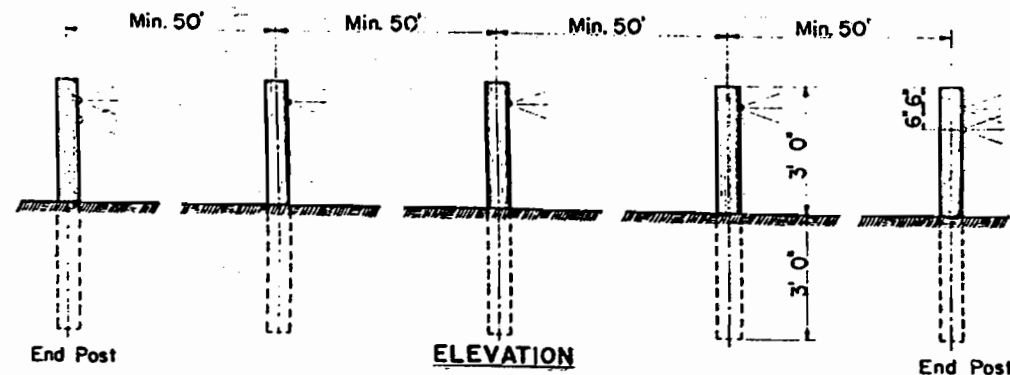
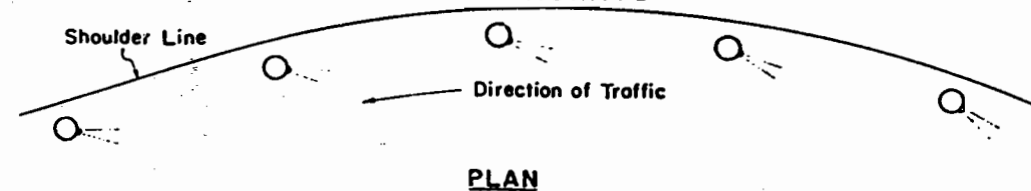
EMBANKMENT INLETS - To be constructed of either Class A concrete or Cement-Rubble Masonry. Size of C.M.P. outlet culvert to be varied from 8" to 12" depending upon run off and area served.

APPROVED February 6, 1947
Alfred E. Leonard
 DESIGN ENGINEER

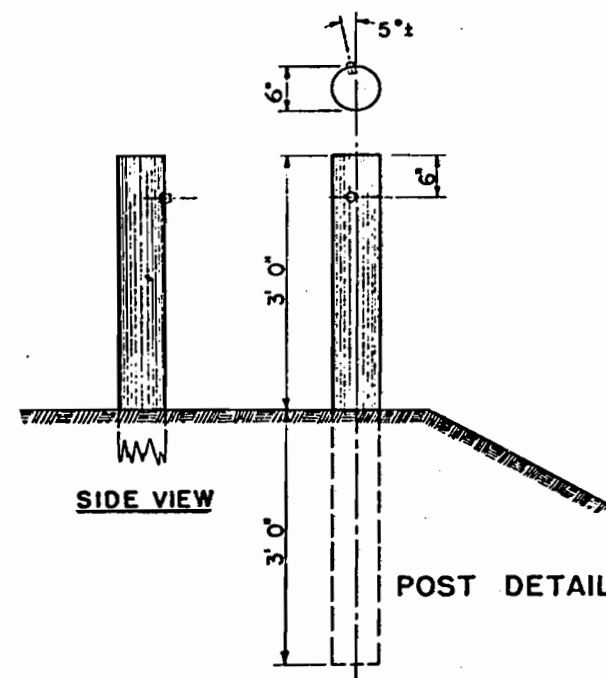
STANDARD EMBANKMENT INLETS & DRAINS
 SCALES AS NOTED



PLACEMENT AT BRIDGE APPROACHES AND ON TANGENTS



PLACEMENT ON HORIZONTAL CURVES



GENERAL NOTES

Materials: All posts shall be seasoned, straight, sound Southern Yellow Pine, West Coast Douglas Fir or Lodge Pole Pine, free from injurious defects. Before treatment with preservative all bark shall be peeled off and posts trimmed of all knots and projections. No section of the post shall be less than 6 inches in diameter.

