

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	F 001-5(2)	1	

RIGHT OF WAY

CONVENTIONAL SIGNS

	TITLE SHEET
CENTER LINE	_____
RIGHT-OF-WAY LINE	_____
COUNTY LINE	_____
TOWNSHIP OR RANGE LINE	T. 8 S. R. 89 W.
SECTION LINE	T. 7 S. R. 89 W.
QUARTER SECTION LINE	_____
SIXTEENTH SECTION LINE	_____
PROPERTY OR TRACT LINE	_____
CITY LIMITS	_____
RAILROAD	_____
BARRIED WIRE FENCE	_____
WOVEN WIRE-COMBINATION FENCE	_____
SNOW FENCE	_____
TELEPHONE & TELEGRAPH LINE	_____
POWER LINE	_____
DETOUR ROUTE	_____
PRESENT ROAD (PLAN SHEETS)	_____

INDEX OF SHEETS

SHEET NO. 1 SKETCH MAP AND TITLE SHEET.

2 TABULATION OF PROPERTIES.

3 PLAN AND PROFILE SHEET

SHOWING RIGHT OF WAY.

COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. F 001-5(2) STATE HIGHWAY NO. 6 *50B* OTERO COUNTY

SCALES OF ORIGINAL TRACINGS

ON PLAN, 1 IN. = 100 FT.

ON PROFILE 1 IN. = 100 FT. HORIZONTAL

1 IN. = 10 FT. VERTICAL

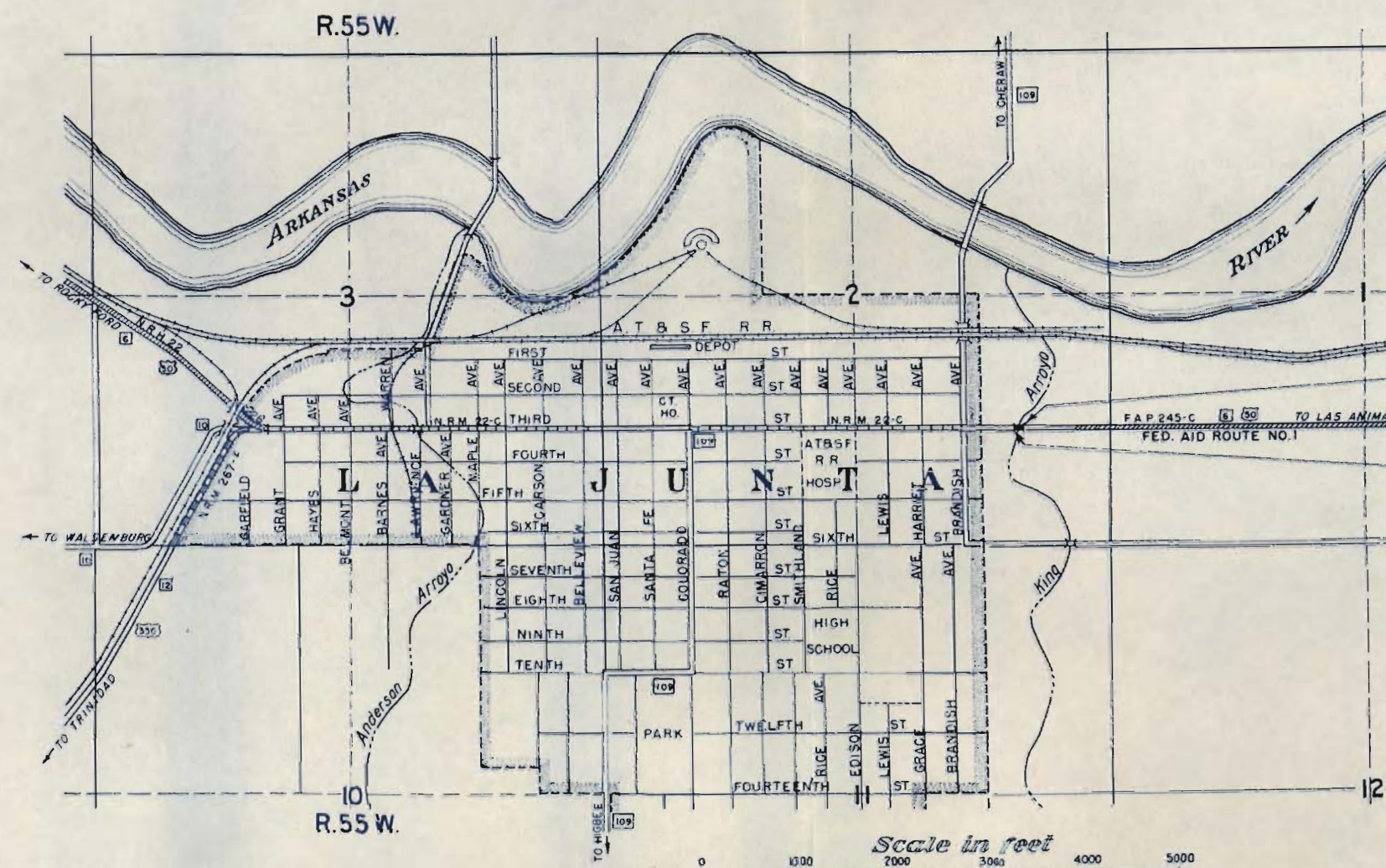
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD

GROSS LENGTH OF PROJECT

NET LENGTH OF PROJECT

RIGHT OF WAY

INFORMATION OBTAINED FROM AVAILABLE COUNTY RECORDS



STA. 952+68.48 = SAME STATION ON
BEGIN F 001-5(2) = F.A.P. 245-C

STA. 954+50.98 = SAME STATION ON
END F 001-5(2) = F.A.P. 245-C

FILE COPY

DO NOT REMOVE

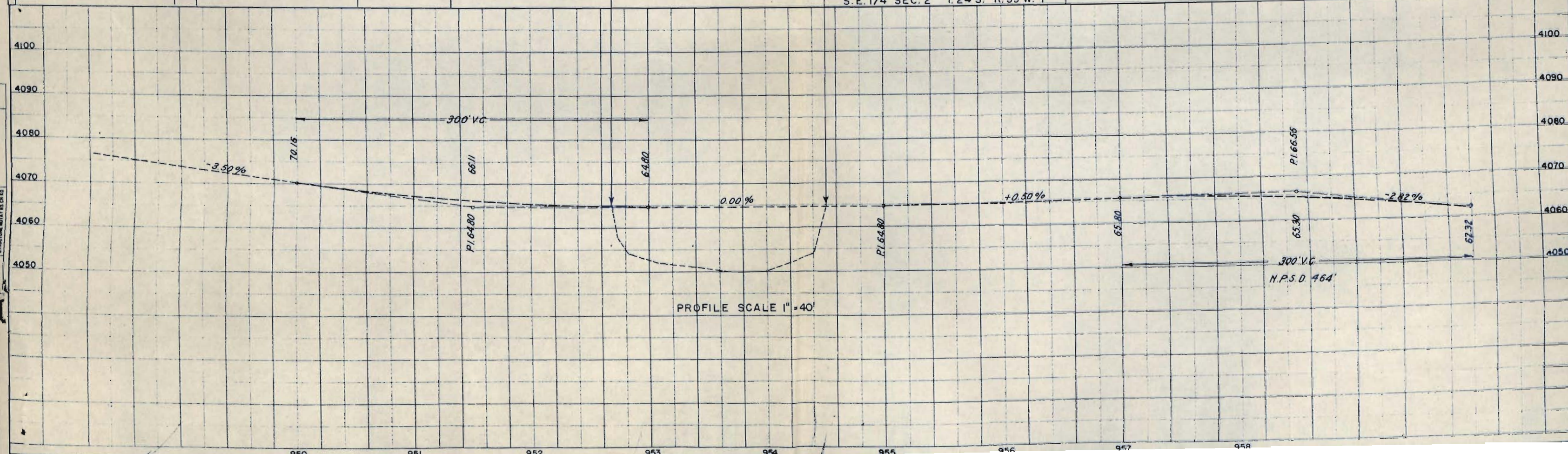
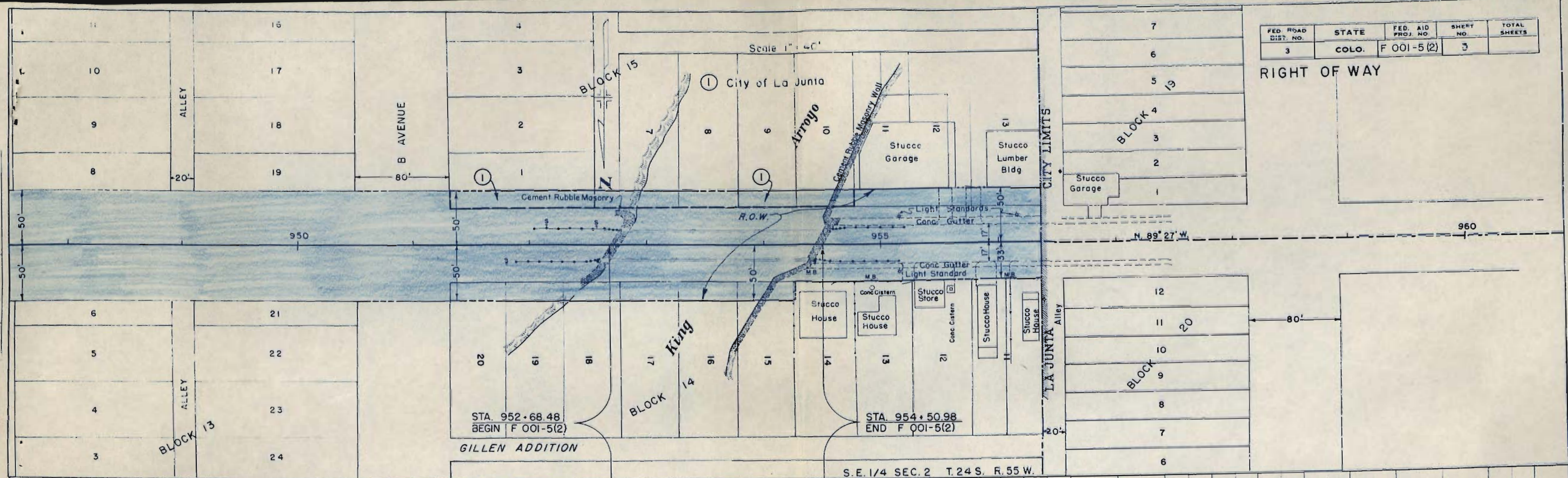
ROAD #1 NO	STATE	PROJ NO	SHEET NO	TOTAL SHEETS
3	COLO.	F 001-5(2)	2	

NO.

[illegible]

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	F 001-5(2)	3	

RIGHT OF WAY



INDEX OF SHEETS

- SHEET NO. 1 SKETCH MAP AND TITLE PAGE.
 2 GENERAL NOTES, TABULATION OF LENGTH, AND SUMMARY OF APPROXIMATE QUANTITIES.
 3-5 DETAILS OF BRIDGE WIDENING.
 6 TYPICAL STANDARD NAME PLATE.
 7 STANDARD WIRE CABLE GUARD FENCE.
 8 STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS.
 9 PLAN AND PROFILE.

