

STATE	U.S.P.W.	U.S.P.W.	U.S.P.W.	U.S.P.W.	U.S.P.W.
1	2	3	4	5	6
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1297	1298	1299	1300	1301	1302
1303	1304	1305	1306	1307	1308
1309	1310	1311	1312	1313	1314
1315	1316	1317	1318	1319	1320
1321	1322	1323	1324	1325	1326
1327	1328	1329	1330	1331	1332
1333	1334	1335	1336	1337	1338
1339	1340	13			

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 January 1, 1930.

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

All roadway excavation required to construct the 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 "Barrow" or on Tabulation 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 Embankment requirements actually met in construction.

Where excess excavation is indicated by profile quantities, the excess material is to be used to uniformly widen curves and high fills within 300 feet of where produced and as directed by the Engineer.

All curves are to be super-elevated and widened as provided by the Standard Super-elevation sheet, except where modified by the Engineer to meet local requirements.

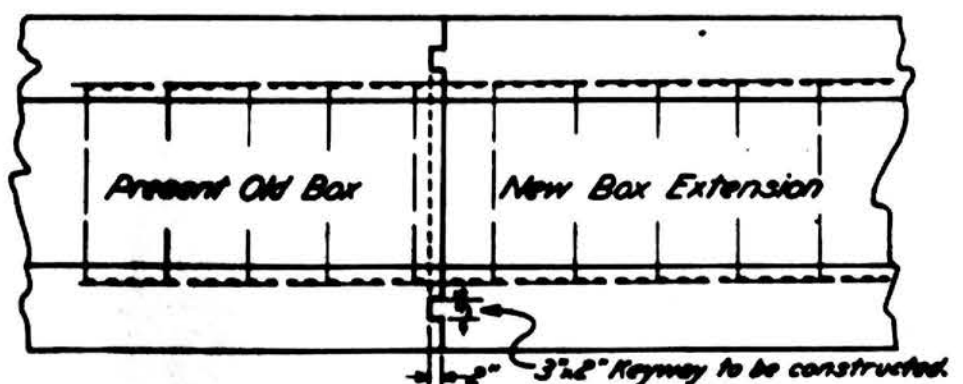
The entire project is to be cleared and grubbed for the full width of the right-of-way, and the cost thereof is to be included in the lump sum price bid for Clearing and Grubbing the entire project. All debris and trash encroaching on the right-of-way is to be removed and the cost thereof is to be included in the lump sum price bid for Clearing and Grubbing the entire project.

The detour for this project lies along the present traveled roadway. The Contractor shall at his own expense, be required to maintain in safe condition the detour and all temporary approaches to and crossings of intersecting roads.

Except as limited by the Special Provisions, power equipment may be used on this project.

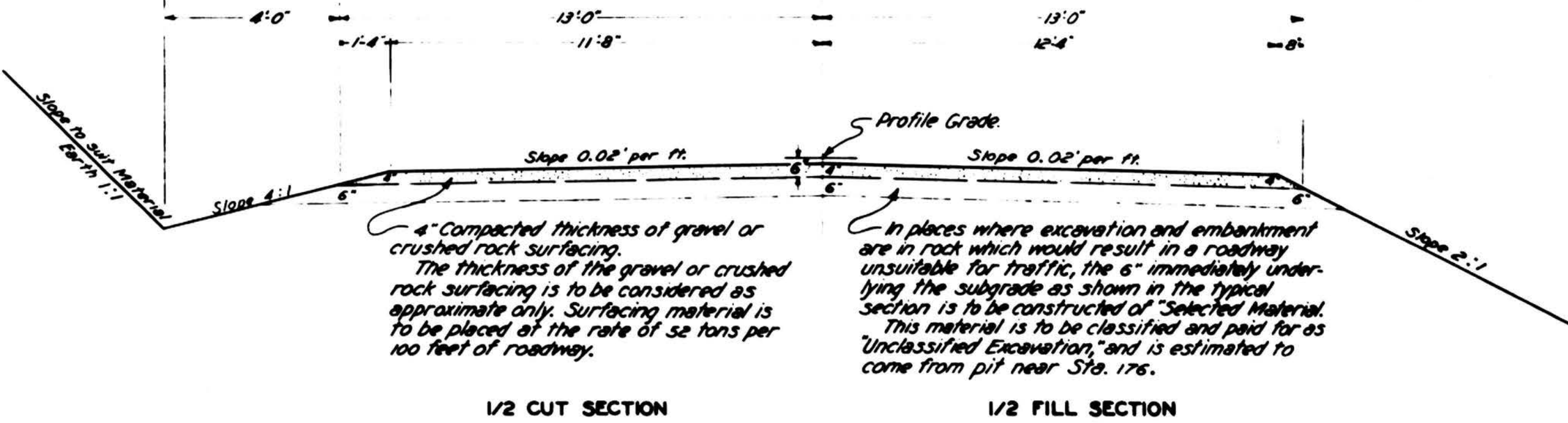
All cross culverts, unless otherwise noted on the plans, are to be provided with one headwall, to be placed on inlet end.

METHOD OF JOINING NEW BOX EXTENSION TO OLD CONCRETE BOX CULVERT



Note: Cost of removing headwall and cutting keyway is to be paid for by lump sum bid.

TYPICAL SECTION



SUMMARY OF APPROXIMATE QUANTITIES

NO.	ITEM	UNIT	TOTAL QUANTITIES
10	Clearing & Grubbing Entire Project	Lump Sum	•
11	Removing 7 Structures	•	•
11a	Removing Headwall & Cutting Keyway Sta. 231	•	•
12	Removing & Replacing Guard Fence	Lin. Ft.	1081
13	Unclassified Excavation	Cu. Yd.	29000
14	Dry Rock Excavation (Structural)	Cu. Yd.	43
14a	" Common "	" "	45
14c	Wet Rock "	" "	45
14d	" Common "	" "	45
18	Station Yard Overhaul	Sta. Yd.	82000
18a	Yard Mile Overhaul	Yd. Mi.	5700
30	Gravel or Crushed Rock Surfacing	Ton	6200
46	Class 2A Concrete	Cu. Yd.	14
46a	Class B Concrete	" "	18
47	Reinforcing Steel	Lb.	800
53	15" Corrugated Metal Culvert Pipe	Lin. Ft.	114
53a	18" " " "	" "	312
53c	24" " " "	" "	72
53e	36" " " "	" "	62
55	Relaying Pipe	Lin. Ft.	132
72	Wire Cable Guard Fence	" "	5048

TABULATION OF STRUCTURES

STATION	DESCRIPTION	REMOVE STRUC.	REMOVING & REPLACING GUARD FENCE	UNCL. EXCAV. CU. YDS.	STRUCTURAL EXCAVATION CU. YDS.	CONCRETE REINP.			CORR. METAL CULVERT PIPE				RE-LAYING PIPE	WIRE CABLE GUARD FENCE	MISC.		
		NO.	LIN. FT.	EXCAV.	EMB.	CL. A	CL. B	LBS.	15"	18"	24"	36"	LIN. FT.	LIN. FT.			
182+00 to 186+40 184+59	Wire cable guard fence Rt. Relay 18" C.M.P. Extend C.M.P. cross culvert & inlet Road approach Lt.			30 50	5			1.1			14			28	440		
186+00																	
187+50 189+50 190+10	Remove Lumber piles from R.O.W. Road approaches Rt. & Lt. C.M.P. cross culvert & inlet	1		50 50	10			1.65			44						
193+30 to 195+50 193+04	Remove ore dump on Rt. to Sta. 192 Remove C.M.P.	1		350													
196+50	Relay 24" C.M.P. at Sta. 198+50 Extend C.M.P. & inlet Road approach Lt.			10 50	10			1.65			20			22			
202+87 to 205+67 206+10 to 213+70	Wire cable guard fence Rt. " " " "														280 760		
206+50 209+05 210+50	Remove C.M.P. " " C.M.P. cross culvert	1 1			20			1.1			44						
213+70 to 218+25 217+40	Remove & replace guard fence Relay 15" C.M.P.		455														
218+25 to 223+81 225+40	Extend C.M.P. cross culvert & inlet Wire cable guard fence Rt. C.M.P. cross culvert & inlet			40 10	5 15			0.9 1.1		12				24		336	
230+00 to 231+50 230+50	Road approaches Rt. & Lt. C.M.P. cross culvert & inlet			50 50	30			3.0					62				
231+20 to 231+52 231+65	Remove C.M.P. culverts Wire cable guard fence Rt. Extend 6'-4" x 25" C.B.C. 5' Rt. Remove headwall & cut keyway	1			5			13.8		789					72	Rem. hd. wall & cut keyway	
233+25 to 234+00 234+75	Remove ore dump to Sta. 233 on Rt. C.M.P. cross culvert & inlet			200													
238+19	Remove boiler pipe culvert Relay 24" C.M.P.	1		10	15			1.1			44						
241+20 to 243+04 244+00	Extend C.M.P. cross culvert & inlet Wire cable guard fence Rt. Road approach Rt.			50	5			1.65			8			28		264	
245+39 to 254+11 254+11 to 258+89	Wire cable guard fence Rt. Remove & replace guard fence Rt.		478													872	
258+89 to 262+65 262+00	Wire cable guard fence Rt. C.M.P. cross culvert & inlet			30	10			1.1			36					378	
267+30	Road approach Rt.				50												
267+32 to 269+00 269+00 to 271+48 269+00	Remove & replace guard fence Rt. Wire cable guard fence Rt. Road approach Lt.		148													248	
272+80 to 276+40 274+85	Wire cable guard fence Rt. Relay 15" C.M.P. cross culvert & inlet				5			0.9		10				26		360	
278+22 to 280+22 279+50	Wire cable guard fence Rt. C.M.P. cross culvert & inlet			10 40	5 15			1.1			62					200	
281+00 to 284+44 285+67 to 288+63	Wire cable guard fence Rt. " " " "															344 296	
288+61 297+30 300+62	Relay 15" C.M.P. cross culvert & inlet C.M.P. side drain & road approach Rt. C.M.P. cross culvert - Remove head box culvert			5 200	5 5 5			0.9		32 60				24			
		7	1081	1135	275	175			13.8	17.25	789	114	312	72	62	152	5048

* Structural excavation is estimated to be 50% common and 50% rock, each of which is estimated to be 50% wet and 50% dry.