Treatment: All posts shall be treated as provided under "Treated and Untreated Timber" Item 230 of Specification F.P. 41 under Creosote or Creosote Coal Tar solution using the empty cell process, except that the minimum absorption of preservative shall be 5 pounds per cubic foot of wood, and the posts, after treatment, shall be steam cleaned to provide a dry surface, free from creosote oil not retained in the post.

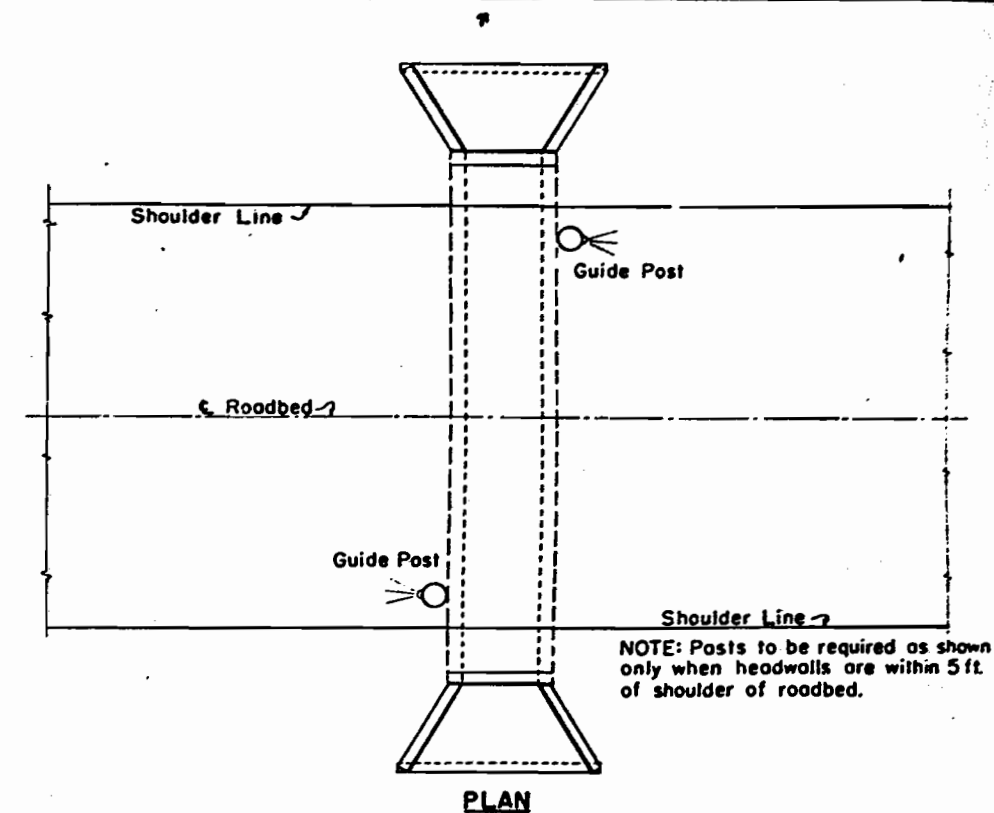
Reflector Units: Reflector Units shall be the button type, complete with locking device for wood mounting "Signal Service" No. ALA-II (White Crystal) as manufactured by the Signal Service Corporation of New Jersey or an acceptable equivalent.

Construction Methods: Reflector Units in all posts shall be placed in such position that the units will function at a distance of 500 feet. On tangents, the Reflector Units shall be placed at an angle of approximately five degrees to a line parallel to the centerline of the highway.

In all instances a test shall be made to assure the position of the Reflector Units to be the most effective possible. A floored clip or other acceptable device is to be used for holding the Reflector Units in place.

The Engineer will determine the spacing and location of all Timber Guide Posts with reference to the curvature and height of fill.