M 6 E
 M 20 B
 M 2 D

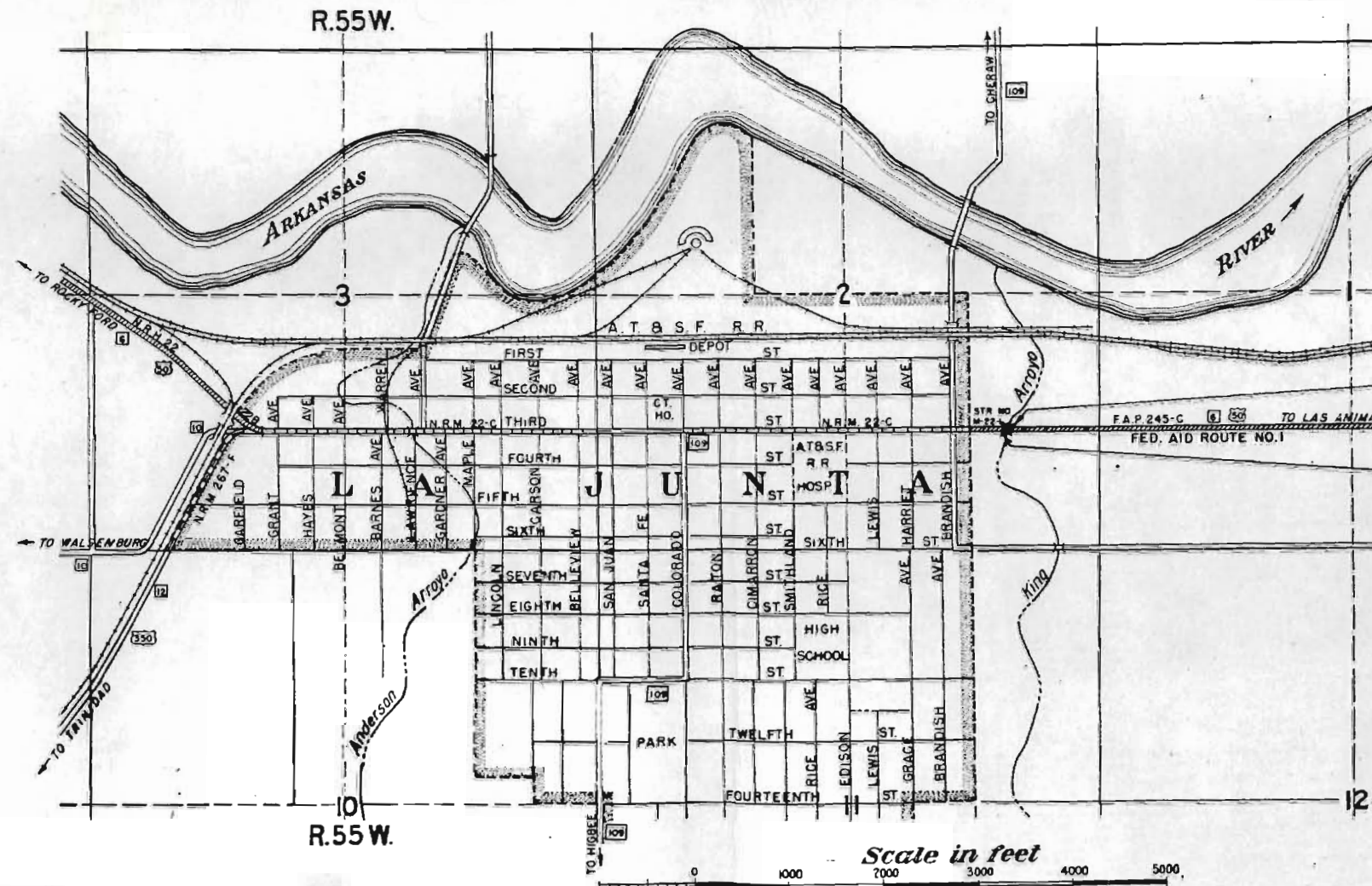
COLORADO STATE HIGHWAY DEPARTMENT PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. F 001-5(2) STATE HIGHWAY NO. 6 OTERO COUNTY

SCALES OF ORIGINAL TRACINGS
 ON PLAN, 1 IN. = 40 FT.
 ON PROFILE { 1 IN. = 40 FT. HORIZONTAL
 1 IN. = 10 FT. VERTICAL
 GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD
 GROSS LENGTH OF PROJECT } 182.5 FT. = 0.034 MILES
 NET LENGTH OF PROJECT }

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F 001-5(2)	1	

CONVENTIONAL SIGNS

CENTER LINE
 RIGHT-OF-WAY LINE
 COUNTY LINE
 TOWNSHIP OR RANGE LINE
 SECTION LINE
 QUARTER SECTION LINE
 SIXTEENTH SECTION LINE
 PROPERTY OR TRACT LINE
 CITY LIMITS
 RAILROAD
 BARBED WIRE FENCE
 WOVEN WIRE-COMBINATION FENCE
 SNOW FENCE
 TELEPHONE & TELEGRAPH LINE
 POWER LINE
 DETOUR ROUTE
 PRESENT ROAD (PLAN SHEETS)



NOTICE TO BIDDERS
 It is recommended that bidders on this Project go over the plan details with one of the following field representatives of the Department.
 Chas. Shumate District Engineer
 J. A. Solmanson Pueblo, Colorado
 Construction Engineer
 Pueblo, Colorado

STA. 952+68.5
 BEGIN F 001-5(2)
 = SAME STATION ON F. A. P. 245-C

STA. 954+51.0
 END F 001-5(2)
 = SAME STATION ON F. A. P. 245-C

RECOMMENDED FOR APPROVAL

Just Bell
 ASSISTANT ENGINEER
 2-1-49

APPROVED

Mark H. Watson
 STATE HIGHWAY ENGINEER
 2-2-49

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

APPROVED

DIVISION ENGINEER
 PUBLIC ROADS ADMINISTRATION
 FEDERAL WORKS AGENCY

FED. ROAD DIST. NO.	STATE	F.A.P. PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F 001-5(2)	2	

GENERAL NOTES

This Project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted January 1, 1948.

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

All concrete used on this project shall be "Air Entrained Concrete."

The Detour for this project lies along the present traveled road. 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.

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

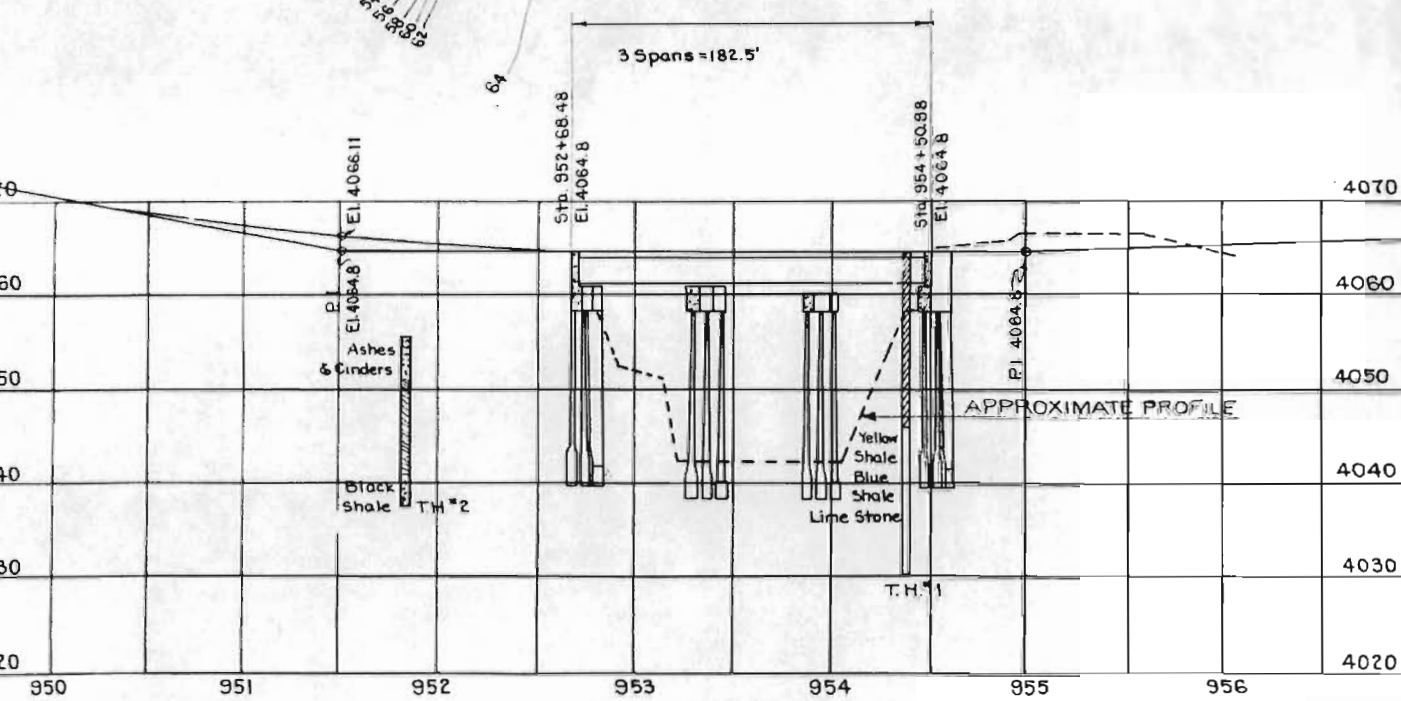
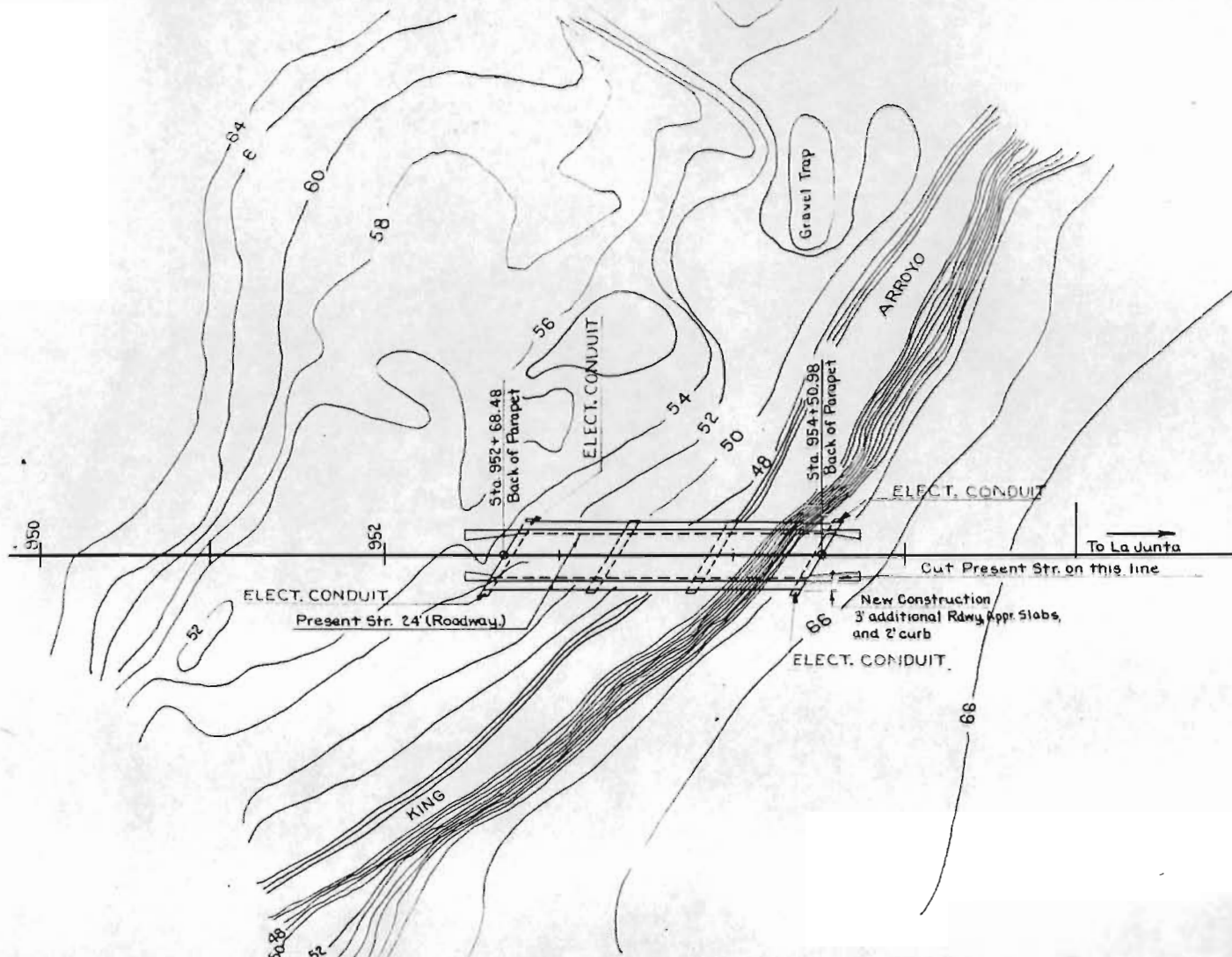
TABULATION OF LENGTH