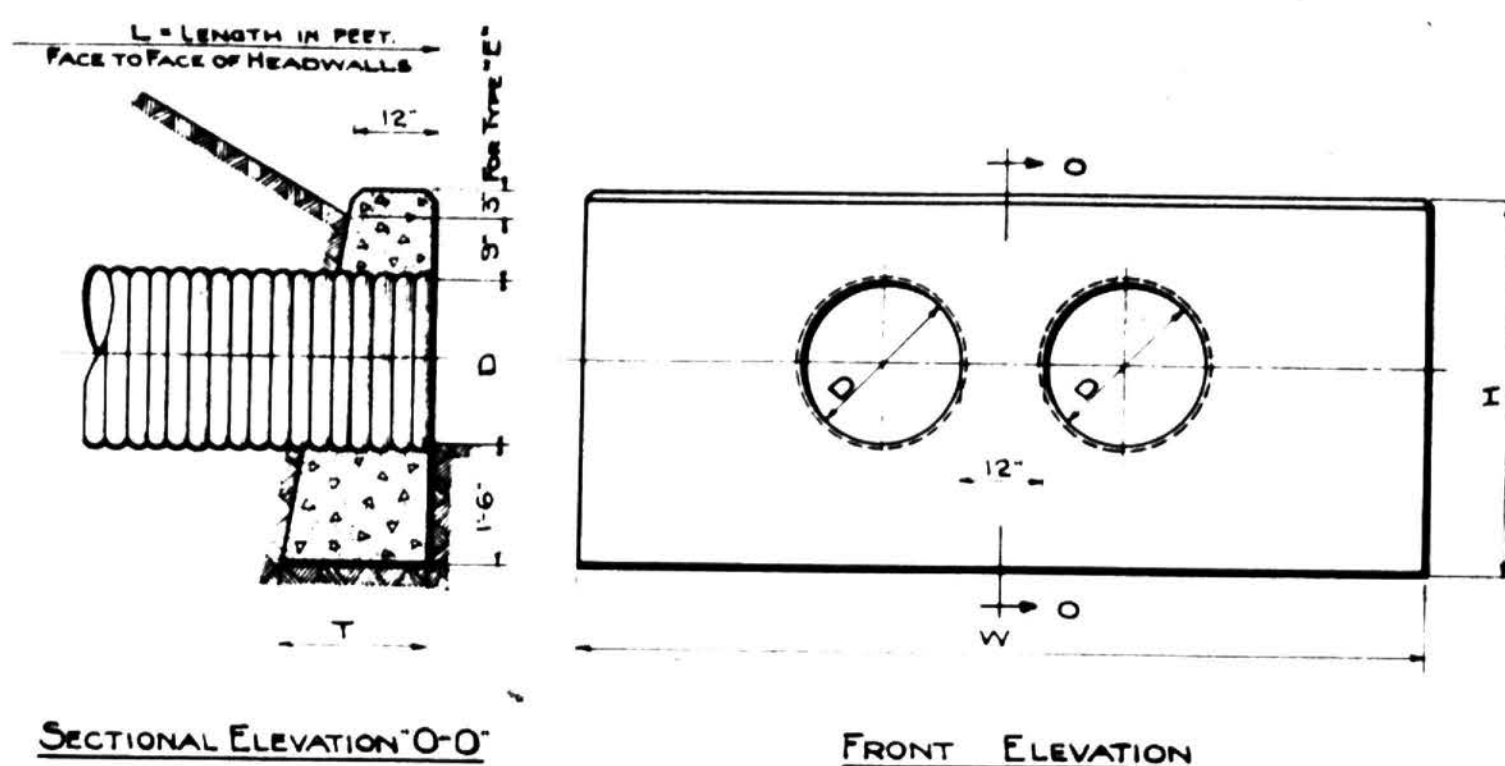
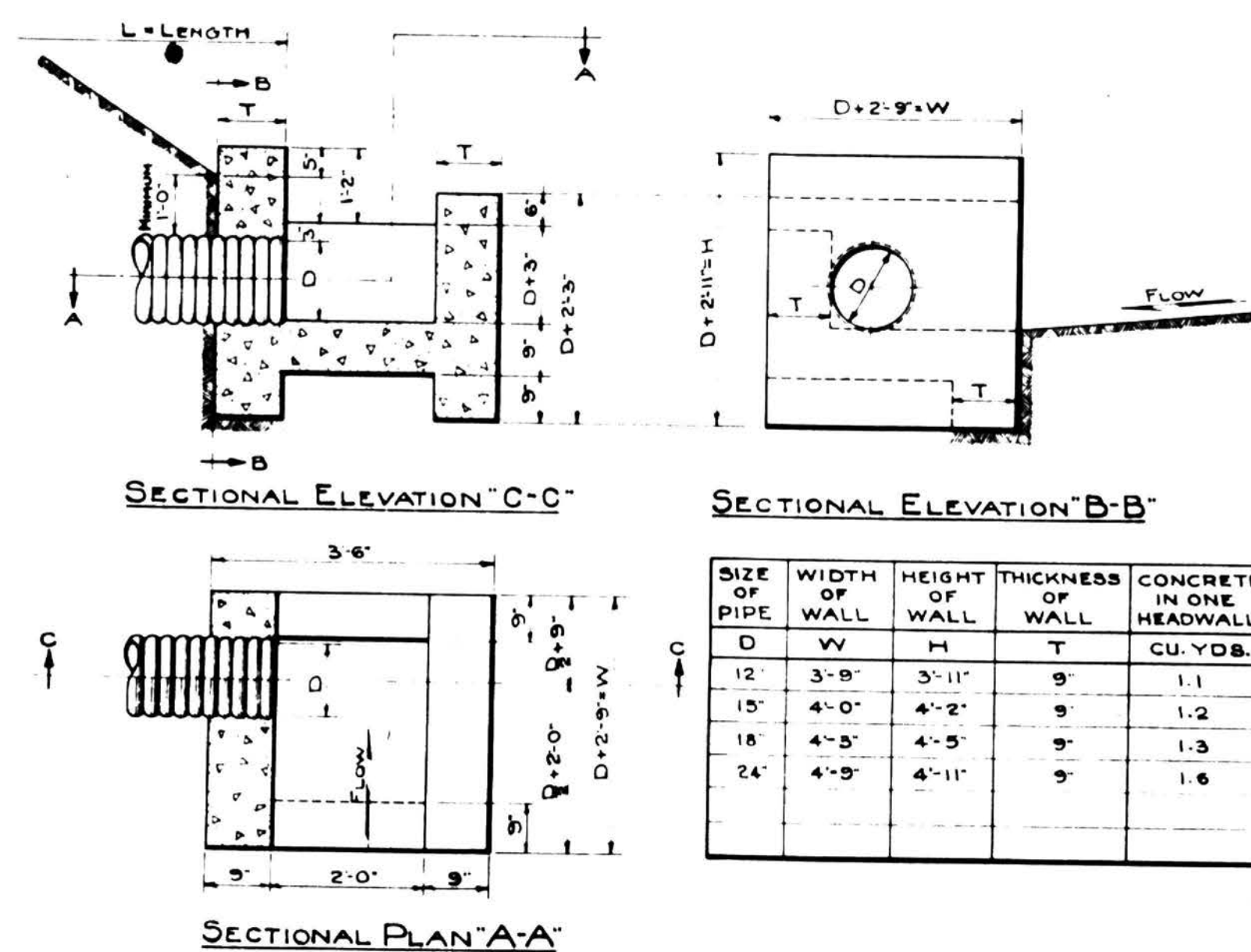


TABLE OF DIMENSIONS & QUANTITIES FOR DOUBLE CORRUG. METAL PIPE CULVERT & HEADWALLS						
TYPE	D	W	H	T	CL. B CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE
TYPE "E"	15	7'-6"	5'-9"	1'-6"	2.2 CU. YDS.	2.2 L. LIN. FT.
	18	8'-6"	6'-9"	1'-7"	3.1 do	2.2 L. do
	24	10'-6"	8'-9"	1'-10"	4.5 do	2.2 L. do
	30	12'-6"	10'-9"	2'-0"	6.5 do	2.2 L. do
	36	14'-6"	12'-9"	2'-2"	8.5 do	2.2 L. do
TYPE "F"						

STD. HEADWALLS FOR DOUBLE CORRUGATED METAL PIPE CULVERTS.



INTERCEPTING HEADWALLS.

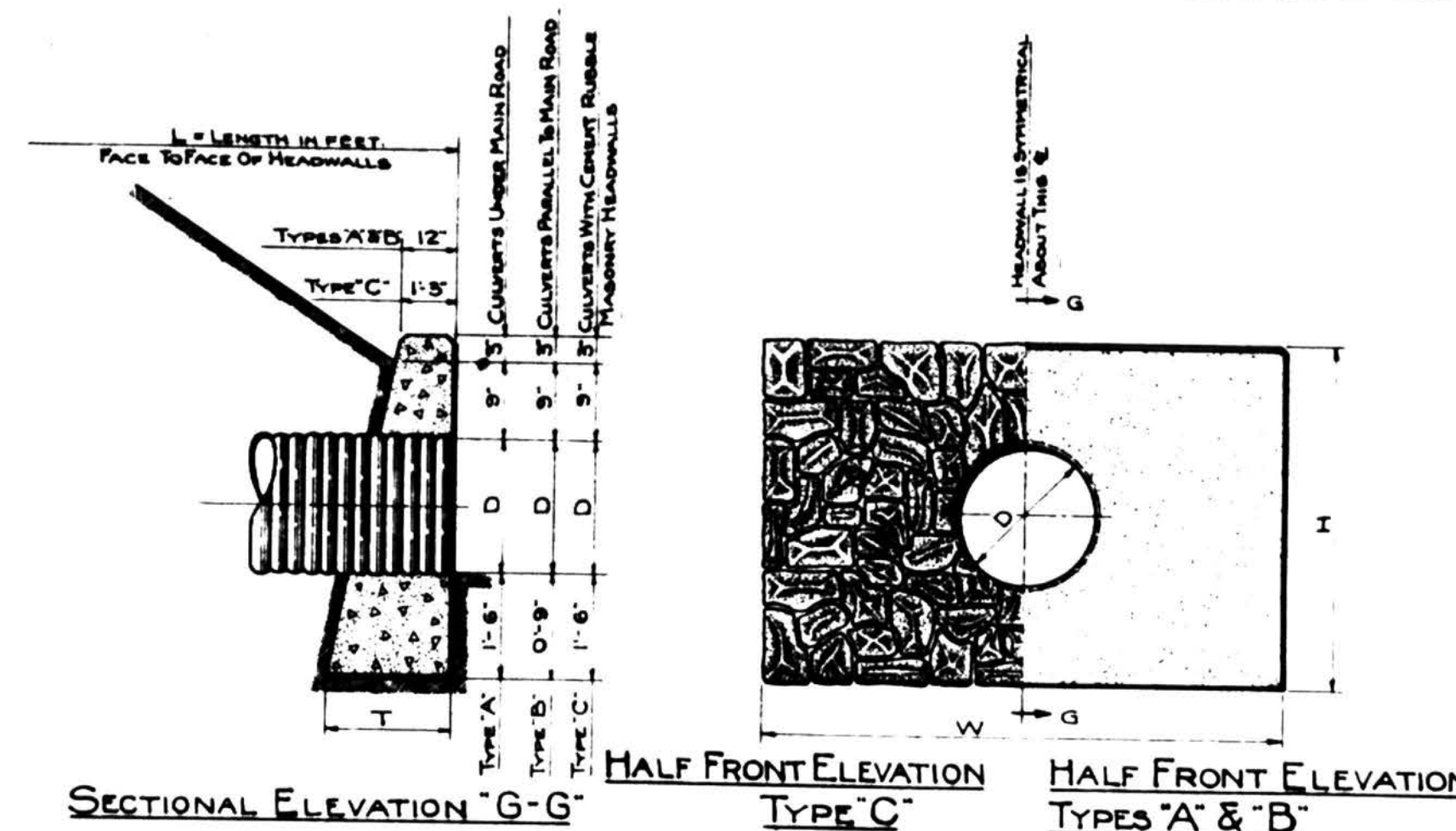
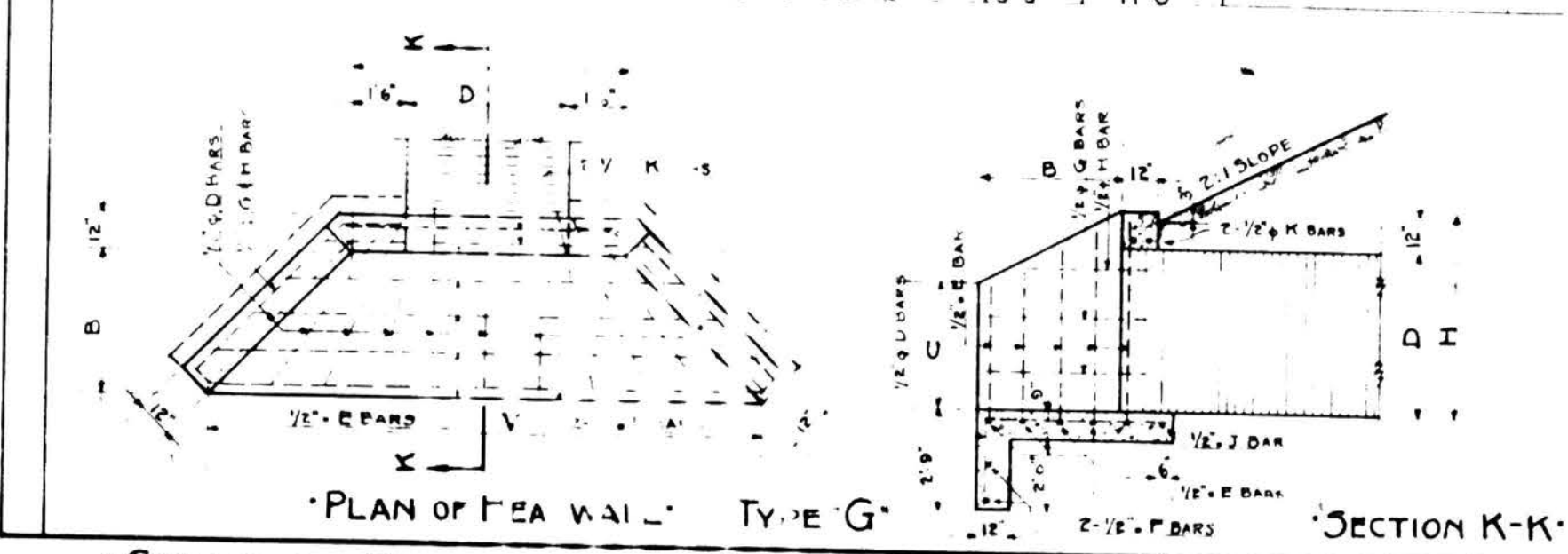