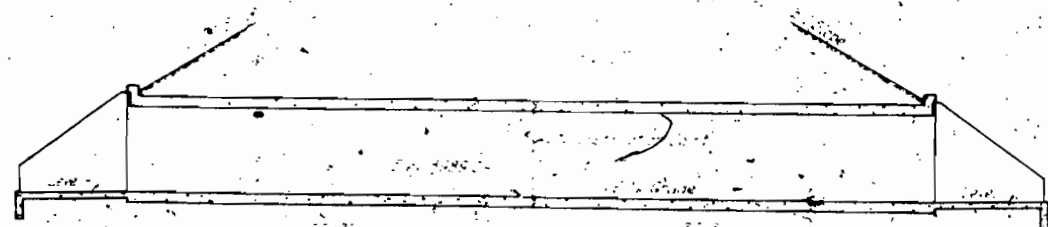
The holes are to be center drilled to a size that will provide a snug fit for the type of reflector and locking devices furnished. The depth shall be sufficient to permit the setting of the tip of the reflector lens flush with the surface of the post.



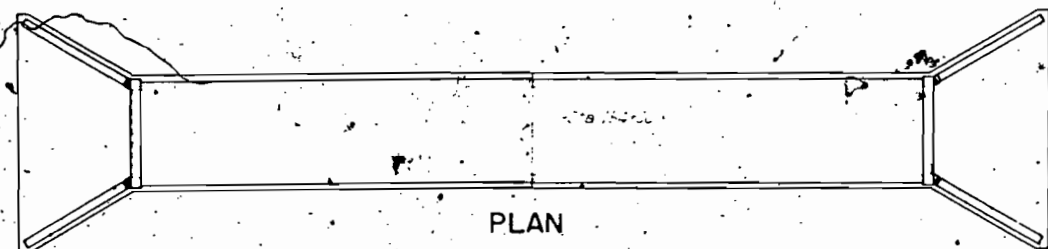
PLACEMENT AT MINOR STRUCTURES

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PUBLIC ROADS ADMINISTRATION
DIVISION NO. 9 DENVER, COLORADO

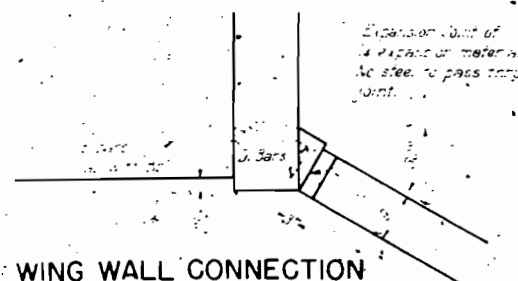
TIMBER GUIDE POSTS WITH REFLECTORS



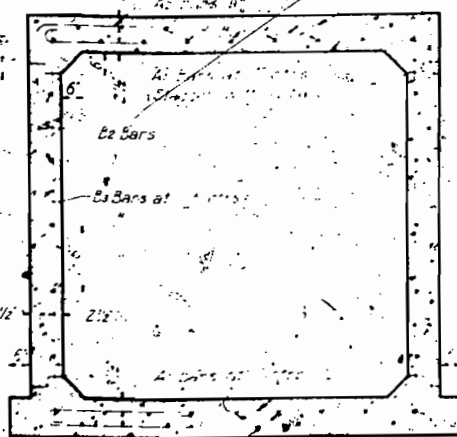
SECTION ALONG CENTER LINE



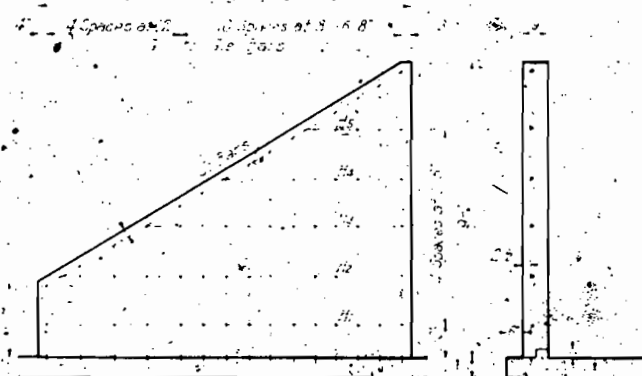
PLAN



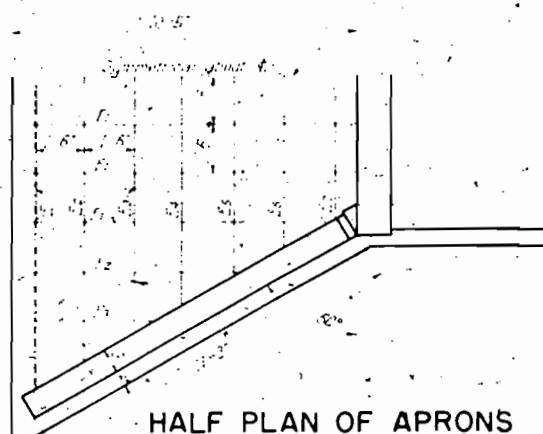
WING WALL CONNECTION



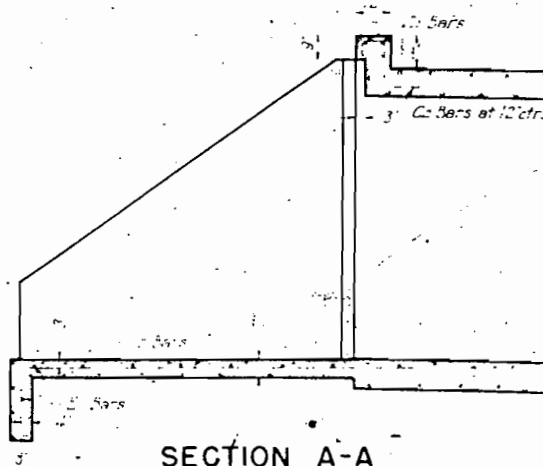
TYPICAL CROSS SECTION



WING WALL ELEVATIONS

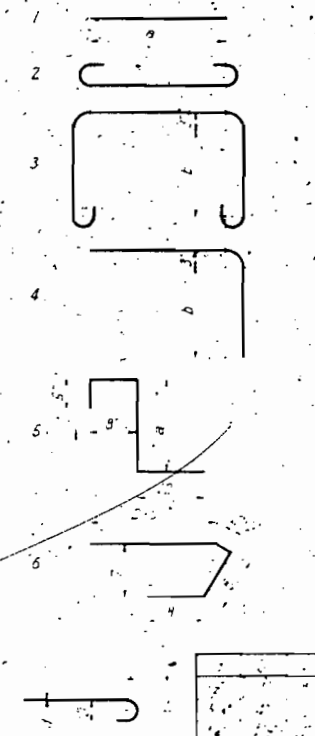


HALF PLAN OF APRONS



SECTION A-A

BAR DIAGRAMS



HOOK DETAILS

REINFORCING BAR LIST

Type	Location	Bar	No.	Size	Length	Q	U
1	Barrel	A1	246	1/2"	10'-6"	4.0	1.0
2	Barrel	A2	246	1/2"	10'-6"	4.0	1.0
3	Barrel	B1	50	3/4"	35'-8"	1.0	1.0
4	Barrel	B2	28	3/4"	35'-8"	1.0	1.0
5	Barrel	B3	96	3/4"	35'-8"	1.0	1.0
6	Barrel	B4	20	3/4"	35'-8"	1.0	1.0
7	Barrel	B5	20	3/4"	35'-8"	1.0	1.0
8	Barrel	B6	24	3/4"	35'-8"	1.0	1.0
9	Barrel	B7	24	3/4"	35'-8"	1.0	1.0
10	Barrel	B8	24	3/4"	35'-8"	1.0	1.0
11	Barrel	B9	24	3/4"	35'-8"	1.0	1.0
12	Barrel	B10	24	3/4"	35'-8"	1.0	1.0