STATION	ROADWAY	BRIDGE	
	LIN. FT.	LIN. FT.	LOADING
952+68.5 Begin F 001-5(2) = 952+68.5 on FAP 245-C		182.5	H-20-44
954+51.0 End F 001-5(2) = 954+51.0 on FAP 245-C			
TOTALS		182.5	
SUMMARY		LIN. FT.	MILES
F 001-5(2) Bridge		182.5	0.034
TOTAL F 001-5(2)		182.5	0.034

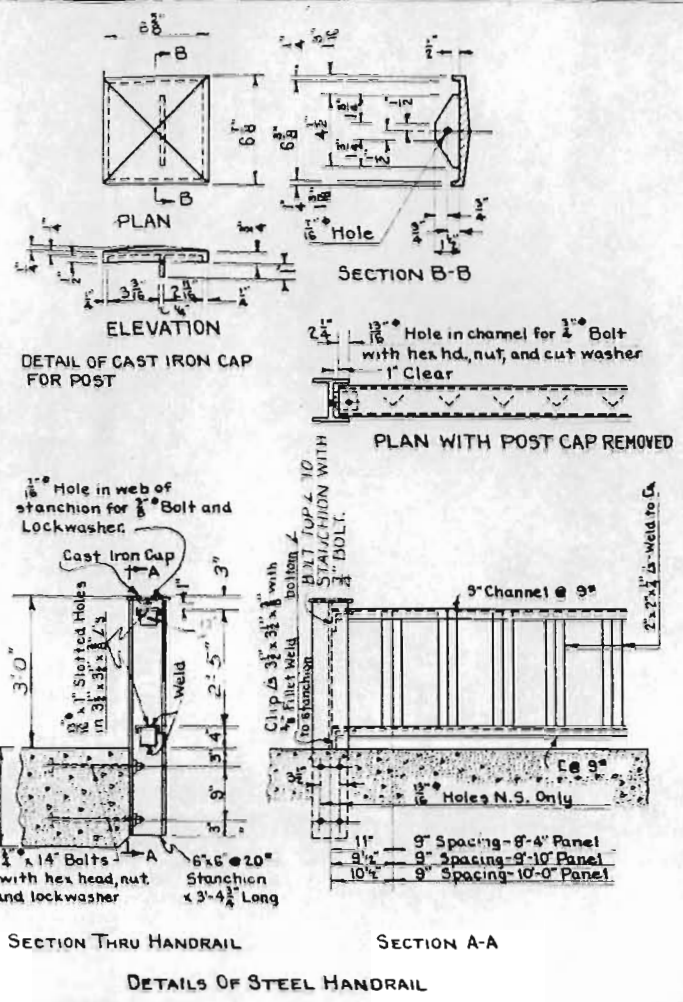
SUMMARY OF APPROXIMATE QUANTITIES

ITEM NO.	ITEM	UNIT		PROJECT TOTALS
11a	Removal of Paving at Present Bridge	L.S.		•
12a	Removing Fence (Swat)	Lin Ft.		270
14a	Dry Rock Excavation (Str.)	Cu Yd.		10
14b	Dry Common Excavation (Str.)	Cu Yd.		470
14c	Wet Rock Excavation (Str.)	Cu Yd.		70
14d	Wet Common Excavation (Str.)	Cu Yd.		227
16a	Structure Backfill (Class 1)	Cu Yd.		360
16d	Mechanical Tamping	Hr.		40
45a	Class "A" Concrete	Cu Yd.		179
47	Reinforcing Steel	Lb.		23,900
48	Structural Steel	Lb.		66,900
53	Grouted Rubble Slope and Ditch Paving	Sq. Yd.		260
* 14	Wire Cable Guard Fence	Lin. Ft.		252
80c	32-oz. Sheet Copper	Lb.		40
80d	Addition to Bronze Name Plate	Ea.		2
89a	Drain Pipe (Conc. Floor) 4" x 2'-0"	Ea.		18
90a	Electrical Conduit with Junction Boxes	Lin Ft.		228

* 4 - 63 Ft. Lengths



GENERAL LAYOUT



SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	ABUT. 1	PIER 2	PIER 3	ABUT. 4	TOTAL
11a	Removal of Parts of Present Bridge	L.S.					
14a	Dry Rock Excavation (Str.)	Cu. Yd.	5			5	10
14b	Dry Common Excavation (Str.)	Cu. Yd.	235			235	470
14c	Wet Rock Excavation (Str.)	Cu. Yd.	17	14	14	17	62
14d	Wet Common Excavation (Str.)	Cu. Yd.	80	28	28	80	216
16a	Structure Backfill	Cu. Yd.	136	40	40	136	352
16d	Mechanical Tamping	Hr.	14	4	4	14	36
17a	Removing Fence (Guard)	Lin. Ft.					270
48a	Class "A" Concrete	Cu. Yd.	63	44	14	44	175
74	Wire Cable Guard Fence	Lin. Ft.					270
47	Reinforcing Steel	Lbs.	12100	4660	1850	1810	23880
48	Structural Steel	Lbs.	66720	20	40	20	66840
89a	4" Dia. W.I. Drain Pipes (2'-0")	Ea.	18				18
90a	ELECTRICAL CONDUIT & JUNCTION BOXES	Lin. Ft.	260	14		14	288
*	1" Expansion Joint Material	Sq. Ft.	11	142		142	295
*	1 1/2" Expansion Joint Material	Sq. Ft.	11				11
63	Grouted Rubble Slope Paving	Sq. Yd.		130		130	260
80c	32 oz. Sheet Copper	Lb.	40				40
80d	Addition to Bronze Name Plate	Ea.	2				2
*	Galvanized Sheet Metal	Sq. Ft.	19				19

GENERAL NOTES

All work shall be done according to the Standard Specifications of the Colorado State Highway Department, Adopted Jan. 1, 1948.

All concrete shall be Class "A".

Forms for concrete surfaces exposed in the finished work shall be constructed of ship lap or tongue and groove lumber 3/4" unless faced with panel board.

Concrete girders, floor slabs and curb shall be poured monolithically.

Footings in rock shall be poured out to the rock and not formed.

All reinforcing bars shall be intermediate grade.

All reinforcing bars shall be deformed and tagged with the station number and letter designation. Main bars shall not be spliced.

Soundings and depth of footings shown are according to the best available data. If essentially different conditions are encountered the bridge engineer will inspect and determine if redesign is necessary.

All rivets to be 3/4" Dia. All rivets to be power driven.

ALL CONCRETE SURFACES EXPOSED TO VIEW SHALL BE GIVEN CLASS I SURFACE FINISH, EXCEPT UNDERSIDE OF FLOOR SLABS & ABUTMENT FACES BELOW SLOPE PAVING.

Includes 1 cu. yds. for Appr. Slab widening.

Includes 800 lbs.

Includes 14350' Handrail.

CONSISTS OF REMOVING EXISTING SLOPE PAVING AND REPLACING SAME AFTER SUBSTRUCTURE IS POURED.

MAX. DISTANCE BETWEEN JUNCTION BOXES SHALL BE 150'.

2 EXPI. COUPLINGS REQ'D.

Includes 10 Cu. Yds. for Appr. Slab widening.

REV. 3-22-48 E.D.E. Inc. Reinf. Stl. for Appr. Slab in Reinf. Stl. Quantity
Rev. 3-24-49 JURE Bar #1 & #2

BAR LISTS FOR PIER NO. 2 AND PIER NO. 3

Mark	Size	No. Reqd.	Length	Type	1	n	r	t
P1	3/4"	6	5'-11"	VIII	4'-5"	m	n	3'
P2	3/4"	6	5'-2"	VIII	3'-8"			3'
P3	3/4"	10	12'-5"	IX				2'
P4	3/4"	6	4'-5"	I	3'-6"			3'
P5	3/4"	4	2'-0"	I	3'-0"			3'
P6	3/4"	2	4'-8"	I	2'-6"			3'
P7	3/4"	4	4'-0"	I	2'-0"			3'
P8	1/2"	10	10'-0"	IV	2'-7"	2'-1"		3'
P9	3/4"	6	8'-0"	X				3'
P10	1"	16	18'-9"	Str.				
P11			9'-11 1/2"	2'-11 1/2"	1'-8"			
to	1/2"	2ea	2ea	by 1/2" to 1/4"	IV	by 1/2" to 1/4"		
P12			7'-4"	1'-8"	1'-8"			
F4	3/8"	12	5'-8"	I	4'-0"			2 1/2"
F5	3/8"	10	10'-0"	I	5'-0"			2 1/2"
F6	1"	16	18'-10"	VII	5'-6"			4"

BAR SUMMARY FOR PIER NUMBER 2

425 Lin. Ft. 1/2" @ 2.67" per lin. ft. = 1135
 203 Lin. Ft. 3/8" @ 1.502" per lin. ft. = 305
 135 Lin. Ft. 3/4" @ 1.043" per lin. ft. = 141
 384 Lin. Ft. 1" @ .668" per lin. ft. = 257
 ±1% Overrun = 12
 Total = 1850

BAR SUMMARY FOR PIER NUMBER 3

425 lin. ft. 1/2" @ 2.67" per lin. ft. = 1135
 182 lin. ft. 3/8" @ 1.502" per lin. ft. = 273
 135 lin. ft. 3/4" @ 1.043" per lin. ft. = 141
 359 lin. ft. 1" @ .668" per lin. ft. = 240
 ±1% Overrun = 21
 Total = 1810

BAR LIST FOR SUPERSTRUCTURE

Mark	Size	No. Reqd.	Length	Type	1	n	r	t
S1	5/8"	514	9'-1"	I	3'-5"	m		2'
S2	5/8"	514	8'-0"	II				2'
S3	5/8"	252	5'-10"	III				2'
S4	5/8"	72	3'-6"	Str.				
S5	1/2"	168	1'-0"	Str.				
S6	1/2"	48	3'-5"	Str.				
S7	1/2"	84	4'-0"	IV	1'-1"			

BAR LIST FOR ABUTMENT NO. 1 OR NO. 4

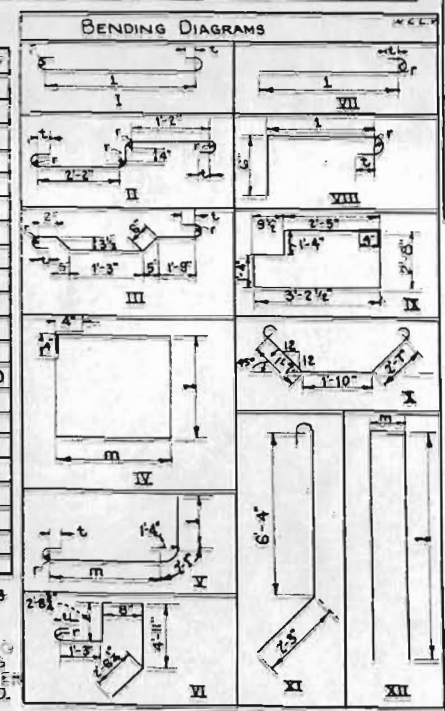
Mark	Size	No. Reqd.	Length	Type	1	n	r	t
A1	1"	14	24'-10"	V	19'-7"	1'-10"	4'	3 1/2"
A2	1"	18	17'-4"	V	10'-7"	3'-4"	4'	3 1/2"
A3	1"	14	13'-8"	V	5'-5"	4'-10"	4'	3 1/2"
A4	1"	8	22'-3"	V	17'-0"	7'-10"	4'	3 1/2"
A5	1/2"	34	8'-2"	Str.				
A6	1/2"	6	12'-8"	VI				2"
A7	1/2"	14	8'-6"	Str.				
A8	1/2"	12	9'-3"	Str.				
A9	1/2"	2	3'-6"	Str.				
A10	1/2"	8	9'-3"	XI				2"

BAR SUMMARY FOR ABUTMENT NO. 1 OR NO. 4

1203 lin. ft. 1" @ 2.87" per lin. ft. = 3212
 141 lin. ft. 3/8" @ 1.043" per lin. ft. = 147
 980 lin. ft. 1/2" @ .668" per lin. ft. = 655
 ±1% Overrun = 46
 Total = 4060 Lbs.