TABLE OF DIMENSIONS & QUANTITIES FOR CORRUGATED METAL PIPE CULVERTS & HEADWALLS						
TYPE	D	W	H	T	CL. B CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE
TYPE "A"	12	4'-6"	3'-6"	1'-5"	1.4 CU. YDS.	1.4 L. LIN. FT.
	15	5'-3"	4'-3"	1'-6"	1.8 do	1.4 L. do
	18	6'-0"	5'-0"	1'-7"	2.2 do	1.4 L. do
	24	7'-6"	6'-6"	1'-10"	3.3 do	1.4 L. do
	30	9'-0"	8'-0"	2'-0"	4.5 do	1.4 L. do
	36	10'-6"	9'-6"	2'-2"	6.0 do	1.4 L. do
	42	12'-0"	11'-0"	2'-5"	8.0 do	1.4 L. do
	48	13'-6"	12'-6"	2'-7"	10.0 do	1.4 L. do
TYPE "B"	12	4'-0"	2'-9"	1'-0"	0.8 CU. YDS.	1.4 L. LIN. FT.
	15	4'-3"	3'-0"	1'-2"	0.9 do	1.4 L. do
	18	4'-6"	3'-3"	1'-3"	1.1 do	1.4 L. do
	24	5'-0"	3'-9"	1'-5"	1.3 do	1.4 L. do
	30	5'-6"	4'-3"	1'-7"	1.5 do	1.4 L. do
TYPE "C"	12	4'-6"	3'-6"	2'-0"	1.4 CU. YDS.	1.4 L. LIN. FT.
	15	5'-3"	4'-3"	2'-1"	1.8 do	1.4 L. do
	18	6'-0"	5'-0"	2'-1"	2.2 do	1.4 L. do
	24	7'-6"	6'-6"	2'-4"	3.3 do	1.4 L. do
	30	9'-0"	8'-0"	2'-6"	4.5 do	1.4 L. do
	36	10'-6"	9'-6"	2'-8"	6.0 do	1.4 L. do

TABLE OF DIMENSIONS & QUANTITIES FOR CORRUGATED METAL PIPE CULVERTS & HEADWALLS						
TYPE	D	W	H	V	B	C
TYPE "A"	12	4'-6"	3'-6"	1'-5"	4'-6"	3'-6"
	15	5'-3"	4'-3"	1'-6"	5'-3"	4'-3"
	18	6'-0"	5'-0"	1'-7"	6'-0"	5'-0"
	24	7'-6"	6'-6"	1'-10"	7'-6"	6'-6"
	30	9'-0"	8'-0"	2'-0"	9'-0"	8'-0"
	36	10'-6"	9'-6"	2'-2"	10'-6"	9'-6"
TYPE "B"	12	4'-0"	2'-9"	1'-0"	4'-0"	2'-9"
	15	4'-3"	3'-0"	1'-2"	4'-3"	3'-0"
	18	4'-6"	3'-3"	1'-3"	4'-6"	3'-3"
	24	5'-0"	3'-9"	1'-5"	5'-0"	3'-9"
	30	5'-6"	4'-3"	1'-7"	5'-6"	4'-3"
TYPE "C"	12	4'-6"	3'-6"	2'-0"	4'-6"	3'-6"
	15	5'-3"	4'-3"	2'-1"	5'-3"	4'-3"
	18	6'-0"	5'-0"	2'-1"	6'-0"	5'-0"
	24	7'-6"	6'-6"	2'-4"	7'-6"	6'-6"
	30	9'-0"	8'-0"	2'-6"	9'-0"	8'-0"
	36	10'-6"	9'-6"	2'-8"	10'-6"	9'-6"

TABLE OF DIMENSIONS & QUANTITIES FOR CORRUGATED METAL PIPE CULVERTS & HEADWALLS						
DIAMETER OF PIPE	D	W	H	V	B	C
12"	4'-6"	3'-6"	1'-5"	4'-6"	3'-6"	3'-6"
15"	5'-3"	4'-3"	1'-6"	5'-3"	4'-3"	4'-3"
18"	6'-0"	5'-0"	1'-7"	6'-0"	5'-0"	5'-0"
24"	7'-6"	6'-6"	1'-10"	7'-6"	6'-6"	6'-6"
30"	9'-0"	8'-0"	2'-0"	9'-0"	8'-0"	8'-0"
36"	10'-6"	9'-6"	2'-2"	10'-6"	9'-6"	9'-6"
42"	12'-0"	11'-0"	2'-5"	12'-0"	11'-0"	11'-0"
48"	13'-6"	12'-6"	2'-7"	13'-6"	12'-6"	12'-6"
54"	15'-0"	14'-0"	2'-10"	15'-0"	14'-0"	14'-0"
60"	16'-6"	15'-6"	3'-0"	16'-6"	15'-6"	15'-6"
66"	18'-0"	17'-0"	3'-3"	18'-0"	17'-0"	17'-0"
72"	19'-6"	18'-6"	3'-6"	19'-6"	18'-6"	18'-6"
78"	21'-0"	20'-0"	3'-9"	21'-0"	20'-0"	20'-0"
84"	22'-6"	21'-6"	4'-0"	22'-6"	21'-6"	21'-6"



STANDARD HEADWALLS FOR CORRUGATED METAL PIPE CULVERTS.

FINAL CONSTRUCTION SHEET

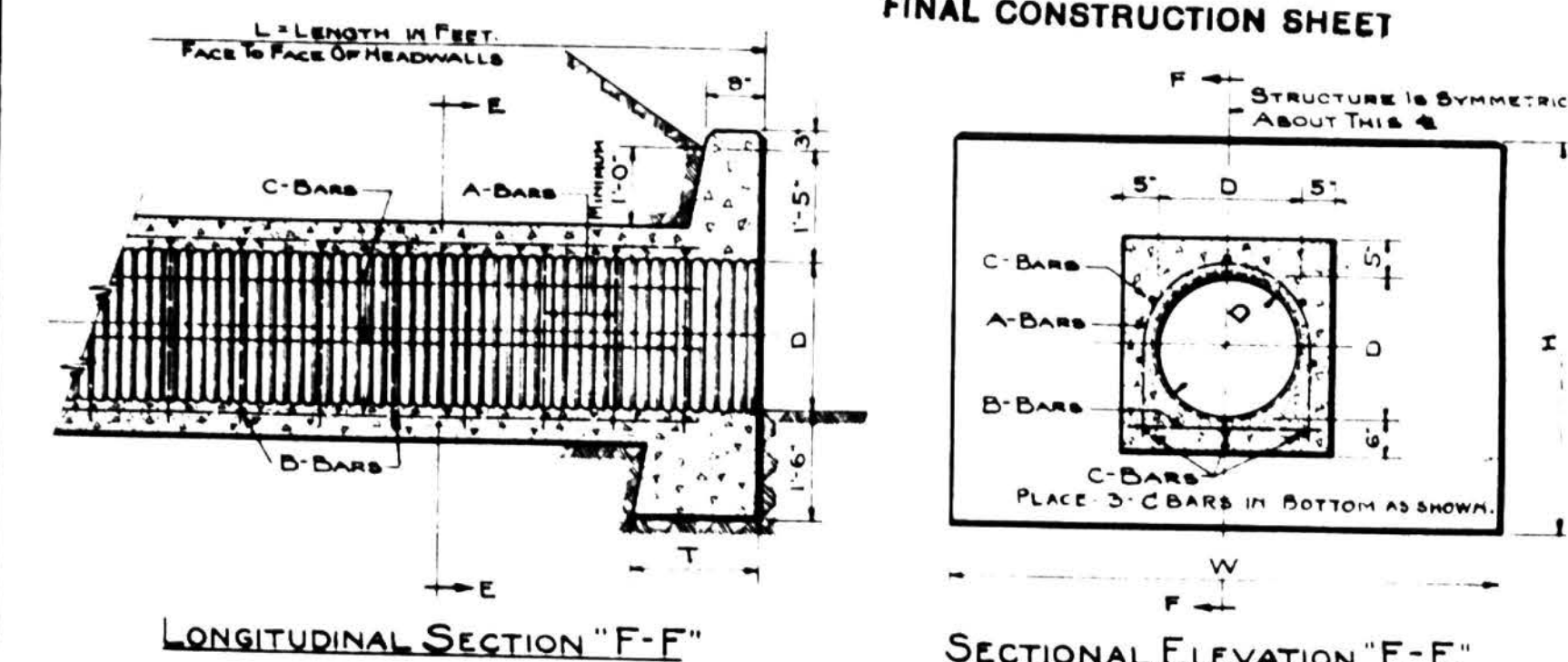


TABLE OF DIMENSIONS & QUANTITIES FOR INCASED PIPE CULVERT						
DIAMETER OF PIPE	D	W	H	T	CL. B CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE
12"	4'-6"	3'-6"	1'-5"	1'-5"	1.4 CU. YDS.	1.4 L. LIN. FT.
15"	5'-3"	4'-3"	1'-6"	1'-6"	1.8 do	1.4 L. do
18"	6'-0"	5'-0"	1'-7"	1'-7"	2.2 do	1.4 L. do
24"	7'-6"	6'-6"	1'-10"	1'-10"	3.3 do	1.4 L. do
30"	9'-0"	8'-0"	2'-0"	2'-0"	4.5 do	1.4 L. do
36"	10'-6"	9'-6"	2'-2"	2'-2"	6.0 do	1.4 L. do
42"	12'-0"	11'-0"	2'-5"	2'-5"	8.0 do	1.4 L. do
48"	13'-6"	12'-6"	2'-7"	2'-7"	10.0 do	1.4 L. do
54"	15'-0"	14'-0"	2'-10"	2'-10"	12.0 do	1.4 L. do
60"	16'-6"	15'-6"	3'-0"	3'-0"	14.0 do	1.4 L. do
66"	18'-0"	17'-0"	3'-3"	3'-3"	16.0 do	1.4 L. do
72"	19'-6"	18'-6"	3'-6"	3'-6"	18.0 do	1.4 L. do
78"	21'-0"	20'-0"	3'-9"	3'-9"	20.0 do	1.4 L. do
84"	22'-6"	21'-6"	4'-0"	4'-0"	22.0 do	1.4 L. do

TABLE OF DIMENSIONS & QUANTITIES FOR INCASED PIPE CULVERT						
DIAMETER OF PIPE	D	W	H	T	CL. B CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE
12"	4'-6"	3'-6"	1'-5"	1'-5"	1.4 CU. YDS.	1.4 L. LIN. FT.
15"	5'-3"	4'-3"	1'-6"	1'-6"	1.8 do	1.4 L. do
18"	6'-0"	5'-0"	1'-7"	1'-7"	2.2 do	1.4 L. do
24"	7'-6"	6'-6"	1'-10"	1'-10"	3.3 do	1.4 L. do
30"	9'-0"	8'-0"	2'-0"	2'-0"	4.5 do	1.4 L. do
36"	10'-6"	9'-6"	2'-2"	2'-2"	6.0 do	1.4 L. do
42"	12'-0"	11'-0"	2'-5"	2'-5"	8.0 do	1.4 L. do
48"	13'-6"	12'-6"	2'-7"	2'-7"	10.0 do	1.4 L. do
54"	15'-0"	14'-0"	2'-10"	2'-10"	12.0 do	1.4 L. do
60"	16'-6"	15'-6"	3'-0"	3'-0"	14.0 do	1.4 L. do
66"	18'-0"	17'-0"	3'-3"	3'-3"	16.0 do	1.4 L. do
72"	19'-6"	18'-6"	3'-6"	3'-6"	18.0 do	1.4 L. do
78"	21'-0"	20'-0"	3'-9"	3'-9"	20.0 do	1.4 L. do
84"	22'-6"	21'-6"	4'-0"	4'-0"	22.0 do	1.4 L. do

CONCRETE QUANTITIES SHOWN ABOVE INCLUDE TWO HEADWALLS
 WHEN L IS 40 FT. OR MORE ADD 10.6 LBS FOR LAP IN C-BARS
 WHEN L IS 40 FT. OR MORE ADD 14.7 LBS FOR LAP IN C-BARS

SPECIAL NOTES

ALL REINFORCING BARS SHALL BE #2'S
 MINIMUM DISTANCE 4" OR BAR TO SURFACE OF CONCRETE SHALL BE 2"
 PIPE SHALL BE THOROUGHLY CLEANED BEFORE INCASING WITH CONCRETE.

INCASED PIPE CULVERTS.