13	Barrel	B11	24	3/4"	35'-8"	1.0	1.0
14	Barrel	B12	24	3/4"	35'-8"	1.0	1.0
15	Barrel	B13	24	3/4"	35'-8"	1.0	1.0
16	Barrel	B14	24	3/4"	35'-8"	1.0	1.0
17	Barrel	B15	24	3/4"	35'-8"	1.0	1.0
18	Barrel	B16	24	3/4"	35'-8"	1.0	1.0
19	Barrel	B17	24	3/4"	35'-8"	1.0	1.0
20	Barrel	B18	24	3/4"	35'-8"	1.0	1.0
21	Barrel	B19	24	3/4"	35'-8"	1.0	1.0
22	Barrel	B20	24	3/4"	35'-8"	1.0	1.0
23	Barrel	B21	24	3/4"	35'-8"	1.0	1.0
24	Barrel	B22	24	3/4"	35'-8"	1.0	1.0
25	Barrel	B23	24	3/4"	35'-8"	1.0	1.0
26	Barrel	B24	24	3/4"	35'-8"	1.0	1.0
27	Barrel	B25	24	3/4"	35'-8"	1.0	1.0
28	Barrel	B26	24	3/4"	35'-8"	1.0	1.0
29	Barrel	B27	24	3/4"	35'-8"	1.0	1.0
30	Barrel	B28	24	3/4"	35'-8"	1.0	1.0
31	Barrel	B29	24	3/4"	35'-8"	1.0	1.0
32	Barrel	B30	24	3/4"	35'-8"	1.0	1.0
33	Barrel	B31	24	3/4"	35'-8"	1.0	1.0
34	Barrel	B32	24	3/4"	35'-8"	1.0	1.0
35	Barrel	B33	24	3/4"	35'-8"	1.0	1.0
36	Barrel	B34	24	3/4"	35'-8"	1.0	1.0
37	Barrel	B35	24	3/4"	35'-8"	1.0	1.0
38	Barrel	B36	24	3/4"	35'-8"	1.0	1.0
39	Barrel	B37	24	3/4"	35'-8"	1.0	1.0
40	Barrel	B38	24	3/4"	35'-8"	1.0	1.0
41	Barrel	B39	24	3/4"	35'-8"	1.0	1.0
42	Barrel	B40	24	3/4"	35'-8"	1.0	1.0
43	Barrel	B41	24	3/4"	35'-8"	1.0	1.0
44	Barrel	B42	24	3/4"	35'-8"	1.0	1.0
45	Barrel	B43	24	3/4"	35'-8"	1.0	1.0
46	Barrel	B44	24	3/4"	35'-8"	1.0	1.0
47	Barrel	B45	24	3/4"	35'-8"	1.0	1.0
48	Barrel	B46	24	3/4"	35'-8"	1.0	1.0
49	Barrel	B47	24	3/4"	35'-8"	1.0	1.0
50	Barrel	B48	24	3/4"	35'-8"	1.0	1.0