BAR SUMMARY FOR SUPERSTRUCTURE

9435 lin. ft. 5/8" @ 1.043" per lin. ft. = 9841
 2012 lin. ft. 1/2" @ .668" per lin. ft. = 1344
 ±1% Overrun = 115
 Total = 11300



NOTE: A SET OF SHOP PLANS (STEEL DETAILS) OF THE PRESENT STRUCTURE MAY BE SEEN IN THE BRIDGE DEPARTMENT OF THE COLO. STATE HIGHWAY DEPARTMENT.

LOADING DATA.
 LIVE LOAD A A 9 H O H-20-44
 DEAD LOAD ASSUMES 15 LBS. PER SQ. FT. ADDITION
 AL WEARING SURFACE WHICH INCLUDES THE 1" INCH
 CONCRETE MONOLITHIC WEARING SURFACE SHOWN

DESIGNING DATA.
 A A B H O 1841 UNIT STRESSES
 f_c = 1000 Lbs. per sq. in.
 f_s (Str.) = 15000 Lbs. per sq. in.
 f_s (Cone) = 20,000 " " "
 n = 10

FIELD CHECK THESE DIMENSIONS BEFORE MAKING PLATE

Present Name Plate
 NAME R SHALL BE PLACED ON THE RIGHT HAND END POST AT EITHER END OF BRIDGE.

Revised Bronze Plate

Remove present plates and reinstall on new handrail end posts.
 Rivet or braze I revised plate to each name plate as shown above.

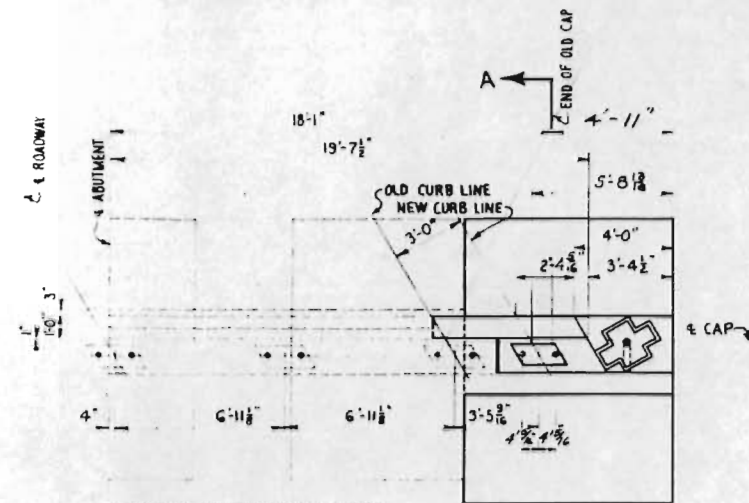
COLORADO
STATE HIGHWAY DEPARTMENT

WIDENING OF CONCRETE & I-BEAM BRIDGE
 GENERAL LAYOUT
 BAR LIST & SUMMARY FOR SUPERSTRUCTURE,
 ABUTMENTS AND PIERS
 SUMMARY OF QUANTITIES
 Across King Arroyo
 Sta. 952+68.48 to 954+50.88
 Near La Junta, Sec. 2, T. 24 S. R. 65 W.

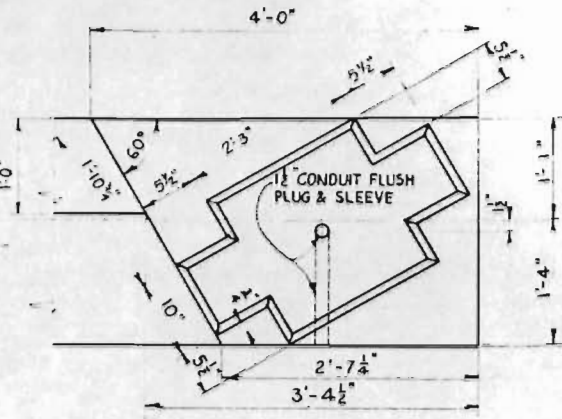
Designed by W.L.P. Approved by P. J. Bailey
 Made by W.L.P. Bridge Engineer
 Checked by H.W.P. Date: Jan. 25, 1949

Revised End Post & Fixed bearing R dimensions 3-23-49 HWP

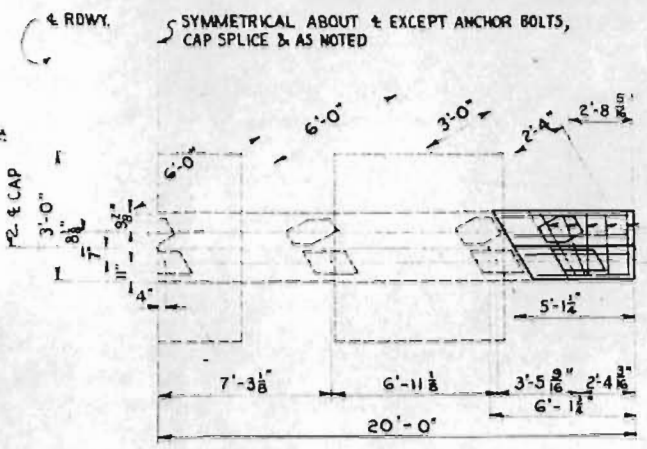
STATE	F.A.P. PROJ. NO.	DATE	BY	CHECKED
9	COLO	F 001-5(2)	5	



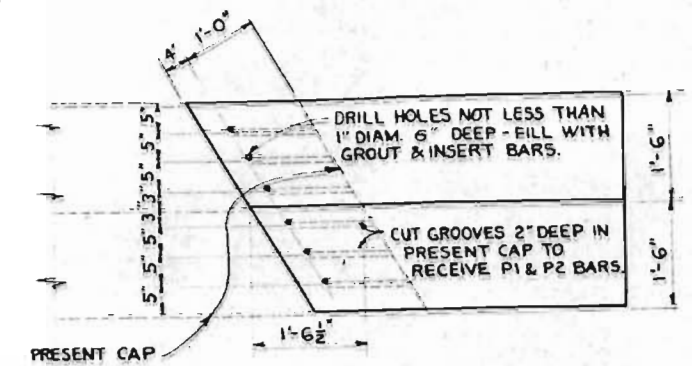
2. SYMMETRICAL BOTH SIDES & EXCEPT END POSTS & AS NOTED
HALF PLAN ABUTMENT NO 1 & NO 4