GENERAL NOTES FOR ALL STRUCTURES

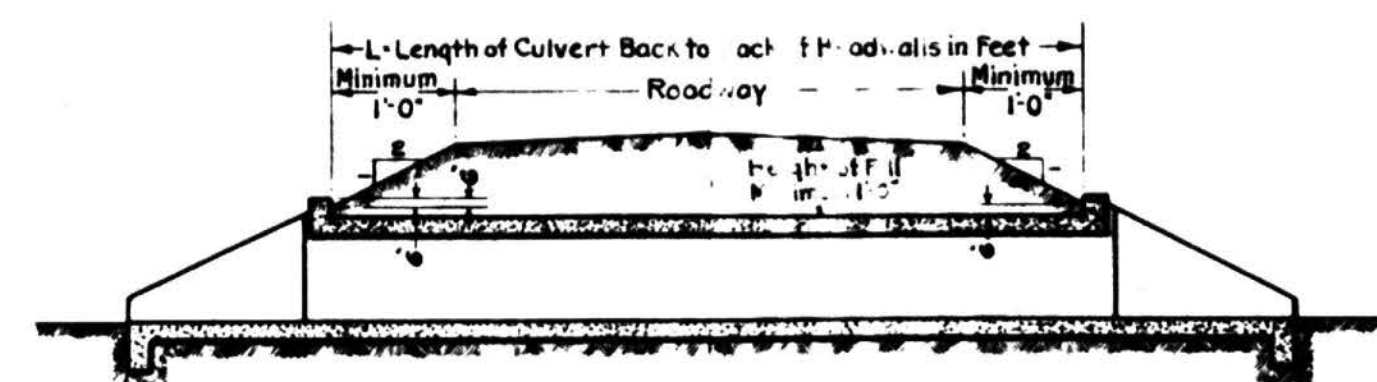
ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE
 COLORADO STATE HIGHWAY DEPARTMENT, ADOPTED JAN. 1, 1930.
 ALL CONCRETE SHALL BE CLASS "A" EXCEPT FOR A & B WHICH SHALL BE CLASS "B".
 ALL EXPOSED SURFACES SHALL BE RUBBED FREE OF FORM MARKS.
 ALL EXPOSED CORNERS SHALL BE REVEALED TO A 2" FACE.
 ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH
 CONCRETE IS POURED.
 ALL WALLS SHALL HAVE FORMS ON BOTH SIDES.
 ALL REINFORCING BARS SHALL BE ROUND OR SQUARE AS SHOWN AND NOTED.
 ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER
 AND LETTER DESIGNATION.
 SECONDARY BARS WHEN SPACED SHALL BE GIVEN A LAP OF 50 DIAMETERS.
 MAIN BARS SHALL NOT BE SPLICED.
 WHEN CULVERT IS SKEWED HEADWALLS SHALL BE PLACED PERPENDICULAR TO CULVERT.
 MINIMUM GRADE OF PIPE SHALL BE 1%
 FOR SIZE AND LOCATION OF CULVERTS SEE SHEET NO. 2.
 FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.

COLORADO
 STATE HIGHWAY DEPARTMENT
 STANDARD HEADWALLS
 INTERCEPTING HEADWALLS
 INCASED METAL PIPE CULVERT
 WITH HEADWALLS
 FOR
 CORRUGATED METAL PIPE CULVERTS
 Designed by P. B. B. Approved by R. S. Bailey
 Made by G. M. W. W. Bridge Engineer
 Checked by G. M. W. W. Date April 30, 1932