51	Barrel	B49	24	3/4"	35'-8"	1.0	1.0
52	Barrel	B50	24	3/4"	35'-8"	1.0	1.0
53	Barrel	B51	24	3/4"	35'-8"	1.0	1.0
54	Barrel	B52	24	3/4"	35'-8"	1.0	1.0
55	Barrel	B53	24	3/4"	35'-8"	1.0	1.0
56	Barrel	B54	24	3/4"	35'-8"	1.0	1.0
57	Barrel	B55	24	3/4"	35'-8"	1.0	1.0
58	Barrel	B56	24	3/4"	35'-8"	1.0	1.0
59	Barrel	B57	24	3/4"	35'-8"	1.0	1.0
60	Barrel	B58	24	3/4"	35'-8"	1.0	1.0
61	Barrel	B59	24	3/4"	35'-8"	1.0	1.0
62	Barrel	B60	24	3/4"	35'-8"	1.0	1.0
63	Barrel	B61	24	3/4"	35'-8"	1.0	1.0
64	Barrel	B62	24	3/4"	35'-8"	1.0	1.0
65	Barrel	B63	24	3/4"	35'-8"	1.0	1.0
66	Barrel	B64	24	3/4"	35'-8"	1.0	1.0
67	Barrel	B65	24	3/4"	35'-8"	1.0	1.0
68	Barrel	B66	24	3/4"	35'-8"	1.0	1.0
69	Barrel	B67	24	3/4"	35'-8"	1.0	1.0
70	Barrel	B68	24	3/4"	35'-8"	1.0	1.0
71	Barrel	B69	24	3/4"	35'-8"	1.0	1.0
72	Barrel	B70	24	3/4"	35'-8"	1.0	1.0
73	Barrel	B71	24	3/4"	35'-8"	1.0	1.0
74	Barrel	B72	24	3/4"	35'-8"	1.0	1.0
75	Barrel	B73	24	3/4"	35'-8"	1.0	1.0
76	Barrel	B74	24	3/4"	35'-8"	1.0	1.0
77	Barrel	B75	24	3/4"	35'-8"	1.0	1.0
78	Barrel	B76	24	3/4"	35'-8"	1.0	1.0
79	Barrel	B77	24	3/4"	35'-8"	1.0	1.0
80	Barrel	B78	24	3/4"	35'-8"	1.0	1.0
81	Barrel	B79	24	3/4"	35'-8"	1.0	1.0
82	Barrel	B80	24	3/4"	35'-8"	1.0	1.0
83	Barrel	B81	24	3/4"	35'-8"	1.0	1.0
84	Barrel	B82	24	3/4"	35'-8"	1.0	1.0
85	Barrel	B83	24	3/4"	35'-8"	1.0	1.0
86	Barrel	B84	24	3/4"	35'-8"	1.0	1.0
87	Barrel	B85	24	3/4"	35'-8"	1.0	1.0
88	Barrel	B86	24	3/4"	35'-8"	1.0	1.0