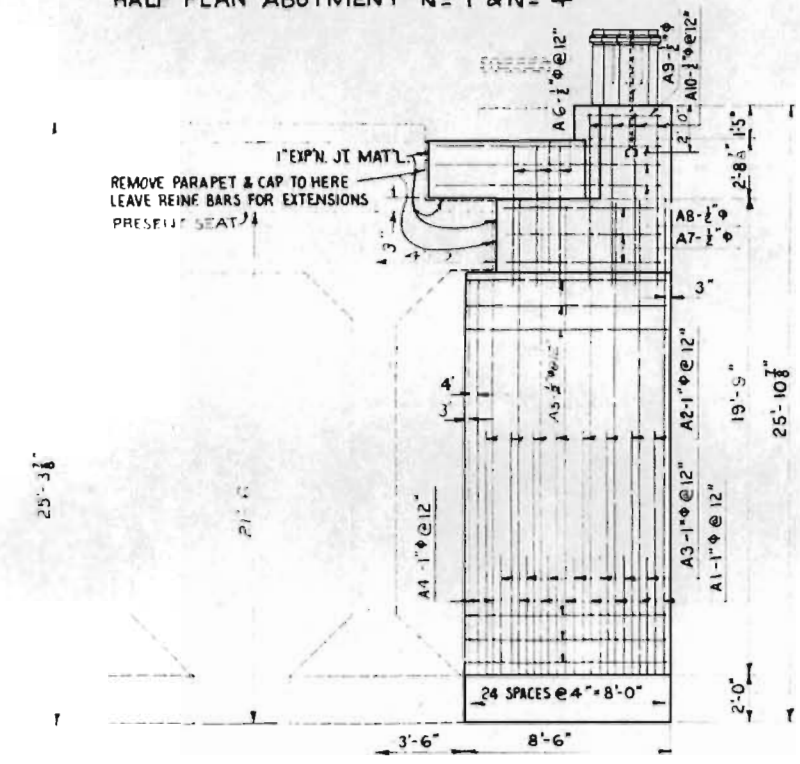
PLAN END POST DETAIL



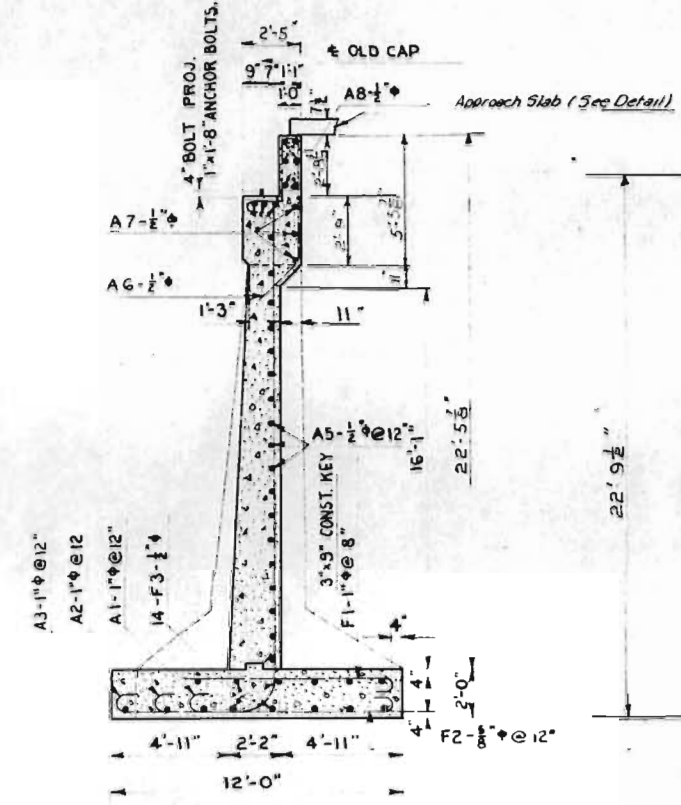
HALF PLAN PIER NO 2



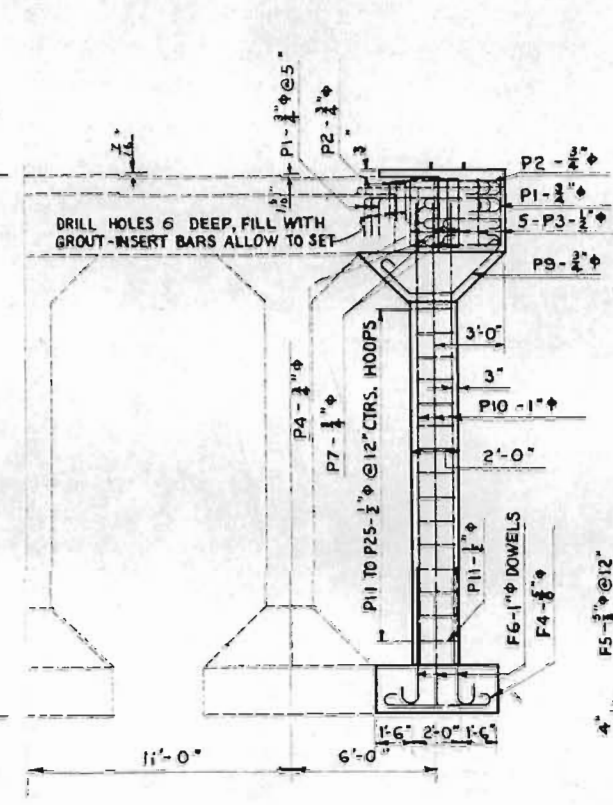
CAP SPLICE DETAIL
PIERS NO 2 & NO 3



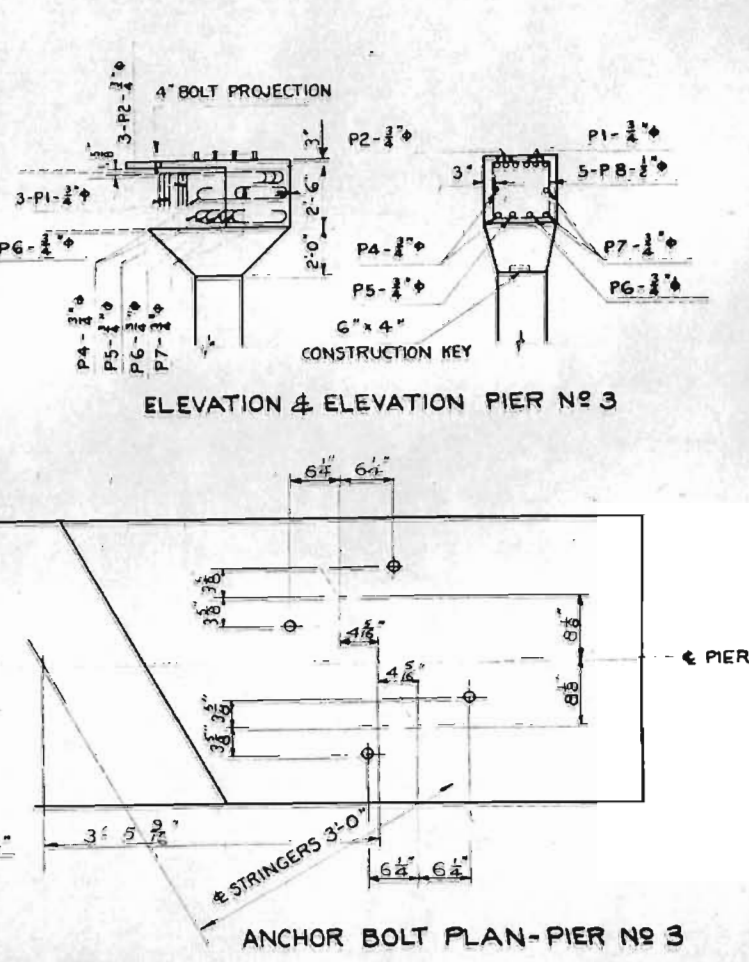
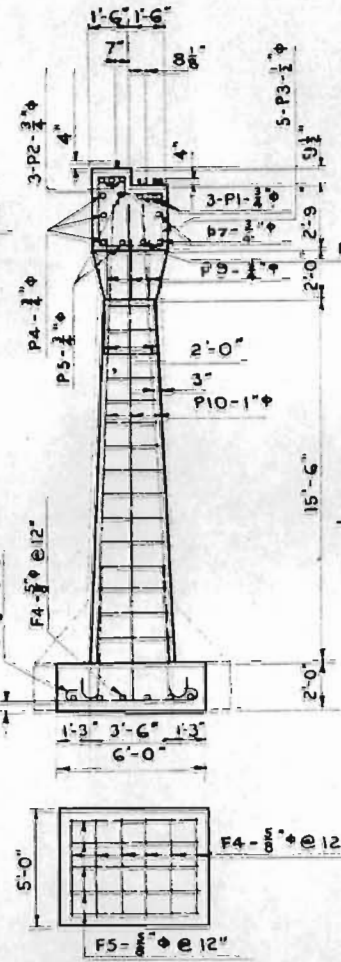
ELEVATION
WIDENING EXTENSION RIGHT END
ABUTMENTS NO 1 & NO 4



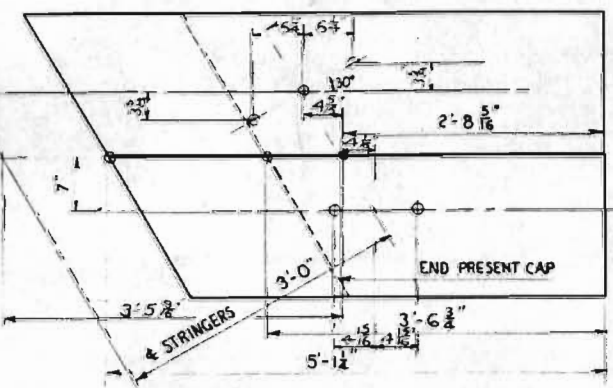
SECTION "A-A"
MAXIMUM TOE PRESSURE
& BEAM



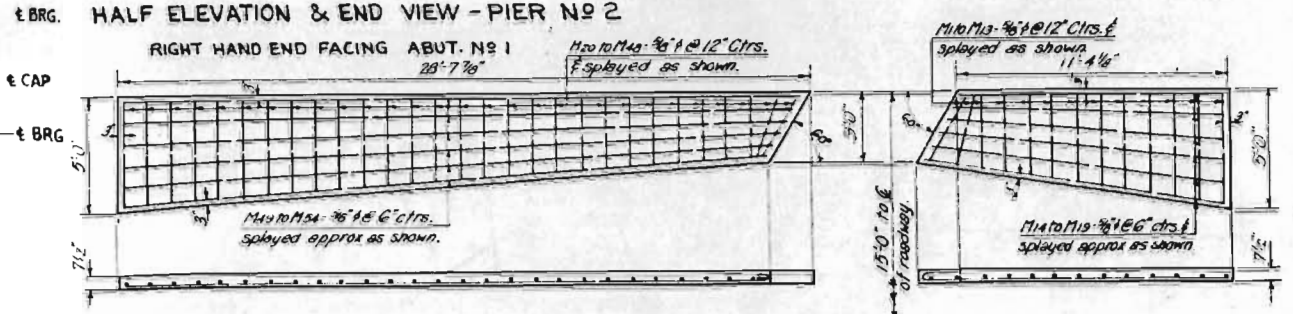
HALF ELEVATION & END VIEW - PIER NO 2
RIGHT HAND END FACING ABUT. NO 1



ANCHOR BOLT PLAN - PIER NO 3



ANCHOR BOLT PLAN PIER NO 2



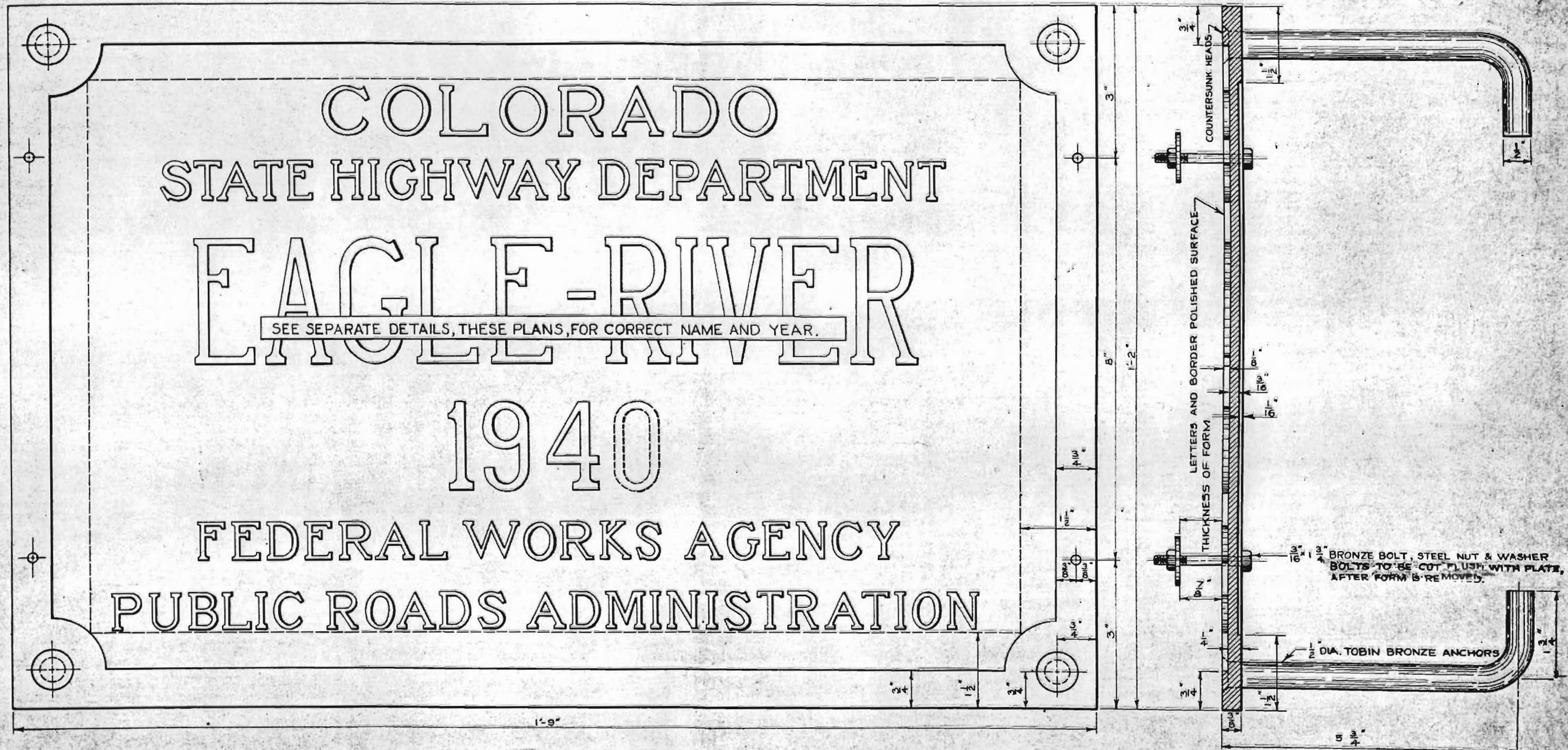
DETAILS OF APPROACH SLAB WIDENING
Symmetrical by rotation about & roadway

JACK LIST APPROXIMATE SLAB DIMENSIONS (INCHES)					
BACK	FACE	WIDTH	LENGTH	TYPE	DIMENSIONS
					2
75			3'-0"		
76	3'-0"	1'-0"	4'-0"	STR.	
77			4'-6"		
78					
79					
80	3'-0"	1'-0"	11'-4"	I	10'-6"
81			12'-9"		11'-11"
82					
83	3'-0"	1'-0"	2'-6"		
84			4'-3"	STR	
85					
86					
87					
88					
89					
90	3'-0"	1'-0"	27'-1 1/2"	I	26'-3 3/4"
91			3'-3 1/2"		2'-5"
92			28'-7"		27'-5"
93					
94					
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FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	F001-5/21	6	

Rev 12-13-47 J.P.K.