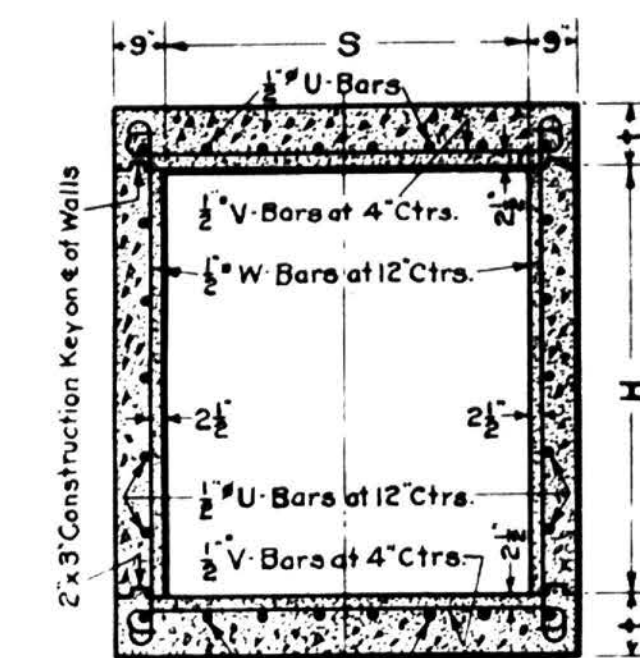
STANDARD M-103-D

FINAL CONSTRUCTION SHEET

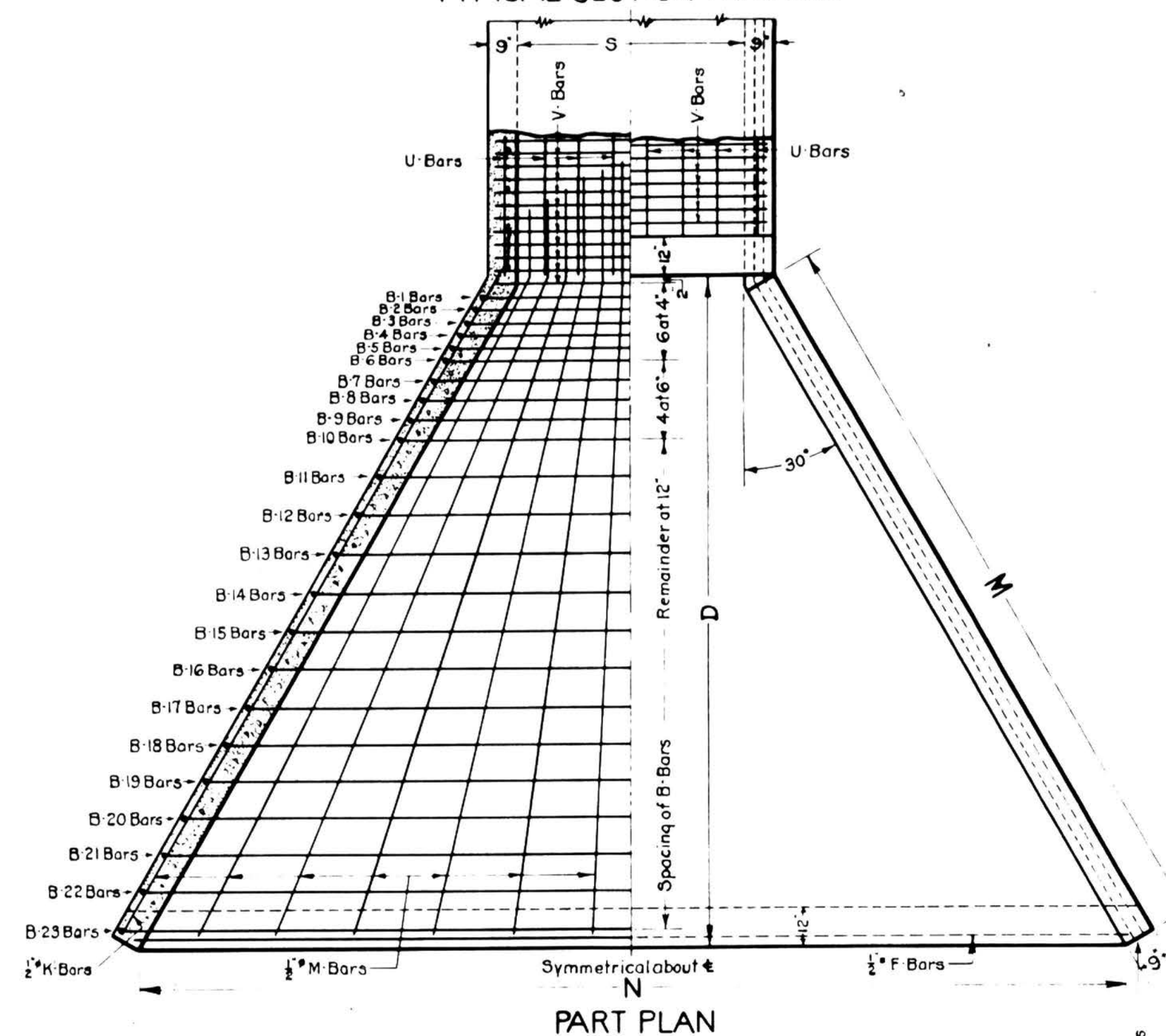
STATE	COUNTY	PROJECT NO.	SHEET NO.	TOTAL SHEETS
COLO.			1	1



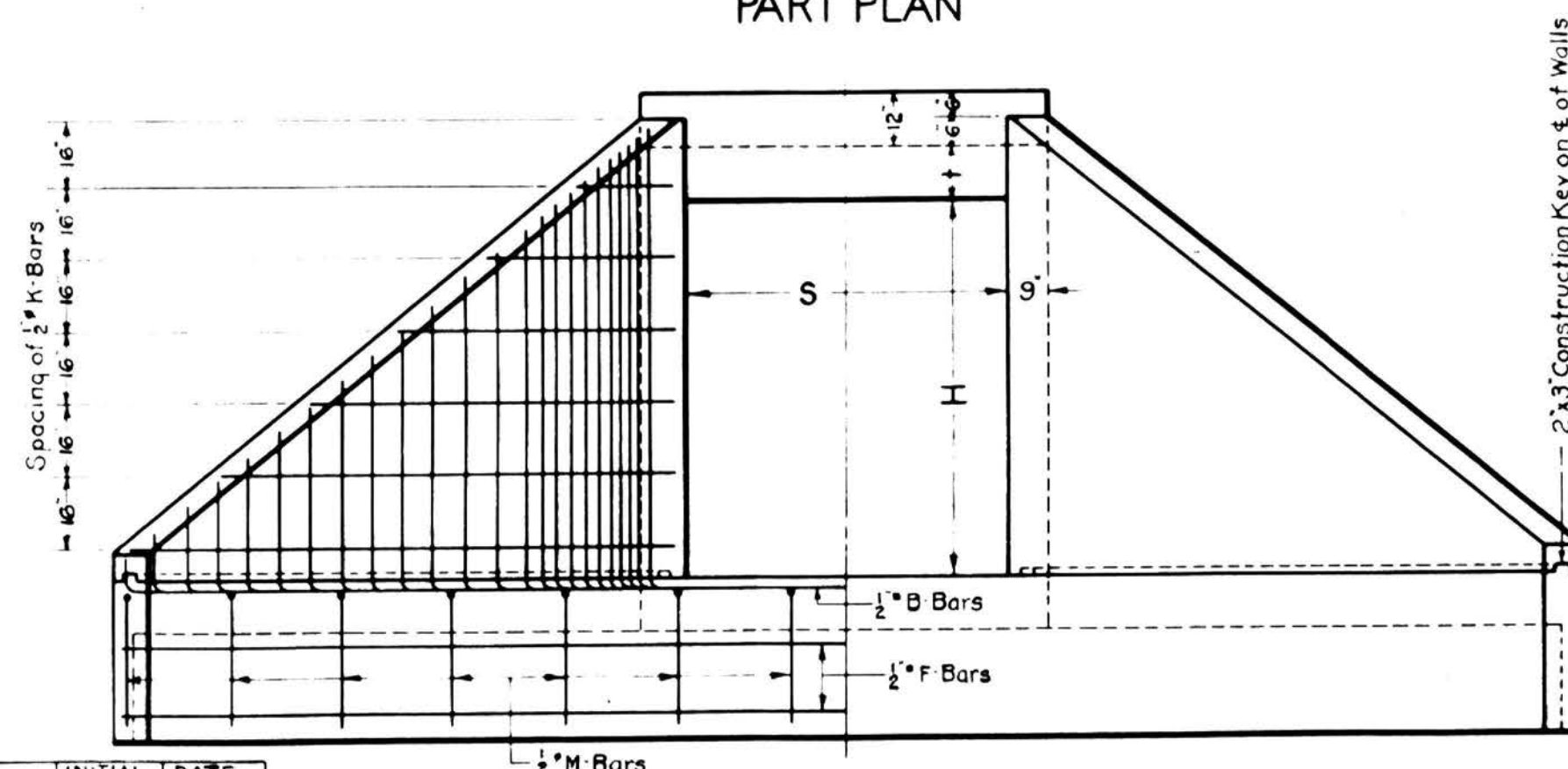
TYPICAL SECTION SHOWING RELATION OF CULVERT TO ROADWAY



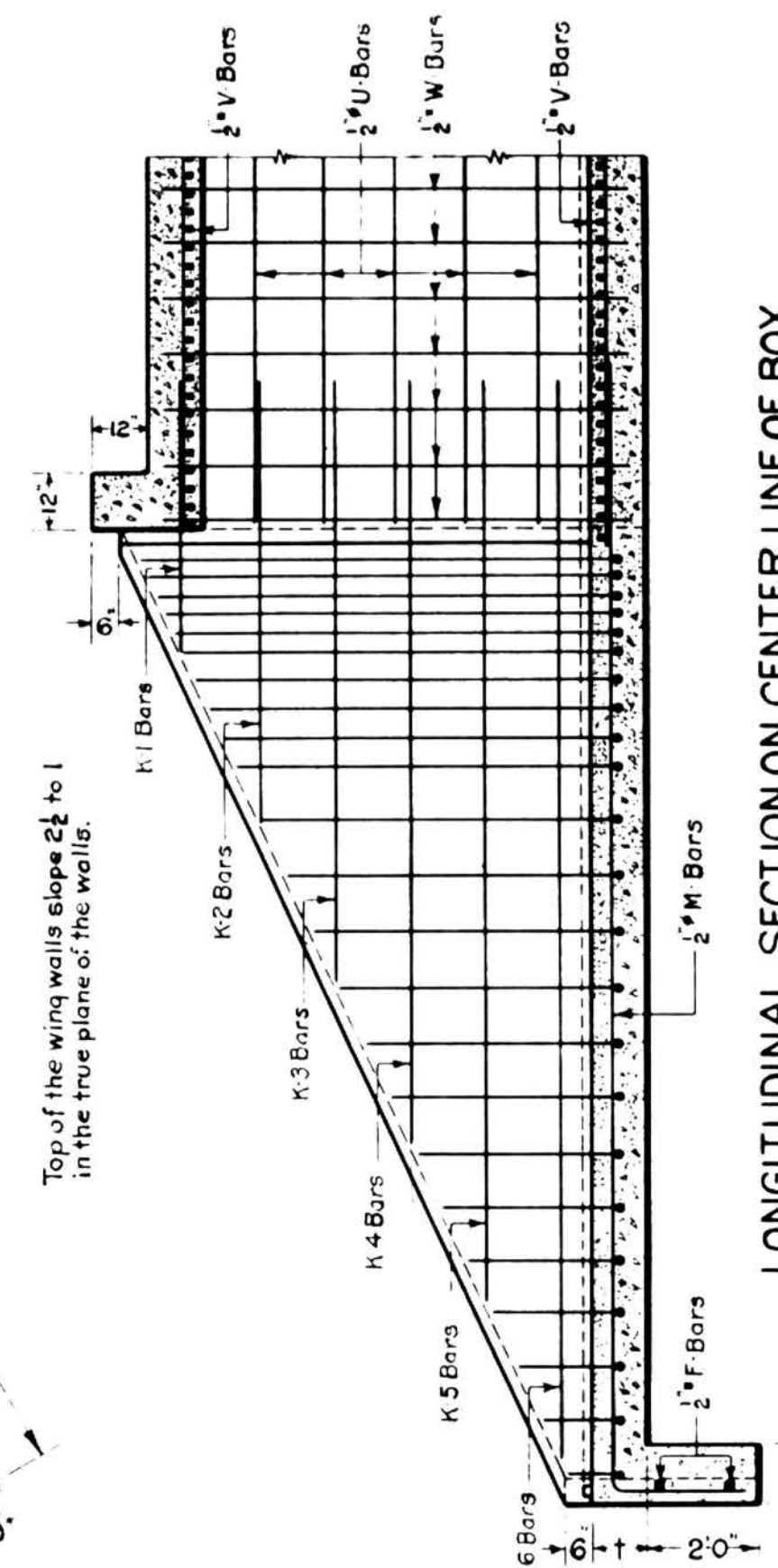
TYPICAL SECTION THRU BOX



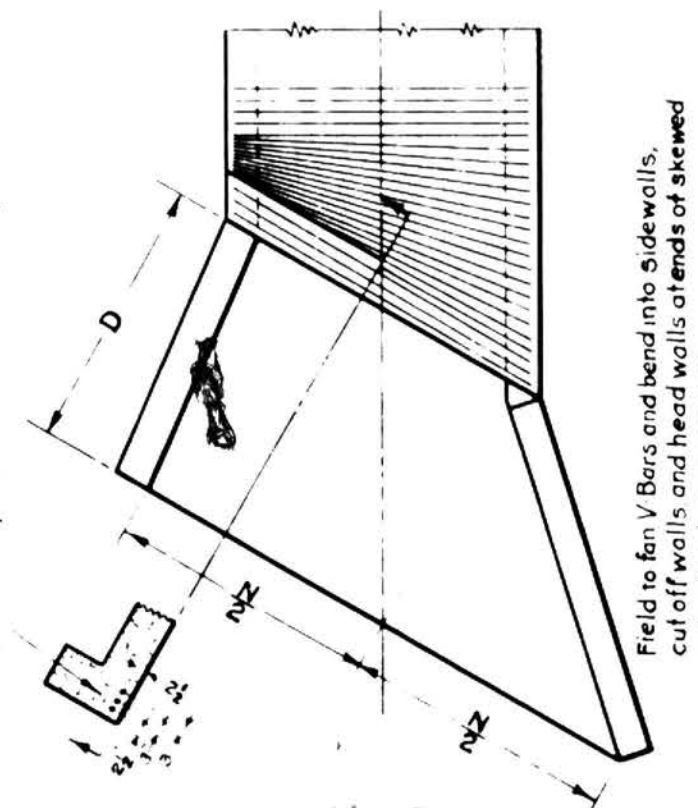
PART PLAN



END VIEW



LONGITUDINAL SECTION ON CENTER LINE OF BOX



PART PLAN FOR SKEWED HEADWALLS

REINFORCEMENT BAR LIST

USE BARS FOR	MARK	SIZE	NUMBER	DIMENSION P	DIMENSION Q	TOTAL LENGTH	BENDING DIAGRAM
ALL SIZES	V	1/2"	(64) x 14	5' x 10'		5' x 2' 2"	ALL DIMENSIONS ARE TO 1/4" OF BARS
"	W	1/2"	(20) x 6	H x 10'		H x 2' 2"	
"	F	1/2"	4			N x 0' 3"	
"	U	1/2"	SEE A BELOW			L x 1' 8"	
"	K-1	1/2"	4		3' 4"	5' 4"	
H-2' 0" OR MORE	K-2	1/2"	4		6' 8"	8' 8"	
H-3' 0" "	K-3	1/2"	4		10' 0"	12' 0"	
H-5' 0" "	K-4	1/2"	4		13' 4"	15' 4"	
H-6' 0" "	K-5	1/2"	4		16' 8"	18' 8"	
H-7' 0" "	K-6	1/2"	4		20' 0"	22' 0"	
ALL SIZES	B-1	1/2"	2	S + 1' 6"	H + 1' 3"		
"	B-2	1/2"	2	S + 1' 11"	H + 1' 1"		
"	B-3	1/2"	2	S + 2' 3"	H + 0' 11"		
"	B-4	1/2"	2	S + 2' 8"	H + 0' 9"		
"	B-5	1/2"	2	S + 3' 0"	H + 0' 8"		
"	B-6	1/2"	2	S + 3' 5"	H + 0' 6"		
"	B-7	1/2"	2	S + 4' 0"	H + 0' 3"		
"	B-8	1/2"	2	S + 4' 7"	H + 0' 0"		
"	B-9	1/2"	2	S + 5' 2"	H + 0' 3"		
H-1' 6" OR MORE	B-10	1/2"	2	S + 5' 9"	H + 0' 5"		
H-2' 0" "	B-11	1/2"	2	S + 6' 11"	H + 0' 11"		
H-3' 0" "	B-12	1/2"	2	S + 8' 1"	H + 1' 4"		
H-3' 0" "	B-13	1/2"	2	S + 9' 3"	H + 1' 10"		
H-3' 0" "	B-14	1/2"	2	S + 10' 5"	H + 2' 3"		
H-4' 0" "	B-15	1/2"	2	S + 11' 7"	H + 2' 9"		
H-4' 0" "	B-16	1/2"	2	S + 12' 9"	H + 3' 3"		
H-5' 0" "	B-17	1/2"	2	S + 13' 11"	H + 3' 8"		
H-5' 0" "	B-18	1/2"	2	S + 15' 1"	H + 4' 2"		
H-6' 0" "	B-19	1/2"	2	S + 16' 3"	H + 4' 7"		
H-6' 0" "	B-20	1/2"	2	S + 17' 5"	H + 5' 1"		
H-6' 0" "	B-21	1/2"	2	S + 18' 7"	H + 5' 6"		
H-7' 0" "	B-22	1/2"	2	S + 19' 9"	H + 6' 0"		
H-7' 0" "	B-23	1/2"	2	S + 20' 11"	H + 6' 5"		
ALL SIZES	M	1/2"	(51) x 2	D + 3' 0"		D + 5' 3"	

* See Table of Dimensions and Quantities

TABLE OF DIMENSIONS AND QUANTITIES											
STEEL QUANTITIES GIVEN BELOW INCLUDE ALLOWANCE FOR OVERRUN OF 1%											
TOTAL QUANTITIES FOR ONE BOX EQUALS THE QUANTITY FOR TWO HEADWALLS PLUS (L x QUANTITY FOR ONE LINEAL FT. OF BOX)											
SPAN S	HEIGHT H	HEIGHT OF FILL ALLOWED	DIMENSION M	DIMENSION N	DIMENSION D	THICKNESS OF SLAB	NUMBER OF U-BARS PER BOX	QUANTITIES FOR ONE LINEAL FT. OF BOX	QUANTITIES FOR TWO HEADWALLS	STRUCTURAL EXCAVATION	TWO CUT-OFF WALLS
								CONCRETE CU.YDS	STEEL LBS.	CONCRETE CU.YDS	STEEL LBS.
1'-6"	1'-6"	2'-6"	5'-6"	7'-2"	5'-1"	8"	8	0.241	30.6	4.5	285
2'-0"	2'-0"	2'-6"	6'-9"	8'-11"	6'-2"	8"	8	0.295	34.0	6.1	380
3'-0"	3'-0"	3'-0"	8'-7"	10'-3"	6'-6"	10"	10	0.332	37.5	5.0	310
3'-0"	2'-0"	1'-0"	7'-1"	10'-3"	6'-6"	10"	10	0.388	40.5	7.7	430
3'-0"	3'-0"	1'-0"	9'-7"	12'-9"	8'-8"	10"	12	0.444	43.6	11.0	605
4'-0"	2'-0"	1'-0"	7'-1"	11'-3"	6'-6"	10"	12	0.450	47.0	8.5	485
4'-0"	3'-0"	1'-0"	9'-7"	13'-9"	8'-8"	10"	14	0.506	50.0	12.0	660
4'-0"	4'-0"	1'-0"	12'-1"	16'-3"	10'-10"	10"	16	0.562	53.1	16.0	800
5'-0"	3'-0"	1'-0"	9'-7"	14'-9"	8'-8"	10"	16	0.567	56.6	12.8	720
5'-0"	4'-0"	1'-0"	12'-1"	17'-3"	10'-10"	10"	18	0.623	59.6	17.1	865
5'-0"	5'-0"	1'-0"	14'-7"	19'-9"	13'-0"	10"	20	0.679	62.7	21.9	1070
6'-0"	2'-0"	1'-0"	7'-4"	13'-7"	6'-9"	11"	16	0.645	60.0	11.3	590
6'-0"	3'-0"	1'-0"	9'-10"	16'-1"	8'-11"	11"	18	0.699	63.0	15.3	785
6'-0"	4'-0"	1'-0"	12'-4"	18'-7"	11'-1"	11"	20	0.755	66.2	20.1	935
6'-0"	5'-0"	1'-0"	14'-10"	21'-1"	13'-3"	11"	22	0.810	69.2	25.6	1145
6'-0"	6'-0"	1'-0"	17'-4"	23'-7"	15'-5"	11"	24	0.866	72.3	31.7	1420
6'-0"	7'-0"	1'-0"	19'-10"	26'-1"	17'-7"	11"	26	0.923	75.3	38.5	1685

GENERAL NOTES

ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT ADOPTED JANUARY 1, 1930.

ALL CONCRETE SHALL BE CLASS A.

ALL EXPOSED SURFACES SHALL BE RUBBED FREE OF FORM MARKS.

ALL WALLS SHALL HAVE FORMS ON BOTH SIDES.

MINIMUM DISTANCE BETWEEN CENTER LINE OF BOX AND EDGE OF CONCRETE TO BE 2 1/2'.

ALL CONSTRUCTION JOINTS SHALL BE THOROUGHLY CLEANED BEFORE FRESH CONCRETE IS POURED.