89	Barrel	B87	24	3/4"	35'-8"	1.0	1.0
90	Barrel	B88	24	3/4"	35'-8"	1.0	1.0
91	Barrel	B89	24	3/4"	35'-8"	1.0	1.0
92	Barrel	B90	24	3/4"	35'-8"	1.0	1.0
93	Barrel	B91	24	3/4"	35'-8"	1.0	1.0
94	Barrel	B92	24	3/4"	35'-8"	1.0	1.0
95	Barrel	B93	24	3/4"	35'-8"	1.0	1.0
96	Barrel	B94	24	3/4"	35'-8"	1.0	1.0
97	Barrel	B95	24	3/4"	35'-8"	1.0	1.0
98	Barrel	B96	24	3/4"	35'-8"	1.0	1.0
99	Barrel	B97	24	3/4"	35'-8"	1.0	1.0
100	Barrel	B98	24	3/4"	35'-8"	1.0	1.0

GENERAL NOTES

- Specifications: Public Roads Administration, Form PR-41
- Concrete: All to be Class A with Portland Cement, Type I (Low Alkali) with an Air Entraining Admixture. Joints to be pulled in main line, and not at exposed edges and corners to be chamfered 1/4". All exposed surfaces to be given a floated finish.
- Reinforcing Steel: To be deformed bars. No square bars allowed. Shop details to be submitted and approved prior to fabrication. All dimensions are to center, unless noted.
- Foundations: To be inspected and approved by the Engineer before the footings are poured.
- Revisions: Any revisions found necessary in the field must first be approved by the Engineer.
- Construction: See 306.05 for details.

QUANTITIES

Class A Concrete	35.50	Cu
Reinforcing Steel	2443	Lbs
Formwork	1.00	Sq Yd

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT NO 3, DENVER, COLO.

8'x 8'x 72'-6"
CONCRETE BOX CULVERT
STATION 154+00
WILLOW CREEK PASS, COLORADO, 24-

Opeland