STANDARD M-6-E



BRONZE NAME PLATE
ITEM N2 80 b

GENERAL NOTES

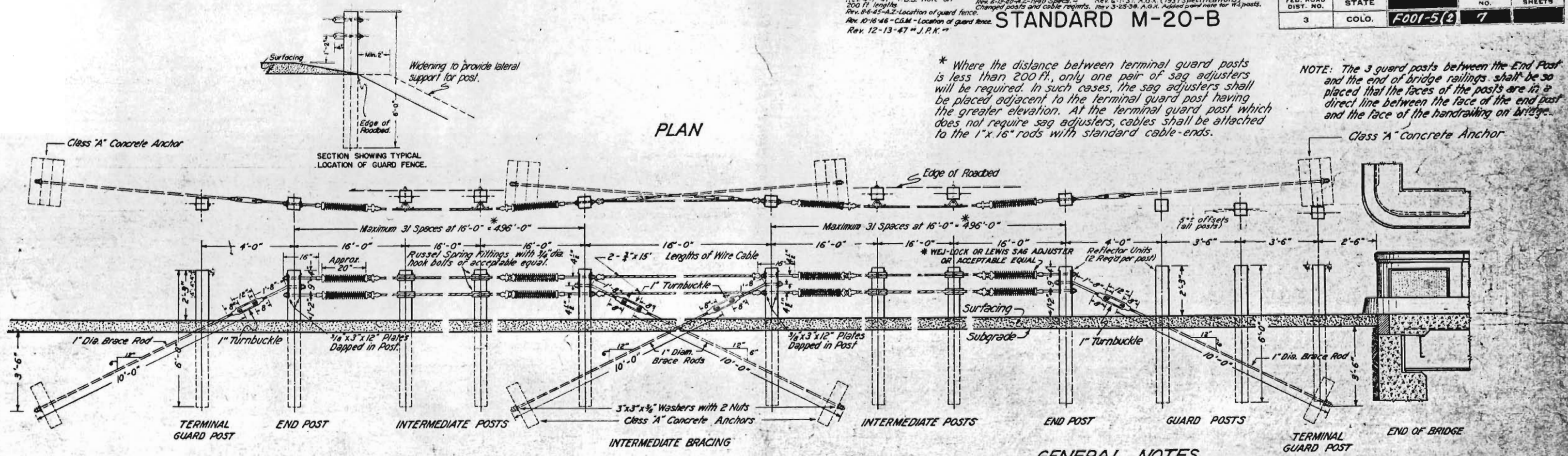
ALL WORK SHALL BE DONE ACCORDING TO THE
STANDARD SPECIFICATIONS OF THE COLORADO STATE
HIGHWAY DEPARTMENT, ADOPTED JANUARY 1, 1948

COLORADO
STATE HIGHWAY DEPARTMENT
TYPICAL
STANDARD
NAME PLATE

Across _____
None _____
Designed by G.M.D. Approved by P.J. Bailey
Made by J.E.R. Bridge Engineer
Checked by _____ Date: January 28, 1948

STRUCTURE NO.

FED. ROAD DIST. NO.	STATE	SHEET NO.	TOTAL SHEETS
3	COLO.	F001-5(2)	7



* Where the distance between terminal guard posts is less than 200 ft., only one pair of sag adjusters will be required. In such cases, the sag adjusters shall be placed adjacent to the terminal guard post having the greater elevation. At the terminal guard post which does not require sag adjusters, cables shall be attached to the 1"x16" rods with standard cable-ends.

NOTE: The 3 guard posts between the End Post and the end of bridge railings shall be so placed that the faces of the posts are in a direct line between the face of the end post and the face of the hand railing on bridge.

ELEVATION
ITEM N° 74.

GENERAL NOTES

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department applicable to the project.

Wire cable shall be a minimum of 3/4" in diameter and shall conform to the requirements of A.A.S.H.O. Standard Specification M-30-42 for Class "A".

All wood posts shall be close-grained Douglas Fir of the Coast Region, Dense Longleaf or Shortleaf Southern Pine, or Lodgepole Pine.

The length of guard fence to be paid for and designated on plans shall be measured from terminal guard post to terminal guard post.

When continuous wire cable fence is more than 500 ft. in length it shall have intermediate bracing complete with turnbuckles.

Timber posts fabricated from Douglas Fir or Southern Pine shall be 8"x8" square. Timber posts fabricated from Lodgepole Pine shall be 8"x10" and shall be installed with the 8" face parallel to the centerline of the roadway.

All wood posts shall be full sawn, square edged, thoroughly seasoned and dry, with square tops and all holes to be drilled no larger than diameter of bolt or rod before treatment is applied.

All wood posts shall be pressure treated with creosote for the full length of posts, as provided for in the Specifications.

All wood posts shall be set and tamped in plumb and firm, to the lines and grades directed by the Engineer.

Standard galvanized cast iron O.G. or galvanized malleable cast washers shall be used under all bolt heads and nuts coming in contact with wood posts.

Only one style of eyebolts, turnbuckles, and other fittings may be used on a project.

Turnbuckles on all brace rods shall be so placed that the entire turnbuckle clears the ground line.

All sag adjusters shall be compressed a minimum of 1" @ 100°F to allow for initial tension in the cable. The adjusted amount of compression of springs due to temperature shall be figured in the following manner. For every 10° of temperature below 100°F an additional 1/2" of compression per 100 ft. of cable shall be used. Illustration: Length between end posts 400 ft. Temp. 40°F: $(4 \times 6 \times \frac{1}{2}) \div 1 = 12"$

Sag adjusters and appurtenances shall be either hot dip galvanized or painted with 2 coats of approved aluminum paint. Paint and painting shall conform to requirements of Item 41 of the Standard Specifications.

Where sidewalks are constructed adjacent to the lane for traffic, Guard Fence shall be placed in such manner that the cable lies on the line between the sidewalk area and the normal roadway shoulder.

Where Guard Fences are constructed on the approaches to bridges with sidewalks, the cable at bridge shall be placed in line with the face of the curbing on the bridge.

GEN. NOTES (CONT)

Reflector Units shall be "Signal Service No. ALA-11 (White Crystal)" of the Signal Service Corporation, Elizabeth, N.J., or an acceptable equivalent.

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.

The diameter of holes drilled in the posts shall be approximately one-sixteenth inch less than the diameter of the signal button base. In all instances the hole shall be enough undersize that the button when driven into the post shall have complete bond with the post and be securely locked in correct position.

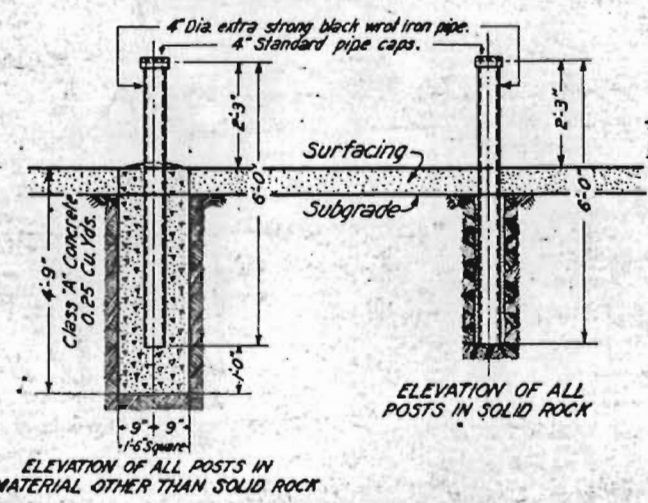
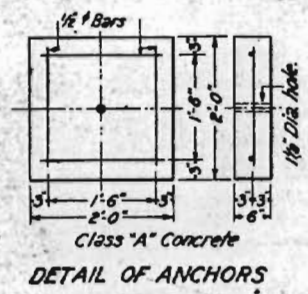
All Terminal Guard Posts except those at Bridge ends to be provided with five Reflector Units as shown on detail.

Terminal Guard Posts at Bridge ends to be provided with two Reflector Units in the manner shown for intermediate posts.

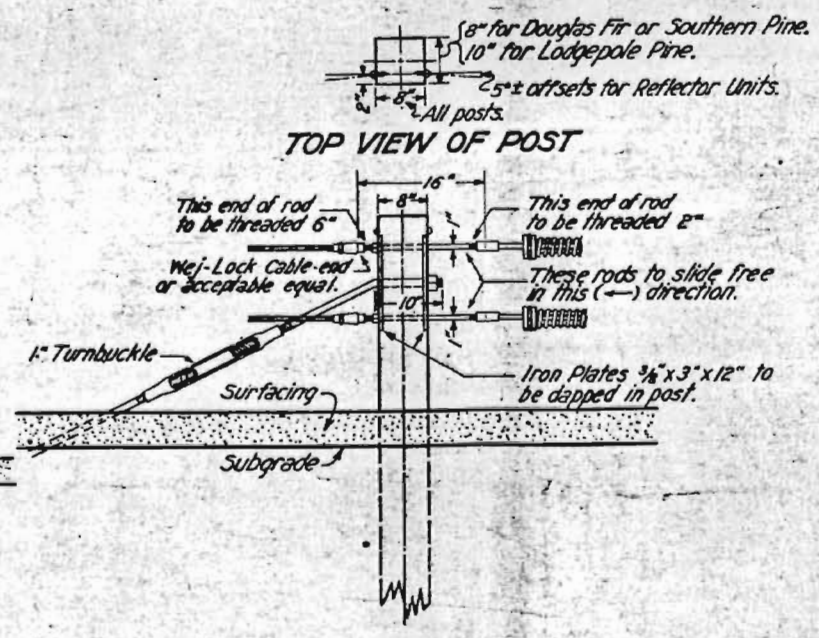
Note!
All wrought iron posts shall have one shop coat, red lead, and two coats aluminum as specified under item N° 41.

Holes in rock shall be constructed as near as possible to diameter of pipe, the remaining space between pipe and wall of hole to be filled with cement grout.

Holes necessary for type of fence used shall be drilled in pipe posts.



DETAILS FOR WROT IRON PIPE
ITEM N° 74b.



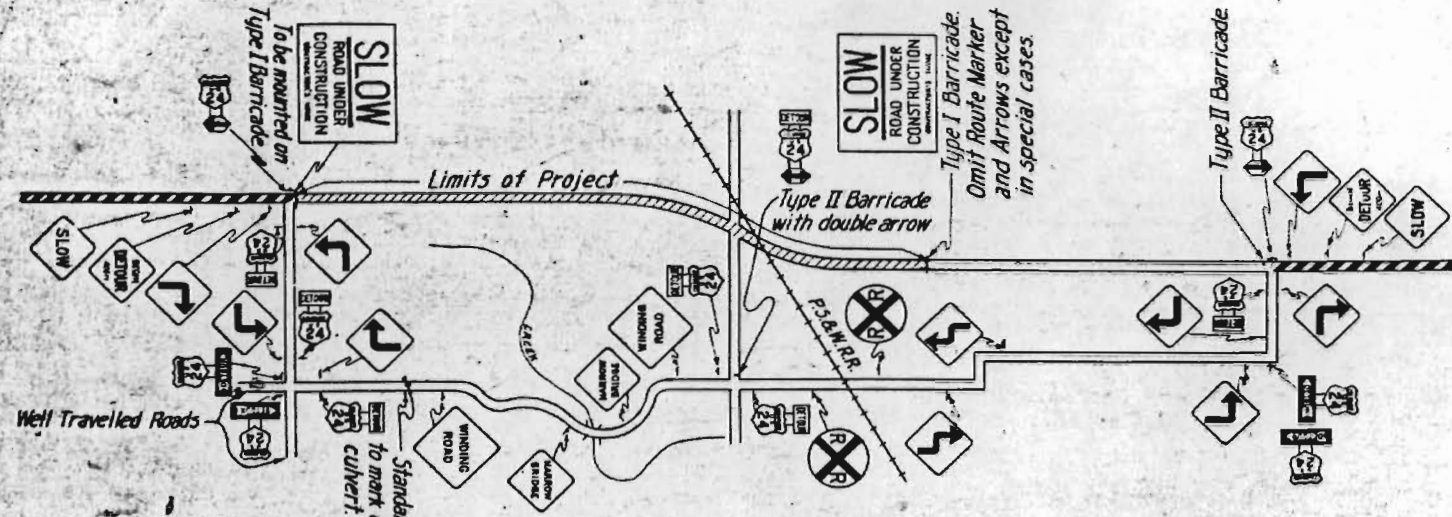
SIDE VIEW OF POST AT
INTERMEDIATE BRACING