FOOTINGS IN ROCK SHALL BE POURED OUT TO THE ROCK AND NOT FORMED.

FOR CURBS REQUIRED AND SKEWED JOINTS SEE SHEET NO. 2.

ALL REINFORCING BARS SHALL BE ROUNDED OR SQUARE PLAIN OR DEFORMED AS SHOWN AND NOTED.

ALL REINFORCING BARS SHALL BE TAGGED WITH THE STATION NUMBER AND LETTER DESIGNATION.

SECONDARY BARS WHEN SPLICED SHALL BE GIVEN A LAP OF 50 DIAMETERS.

MAIN BARS SHALL NOT BE SPLICED.

SOUNDINGS AND DEPTHS OF FOOTINGS SHOWN ARE ACCORDING TO THE BEST AVAILABLE DATA. IF ESSENTIALLY DIFFERENT CONDITIONS ARE ENCOUNTERED, THE ENGINEER WILL INSPECT AND DETERMINE IF REDESIGN IS NECESSARY.

FOUR WIND FOOTINGS MONOLITHICALLY WITH FLOOR OF BOX.

THE USE OF ADDITIONAL CONSTRUCTION JOINTS UNDESIRABLE SHOULD FIELD CONDITIONS REQUIRE. CONSTRUCTION JOINTS MAY BE MADE ON A VERTICAL PLANE PERPENDICULAR TO CENTERLINE OF CULVERT AND SHALL HAVE A 2' x 3' KEY.

THIS DESIGN NOT TO BE USED WHEN HEIGHT OF FILL EXCEEDS THE ALLOWABLE TABULATED SUPPORTING SOILS FOR ALL CULVERTS MUST BE COMPOSED OF FIRM, UNIFORM MATERIAL THROUGHOUT.

ALL BACKFILLING IN APPROACHES TO AND OVER CULVERTS SHALL BE LAD IN LAYERS NOT EXCEEDING 6" IN DEPTH AND EACH LAYER SHALL BE ROLLED OR HAND TAMPED WHERE INACCESSIBLE TO ROLLER. ALSO MOISTENED WHEN NECESSARY.

LOADING DATA
LL-AASHO H-15.COLORADO
STATE HIGHWAY DEPARTMENT
CONCRETE BOX CULVERTS

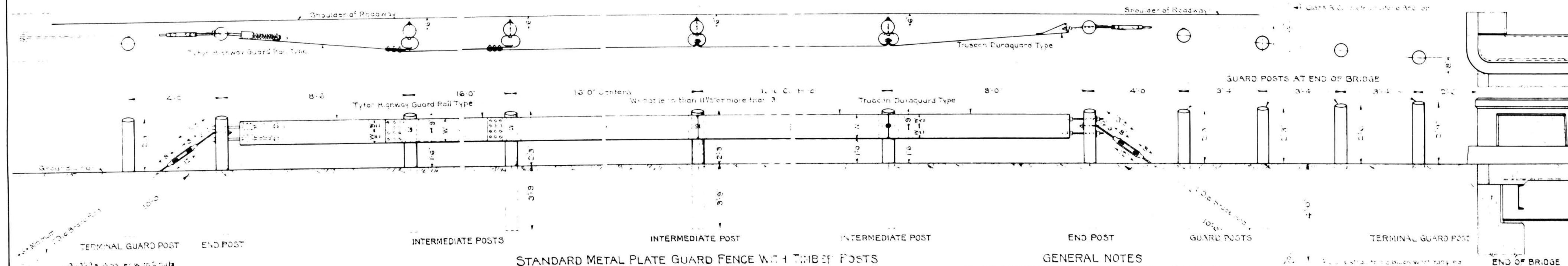
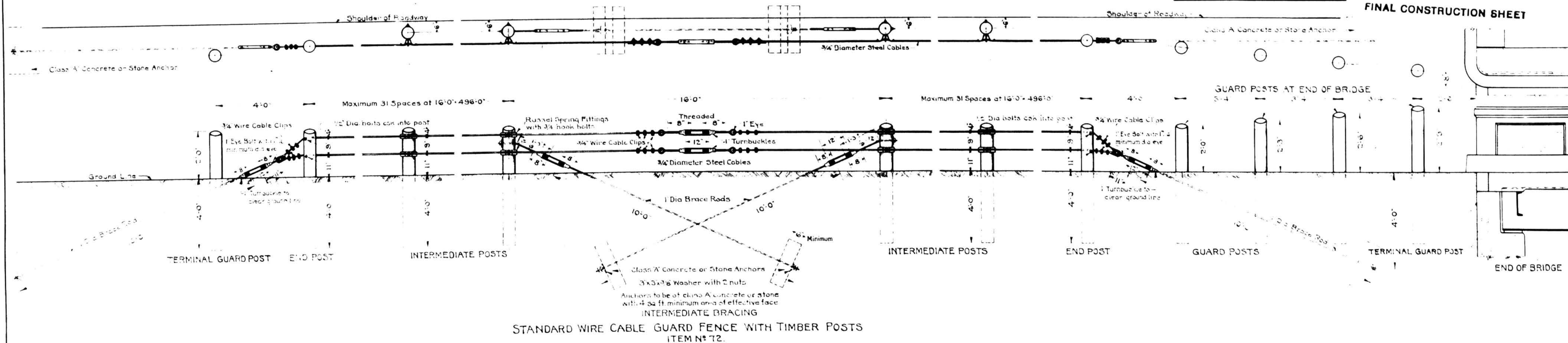
1 1/2' x 1 1/2'	4' x 2'	5' x 4'	6' x 4'
2' x 2'	4' x 3'	5' x 5'	6' x 5'
3' x 1'	4' x 4'	6' x 2'	6' x 6'
3' x 2'	5' x 3'	6' x 3'	6' x 7'
3' x 3'			

Designed by AGK
 Checked by AGK
 Approved by AGK
 Date Nov 6th 1941

ORIGINAL BY
 CHECKED BY
 VAN DYKE BY
 CHECKED BY

M-103-D

STRUCTURE NO.



GENERAL NOTES

All work shall be done in accordance with the official specifications of the Colorado State Highway Department, adopted January 1, 1935.
The length of guard fence to be used shall be determined by the engineer from the terminal guard post to the terminal guard post.
When continuous wire cable fence is used, the end of the fence shall be provided with a complete set of turnbuckles.

All wood posts shall be made from seasoned straight sound white pine or similar yellow pine or western cedar, clear for the full length of the post.
No section of wood posts shall be less than 6" diameter.
All wood posts shall be thoroughly dressed and square at both ends and on all square tops and all holes drilled before being set in place.
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 place and firm to the base and under directed by the engineer.
All fittings, cables and hardware shall be hot dip galvanized steel of the size and noted and located as shown.
Eye bolts shall be welded on and forged.
Steel end post shall be made of heavy steel and be used under all but the most severe conditions.
Instead of the Russell spring fittings, the contractor may use the standard Blackburn offset fitting or other equivalent fitting providing a minimum offset of 12" from face of post to center line of cable and approved by the engineer.
Only one style of offset fittings, turnbuckles, eye bolts and clips may be used on a project.
Metal plates for metal plate guard fence shall be not thicker than No. 22 gauge.
If use of the metal plate guard fence is shown on the project, the engineer shall specify the type of plate guard fence approved by the engineer and complying with the specifications may be used. Only one type of plate guard fence may be used on a project.

ELEVATION OF ALL POSTS
IN MATERIAL
OTHER THAN SOLID ROCK

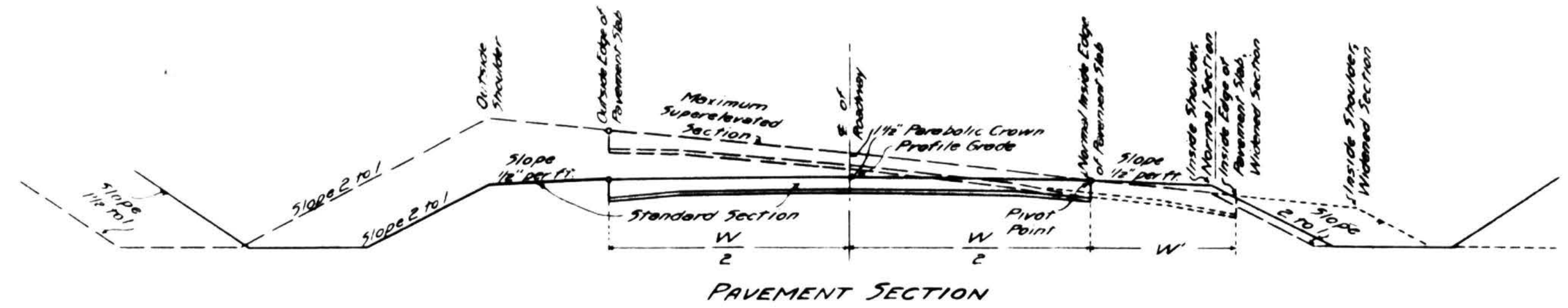
DETAILS FOR WROUGHT IRON PIPE POSTS

COLORADO
STATE HIGHWAY DEPARTMENT
STANDARD
WIRE CABLE & METAL PLATE
GUARD FENCE

Designed by AGC
Made by AGC
Checked by AGC
Approved by AGC
Date May 1st, 1934

M-1-A

FINAL CONSTRUCTION SHEET



SUPERELEVATION AND WIDENING NOTES FOR PAVEMENT SECTION

Curves on projects using the pavement section are to be superelevated and widened as indicated in the accompanying drawings and Table.

The normal inside edge of the pavement slab is to remain at the standard elevation of 0.125 ft below the profile grade, and the outside edge of the slab is to be superelevated at the rate per foot width of roadway given in the table or graph. The section is to be rotated about the normal inside edge of the pavement.

When the degree of curvature exceeds 10, the inside portion of the pavement slab is to be widened from the normal inside edge as per the table below. Curves of 10° and less are not to be widened. The 1/4% parabolic crown is to be used for curves of 10° and under. The widened section is to have a flat crown.

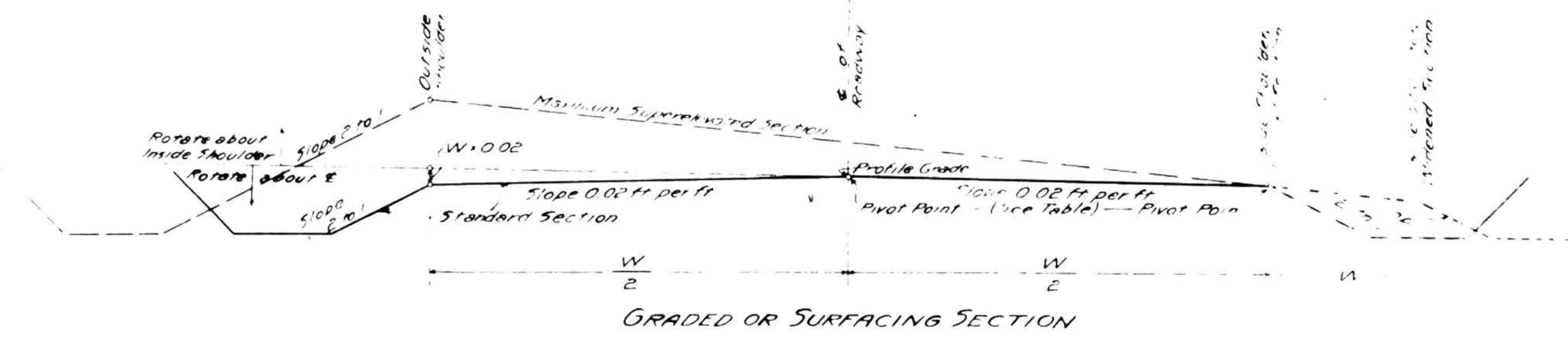
The slope of the shoulders shall conform to the rate per foot width of roadway required except that the inside shoulder shall maintain the standard slope of 0.0417 ft per foot width until the superelevation rate exceeds this standard slope.

The outside ditch along a superelevated section is to be modified from the standard where a deeper ditch is required to provide drainage.

Details of plans for superelevating and widening are shown on the General Plan for Widening and the Graph of Superelevation Factors.