COLORADO
STATE HIGHWAY DEPARTMENT
STANDARD
WIRE CABLE GUARD
FENCE

Designed by F.B.L.
Made by F.B.A.
Checked by

Approved by
Date: January 1st 1948

TYPICAL METHOD OF MARKING DETOUR (TRAFFIC PROHIBITED ON ROAD UNDER CONSTRUCTION)

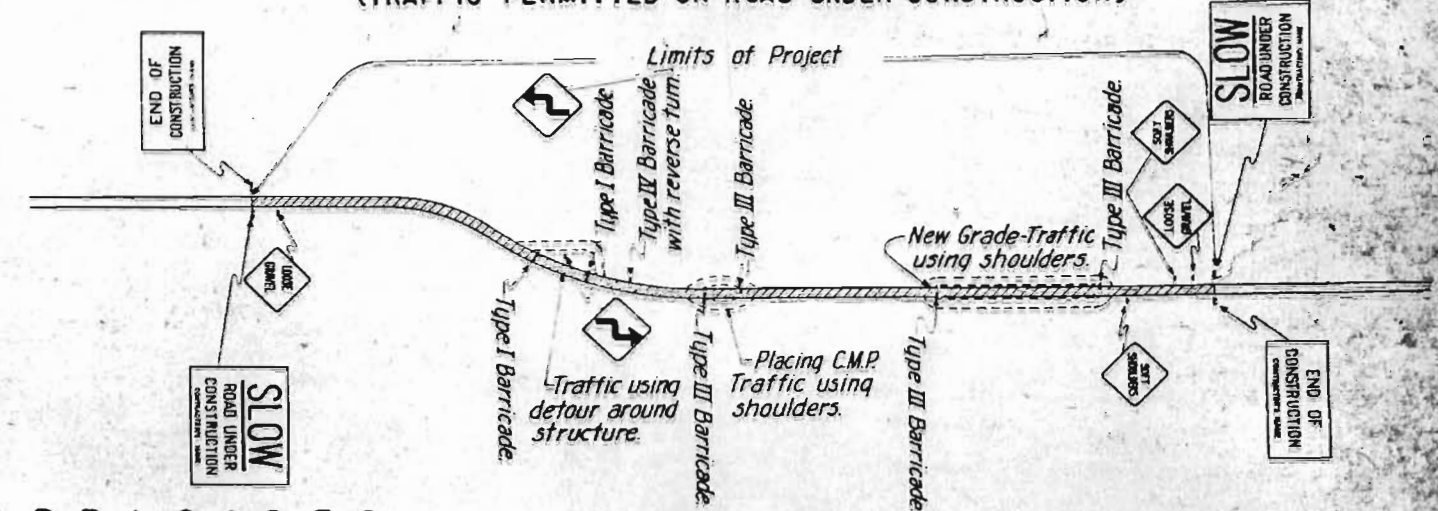


STANDARD M-2-D

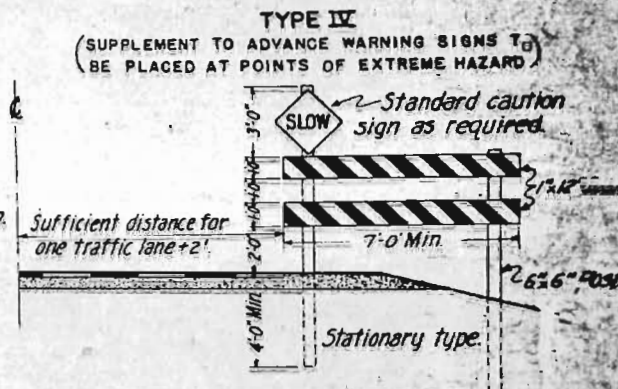
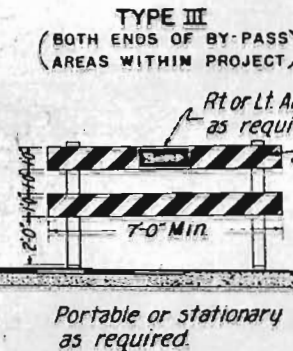
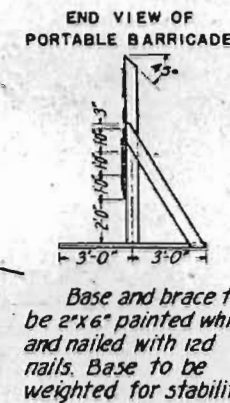
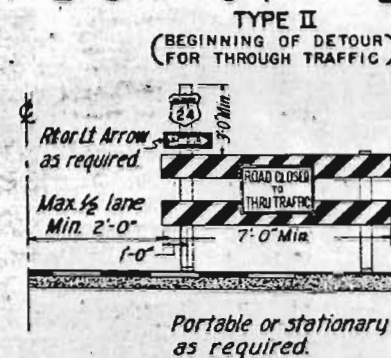
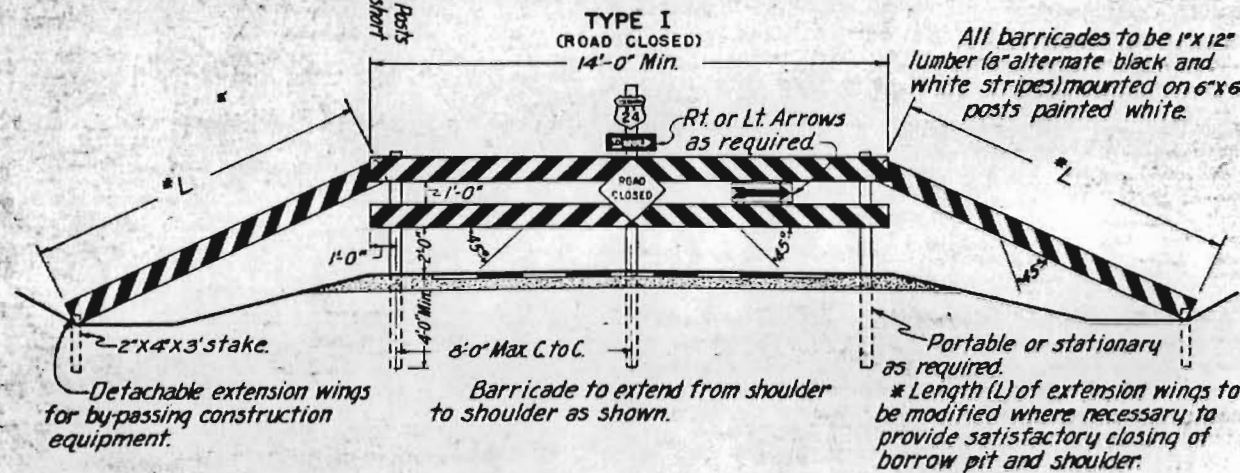
FED. ROAD DIST. NO.	STATE	SHEET NO.	TOTAL SHEETS
3	COLO.	F001-512	8

Rev. 9-10-46 Slow Signs RBR Rev. 12-13-47 J.P.K.

TYPICAL METHOD OF MARKING HIGHWAY (TRAFFIC PERMITTED ON ROAD UNDER CONSTRUCTION)



DETAILS OF BARRICADES



GENERAL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT APPLICABLE TO THE PROJECT.

WHERE TRAFFIC IS MAINTAINED THROUGH OR OVER ANY PART OF THE PROJECT THE CONTRACTOR WILL BE REQUIRED TO MARK ALL HAZARDS WITHIN THE LIMITS OF THE PROJECT WITH WELL PAINTED, WELL MAINTAINED BARRICADES AND STANDARD CAUTION SIGNS, WARNING SIGNS, AND DIRECTIONAL TYPE SIGNS. BARRICADES AND SIGNS SHALL BE MOVED, ADDED TO, CHANGED OR REMOVED AS REQUIRED DURING THE PROGRESS OF CONSTRUCTION TO MEET CHANGING CONDITIONS.

THE CONTRACTOR SHALL FURNISH AND INSTALL THE FOLLOWING AS REQUIRED WITHIN THE LIMITS OF THE PROJECT:

1. ALL BARRICADES.
2. SLOW - ROAD UNDER CONSTRUCTION (CONTRACTOR'S NAME) SIGNS - MINIMUM 2.
3. STANDARD CAUTION, WARNING AND DIRECTIONAL TYPE SIGNS AS REQUIRED.
4. APPROVED REFLECTORIZED DIRECTIONAL ARROW FOR EACH TYPE I BARRICADE.
5. END OF CONSTRUCTION (CONTRACTOR'S NAME) SIGNS - MINIMUM 2.

6. FLARES OR TORCHES AS FOLLOWS:

- A. TYPE I BARRICADES - MINIMUM 3 EACH.
- B. TYPE III OR IV BARRICADES - MINIMUM 1 EACH.
- C. STANDARD CAUTION OR WARNING SIGNS - MINIMUM 1 EACH.

NOTE: FLARES OR TORCHES SHALL BE OF AN OIL BURNING TYPE APPROVED BY THE STATE OF COLORADO AND SHALL BE PLACED FROM 3 TO 5 FEET AHEAD OF THE SIGN OR OBJECT TO BE ILLUMINATED. IN ALL CASES FLARES OR TORCHES SHALL BE PLACED A SUFFICIENT DISTANCE AWAY, WITHIN THE ABOVE RANGE, TO AVOID DAMAGE TO FACE OF SIGN FROM SMOKE OR FLAME AND SHALL BE KEPT BURNING FROM SUNSET TO SUNRISE.

ALL LUMBER USED IN BARRICADES AND SIGNS SHALL BE SOUND, DURABLE MATERIAL AND SHALL BE KEPT WELL PAINTED WITH NEAT, UNIFORM LETTERS AND SYMBOLS CONFORMING TO STYLE SHOWN FOR THE VARIOUS SIGNS. UNEVEN OR SMEARED LETTERING WILL NOT BE PERMITTED.

WHERE TRAFFIC IS PROHIBITED FROM THE PROJECT, THE DETOUR WILL BE MARKED BY THE DEPARTMENT, EXCEPT THAT TYPE I BARRICADES, COMPLETE WITH NECESSARY ARROWS AND SIGNS, SHALL BE PROVIDED, ERECTED, PAINTED AND MAINTAINED BY THE CONTRACTOR AT BOTH ENDS OF THE PROJECT AND AT ALL INTERSECTING ROADS REQUIRED TO BE LEFT OPEN FOR CROSS TRAFFIC.

US AND/OR STATE ROUTE MARKERS DEEMED NECESSARY FOR GUIDANCE OF TRAFFIC OVER THE PROJECT OR FOR USE ON TYPE I BARRICADES WILL BE FURNISHED BY THE DEPARTMENT TO BE INSTALLED BY THE CONTRACTOR.

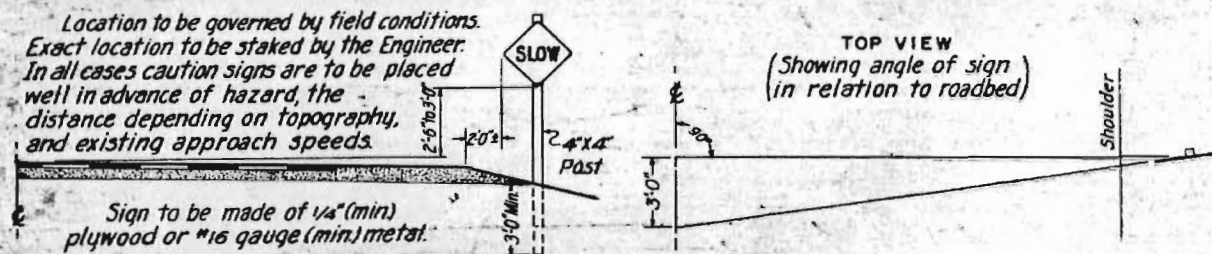
THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SIGNS FURNISHED HIM BY THE DEPARTMENT AND SHALL RETURN SAME UPON COMPLETION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO REIMBURSE THE DEPARTMENT FOR ANY SIGNS FURNISHED HIM WHICH HAVE BECOME DAMAGED OR LOST DURING HIS OPERATIONS.