The subgrade for future pavement is to be constructed to conform to the super-elevation and widening requirements for the pavement section.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR PAVEMENT SECTION												
Distance from B.T.	20 FT	40 FT	60 FT	80 FT	100 FT-PC	120 FT	140 FT	160 FT	180 FT	200 FT	1.7	On Curve
Factor	0.02	0.08	0.18	0.32	0.50	0.68	0.82	0.92	0.98	1.00		1.00
Degree of Curve	Rate of Superelevation (in Feet) per Foot Width of Roadway											
2° and Under	0.0004	0.0017	0.0039	0.0067	0.0105	0.0143	0.0172	0.0193	0.0206	0.0210		0.0210
3°	0.0006	0.0025	0.0057	0.0101	0.0158	0.0214	0.0258	0.0290	0.0309	0.0315		0.0315
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0286	0.0344	0.0386	0.0412	0.0420		0.0420
5°	0.0010	0.0042	0.0094	0.0168	0.0262	0.0357	0.0430	0.0483	0.0514	0.0523		0.0523
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0428	0.0517	0.0580	0.0617	0.0630		0.0630
7°	0.0015	0.0059	0.0132	0.0235	0.0360	0.0500	0.0603	0.0676	0.0720	0.0735		0.0735
8°	0.0017	0.0067	0.0151	0.0269	0.0420	0.0571	0.0699	0.0773	0.0823	0.0840		0.0840
9°	0.0019	0.0076	0.0170	0.0302	0.0472	0.0643	0.0775	0.0869	0.0926	0.0945		0.0945
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0820	0.0920	0.0980	0.1000		0.1000
Offsets for Widening-W (in Feet)												
Over 10° Under 12°	0.06	0.24	0.53	0.96	1.50	2.04	2.46	2.76	2.94	3.00		3.00
12° - 15°	0.08	0.32	0.72	1.28	2.00	2.72	3.18	3.60	3.92	4.00		4.00
15° - 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.10	4.60	4.90	5.00		5.00
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00		6.00



SUPERELEVATION AND WIDENING NOTES FOR GRADED OR SURFACING SECTION

Curves on projects using the graded or surfacing section are to be superelevated and widened as indicated in the accompanying sketches and Table.

The normal inside shoulder and ditch are to remain as shown in the typical section shown on sheet #2. The outside shoulder is to be the high point of the section.

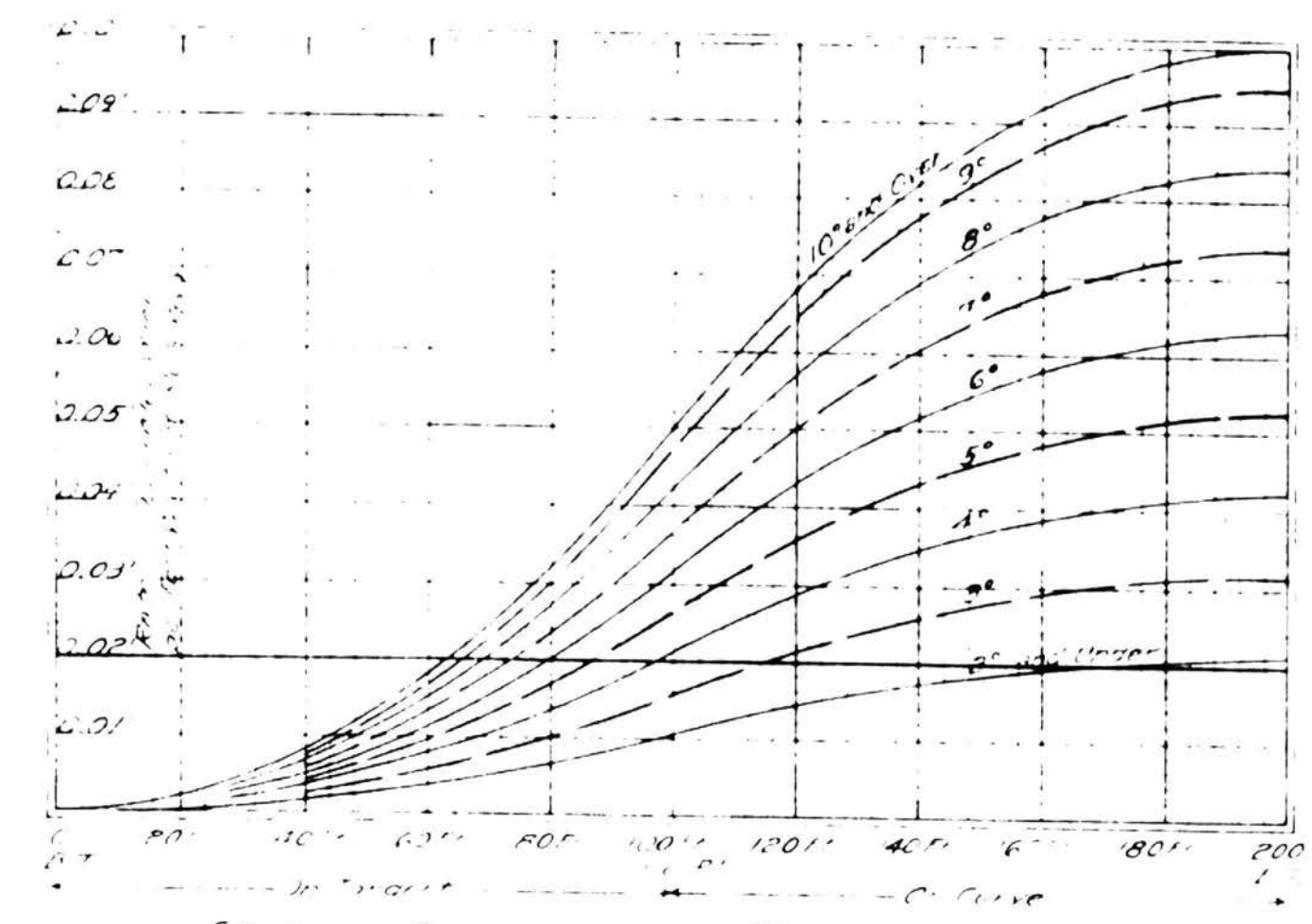
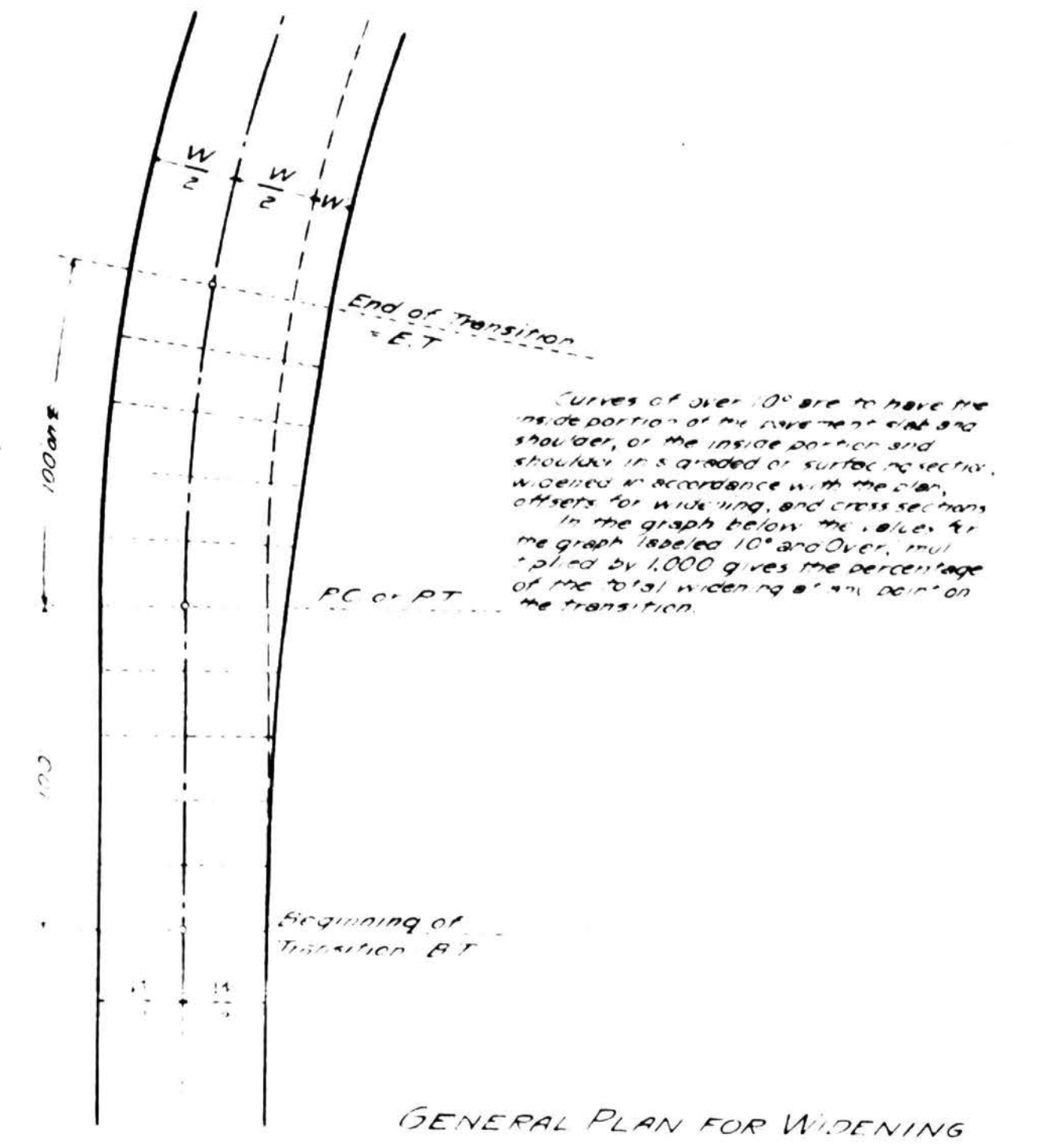
The outside ditch along a super-elevated section is to be modified from the standard where a deeper ditch is required to provide drainage.

The center line pivot point is to be used for curves of 10° and over. For curves of 10° and less, the shoulder pivot point is to be used for a shoulder width of 10 ft and 0.02 ft per foot width of roadway.

When the degree of curvature exceeds 10, the inside portion of the section is to be widened from the normal inside shoulder as per the table below and cross section. Curves of 10° and less are not to be widened.

Details of plans for super-elevating and widening are shown on the General Plan for Widening and the Graph of Superelevation Factors.

SUPERELEVATION FACTORS AND OFFSETS FOR WIDENING FOR GRADED OR SURFACING SECTION												
Distance from B.T.	20 FT	40 FT	60 FT	80 FT	100 FT-PC	120 FT	140 FT	160 FT	180 FT	200 FT	1.7	On Curve
Factor	0.02	0.08	0.18	0.32	0.50	0.68	0.82	0.92	0.98	1.00		1.00
Degree of Curve	Rate of Superelevation (in Feet) per Foot Width of Roadway											
2° and Under	0.0004	0.0017	0.0039	0.0067	0.0105	0.0143	0.0172	0.0193	0.0206	0.0210		0.0210
3°	0.0006	0.0025	0.0057	0.0101	0.0158	0.0214	0.0258	0.0290	0.0309	0.0315		0.0315
4°	0.0008	0.0034	0.0076	0.0134	0.0210	0.0286	0.0344	0.0386	0.0412	0.0420		0.0420
5°	0.0010	0.0042	0.0094	0.0168	0.0262	0.0357	0.0430	0.0483	0.0514	0.0523		0.0523
6°	0.0013	0.0050	0.0113	0.0202	0.0315	0.0428	0.0517	0.0580	0.0617	0.0630		0.0630
7°	0.0015	0.0059	0.0132	0.0235	0.0360	0.0500	0.0603	0.0676	0.0720	0.0735		0.0735
8°	0.0017	0.0067	0.0151	0.0269	0.0420	0.0571	0.0699	0.0773	0.0823	0.0840		0.0840
9°	0.0019	0.0076	0.0170	0.0302	0.0472	0.0643	0.0775	0.0869	0.0926	0.0945		0.0945
10° and Over	0.0020	0.0080	0.0180	0.0320	0.0500	0.0680	0.0820	0.0920	0.0980	0.1000		0.1000
Offsets for Widening-W (in Feet)												
Over 10° Under 12°	0.06	0.24	0.53	0.96	1.50	2.04	2.46	2.76	2.94	3.00		3.00
12° - 15°	0.08	0.32	0.72	1.28	2.00	2.72	3.18	3.60	3.92	4.00		4.00
15° - 20°	0.10	0.40	0.90	1.60	2.50	3.40	4.10	4.60	4.90	5.00		5.00
Over 20°	0.12	0.48	1.08	1.92	3.00	4.08	4.92	5.52	5.88	6.00		6.00



GRAPH OF SUPERELEVATION TRANSITION FACTORS

The rate of superelevation (in feet per foot width of roadway) is to be determined from the rate of superelevation (in feet per foot width of roadway) and the distance from the beginning of transition (B.T.) as shown in the graph.