THE TYPICAL METHOD OF MARKING AS SHOWN ILLUSTRATES THE MINIMUM ACCEPTABLE SIGNING PROCEDURE. MODIFICATIONS AND ADDITIONAL REQUIREMENTS WILL BE DETERMINED BY LOCATION, TRAFFIC VOLUME AND OTHER PERTINENT CONDITIONS AFFECTING THE PUBLIC CONVENIENCE AND SAFETY.

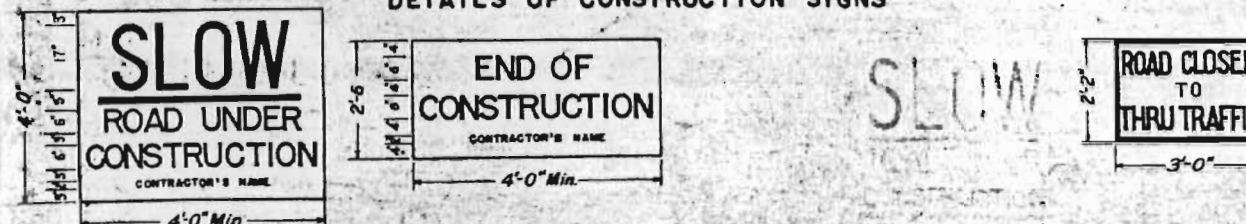
ANY SPECIAL SIGNS DEEMED NECESSARY FOR THE GUIDANCE AND PROTECTION OF TRAFFIC OVER THE PROJECT OR DETOUR WILL BE FURNISHED AND INSTALLED BY THE DEPARTMENT.

ALL COSTS INCIDENTAL TO THE FOREGOING REQUIREMENTS WILL NOT BE PAID FOR AS A SEPARATE ITEM BUT SHALL BE INCLUDED IN THE ORIGINAL CONTRACT PRICES FOR THE PROJECT.

POSITION OF SIGNS RELATIVE TO ROADBED & HAZARDS



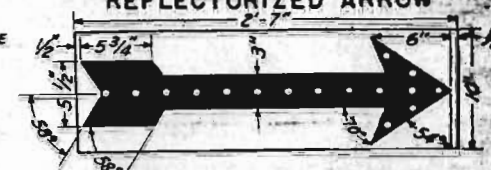
DETAILS OF CONSTRUCTION SIGNS



Signs to be of 1" material with at least three cleats in back. Background to be white, SLOW and underline to be red, and all other lettering to be black. Sign to be set on 2-4"x4" posts 4 feet in the ground, except when mounted on face of Type I barricades (opposite side from reflectorized arrow) at limits of project. Not required on Type I barricades inside limits of project.

Above sign to be furnished and installed by the Department where required.

DETAILS OF REFLECTORIZED ARROW



For use on Type I Barricades at ends of project and/or inside of project where needed. Reflector buttons shall be Signal Service ALA 31 (white crystal) or suitable equivalent. Minimum thickness of lumber to be 1".

COLORADO STATE HIGHWAY DEPARTMENT

STANDARD ROADWAY CONSTRUCTION TRAFFIC SIGNS

Designed by A.R. Made by S.O.C. Checked by Approved by R.E.L. Date: January 1, 1948

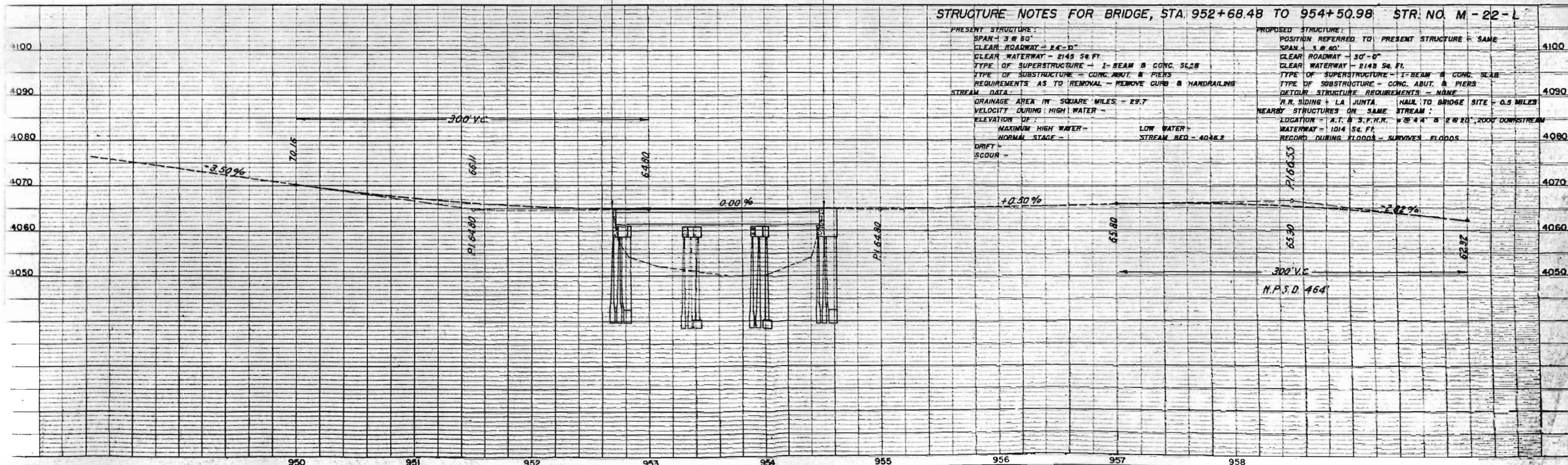
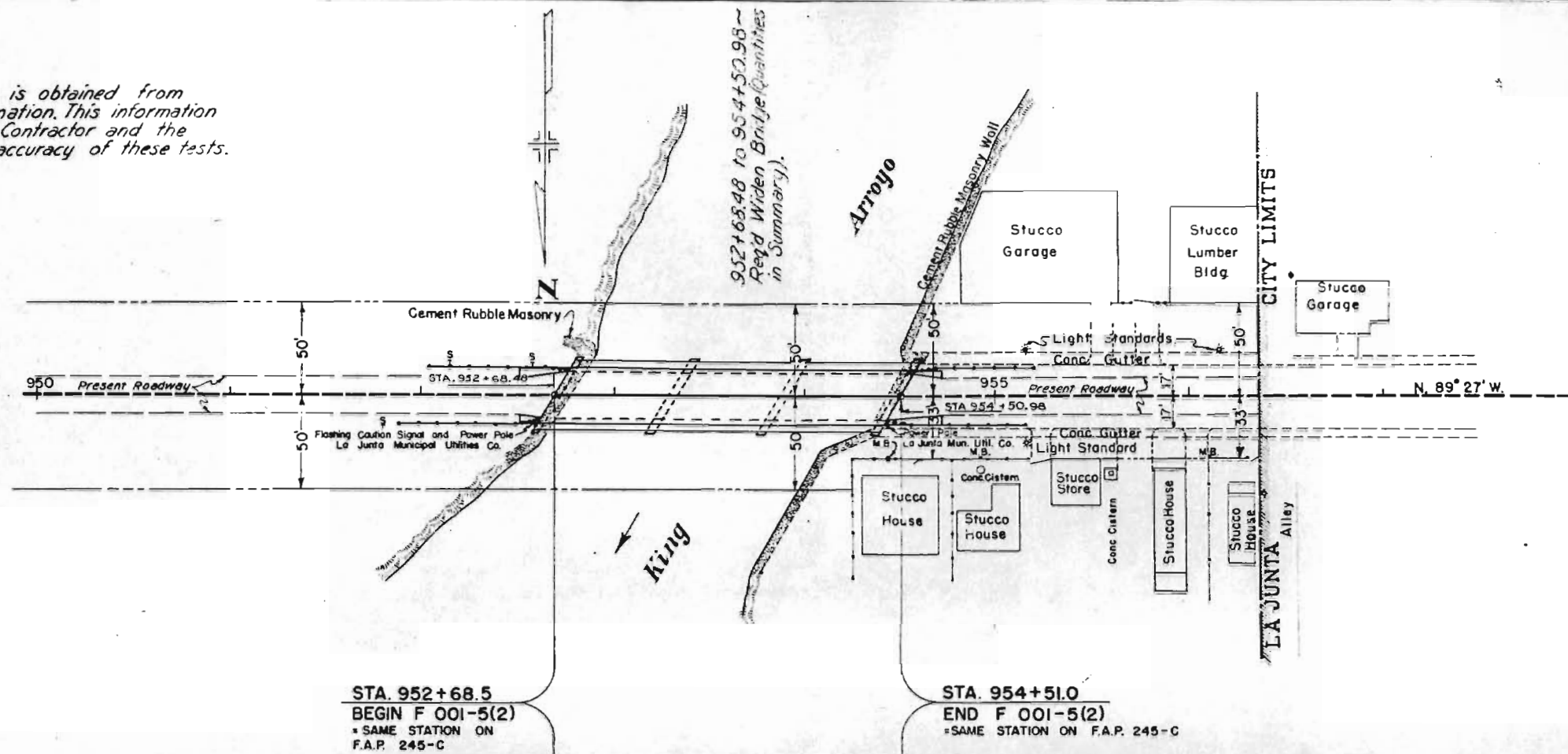
NOTE:

The soil data shown on the plans is obtained from best available testing laboratory information. This information is shown for the convenience of the Contractor and the Department does not guarantee the accuracy of these tests.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
9	COLO.	F 001-5(2)	9	

NOTE:

Flashing caution signal and power poles to be moved by La Junta Municipal Utilities Co. at their expense.



STRUCTURE NOTES FOR BRIDGE, STA. 952+68.48 TO 954+50.98 STR. NO. M-22-L

PRESENT STRUCTURE:	PROPOSED STRUCTURE:
SPAN - 3 @ 60'	POSITION REFERRED TO PRESENT STRUCTURE - SAME
CLEAR ROADWAY - 24'-0"	SPAN - 3 @ 60'
CLEAR WATERWAY - 2145 SQ. FT.	CLEAR ROADWAY - 30'-0"
TYPE OF SUPERSTRUCTURE - I-BEAM & CONC. SLAB	CLEAR WATERWAY - 2145 SQ. FT.
TYPE OF SUBSTRUCTURE - CONC. ABUT. & PIERS	TYPE OF SUPERSTRUCTURE - I-BEAM & CONC. SLAB
REQUIREMENTS AS TO REMOVAL - REMOVE CURB & HANDRAILING	TYPE OF SUBSTRUCTURE - CONC. ABUT. & PIERS
STREAM DATA:	DETOUR STRUCTURE REQUIREMENTS - NONE
DRAINAGE AREA IN SQUARE MILES - 23.7	R.R. SIDING - LA JUNTA
VELOCITY DURING HIGH WATER -	HAUL TO BRIDGE SITE - 0.5 MILES
ELEVATION OF:	NEARBY STRUCTURES ON SAME STREAM:
MAXIMUM HIGH WATER -	LOCATION - A.T. & S.F.R.R. 4' @ 2' @ 20' 2000' DOWNSTREAM
NORMAL STAGE -	WATERWAY - 1014 SQ. FT.
DRIFT -	RECORD DURING FLOODS - SURVIVES FLOODS
SCOUR -	