The rate of superelevation (in feet per foot width of roadway) is to be determined from the rate of superelevation (in feet per foot width of roadway) and the distance from the beginning of transition (B.T.) as shown in the graph.

The rate of superelevation (in feet per foot width of roadway) is to be determined from the rate of superelevation (in feet per foot width of roadway) and the distance from the beginning of transition (B.T.) as shown in the graph.

COLORADO
STATE HIGHWAY DEPARTMENT

STANDARD METHODS
FOR SUPERELEVATION AND
WIDENING OF CURVES

Designed by: [Signature]
Made by: [Signature]
Checked by: [Signature]

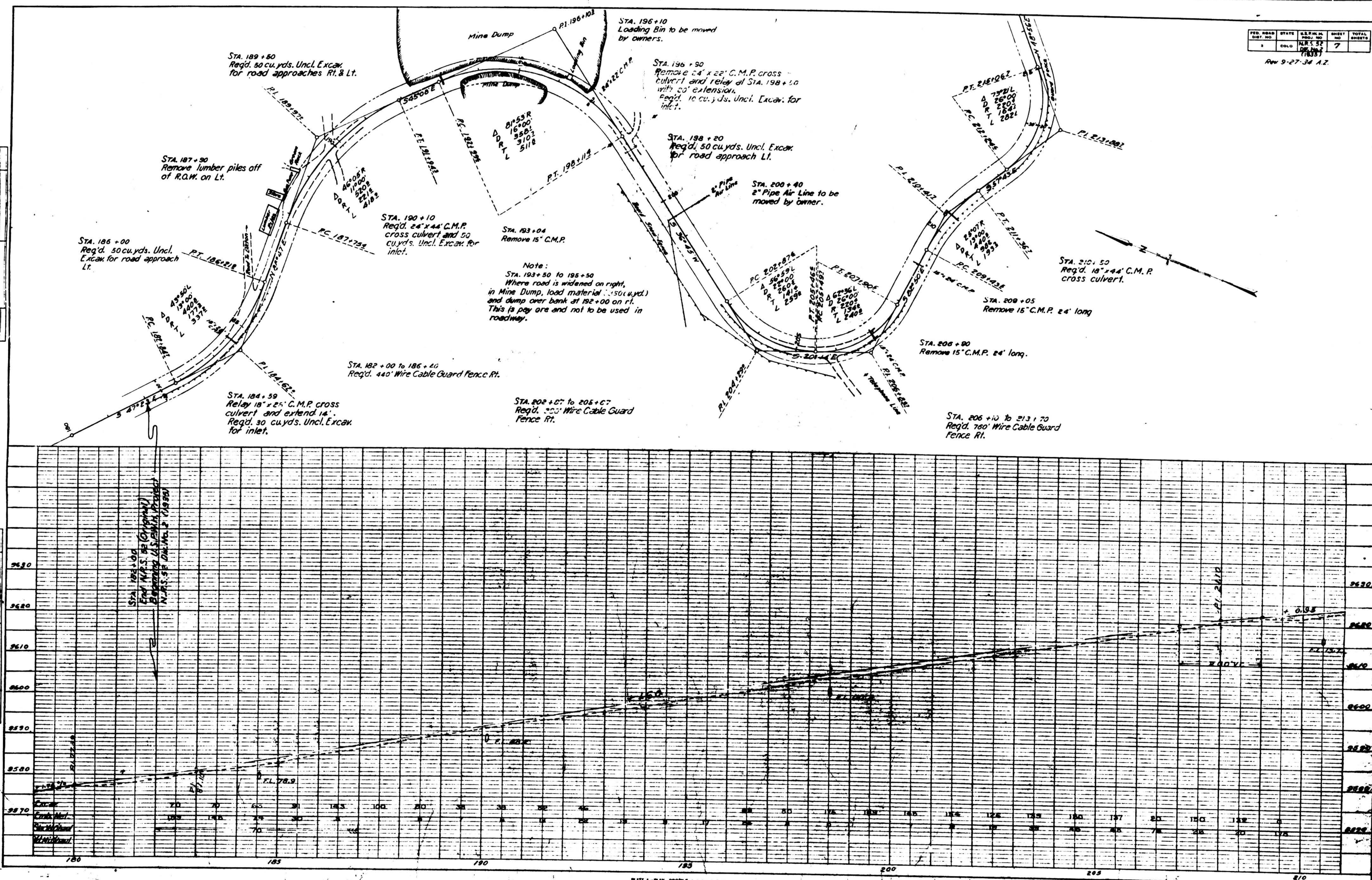
Approved by: [Signature]
Date: Aug 17, 1932

FED. ROAD DIST. NO.	STATE	U.S. ROAD NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	NR 53	7	

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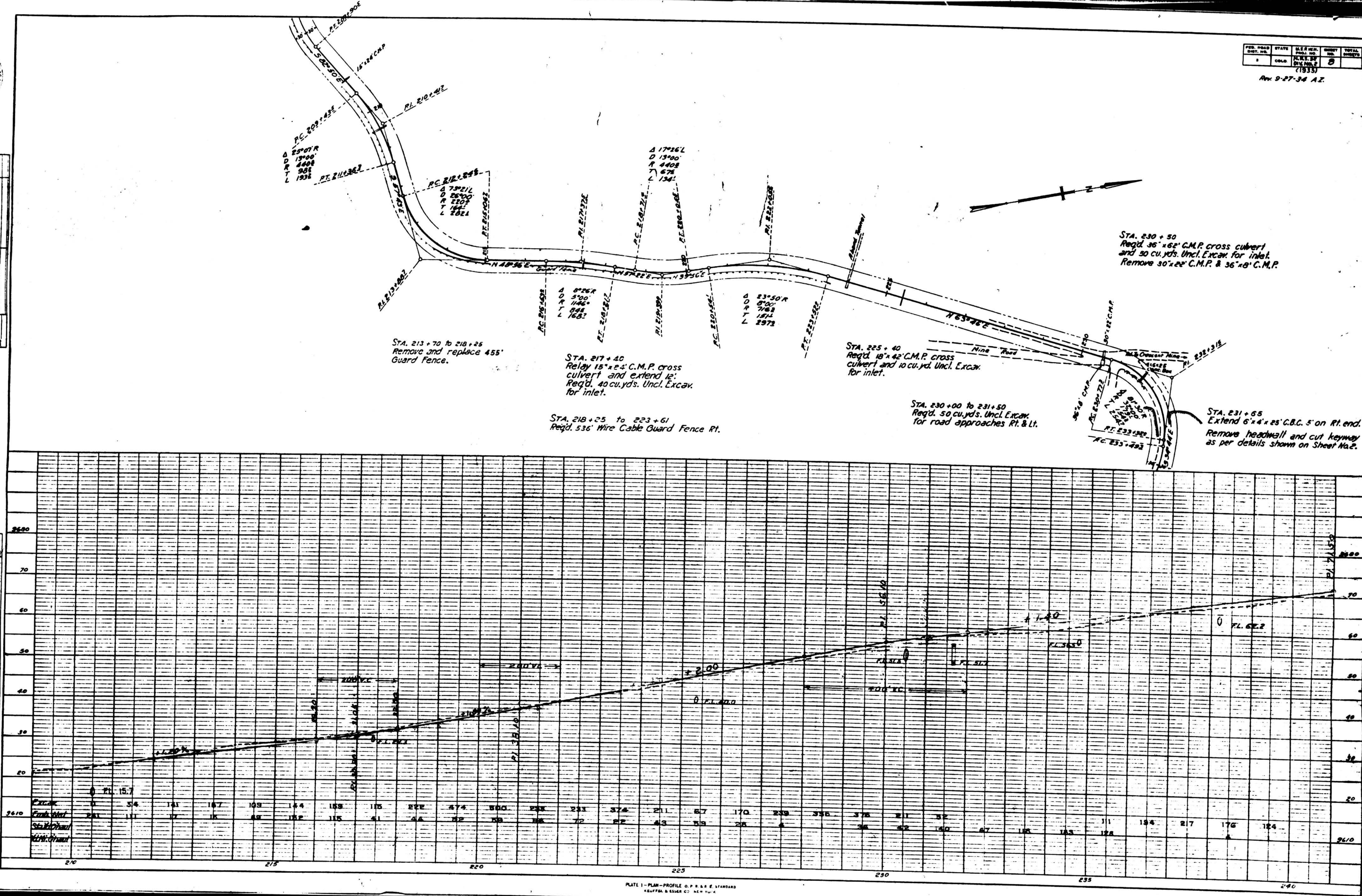
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NO. 1	10/1/34	J. H. B.	J. H. B.

PROFILE	DATE	BY	CHECKED
NO. 1	10/1/34	J. H. B.	J. H. B.



PLAN	DATE
1	1/15/35
2	1/15/35
3	1/15/35
4	1/15/35
5	1/15/35
6	1/15/35
7	1/15/35
8	1/15/35
9	1/15/35
10	1/15/35

PROFILE	DATE
1	1/15/35
2	1/15/35
3	1/15/35
4	1/15/35
5	1/15/35
6	1/15/35
7	1/15/35
8	1/15/35
9	1/15/35
10	1/15/35



STA. 234+75
Req'd. 18" x 44" C.M.P. cross culvert
and 10 cu. yds. Uncl. Exca. for inlet.
Remove 12" x 33" boiler pipe culvert.

STA. 238+19
Relay 24" x 28" C.M.P. cross culvert
and extend 8'.
Req'd. 50 cu. yds. Uncl. Exca. for
inlet

Note:
STA. 233+25 to 234+00
Where road is widened on Rt.
in Mine Dump, load material (200 cu. yds.)
and dump over bank at STA. 233+00, on Rt.
This is pay ore and not to be used in
roadway.

STA. 244+00 to 258+00
Side road on Rt. to remain as is.
Req'd. 25 cu. yds. Emb. for road
approach at STA. 244+00.

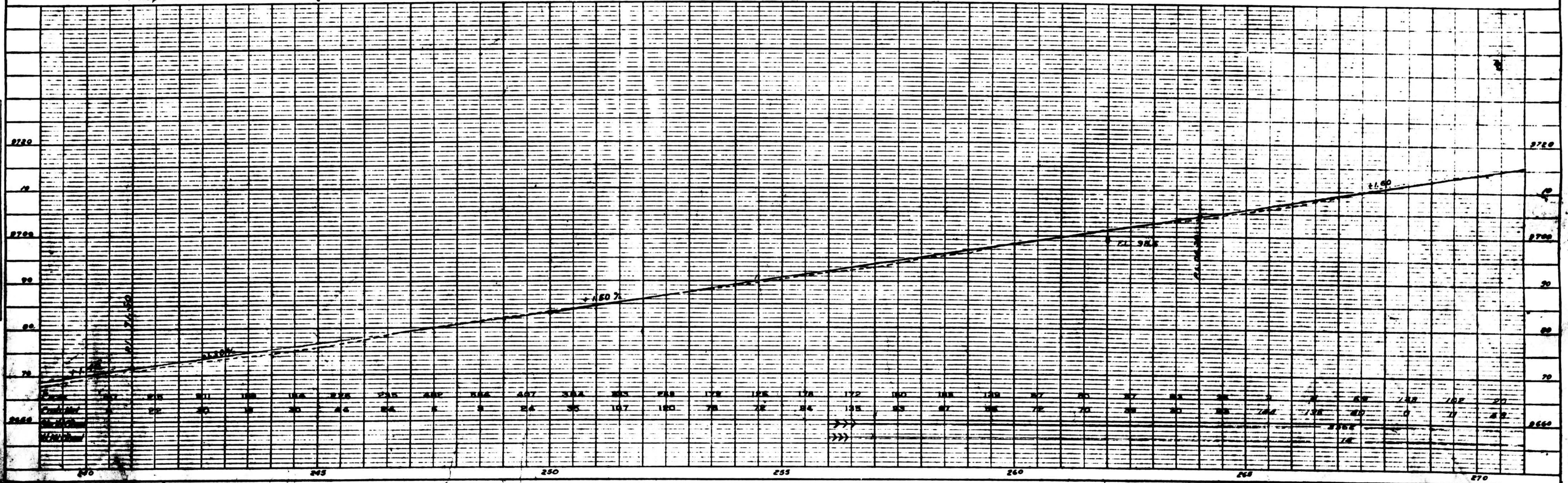
STA. 258+89 to 262+65
Req'd. 375' Wire Cable Guard Fence Rt.

STA. 264+11 to 268+89
Remove and replace 478' Guard Fence.

STA. 241+20 to 243+84
Req'd. 254' Wire Cable Guard
Fence Rt.

STA. 245+39 to 254+11
Req'd. 872' Wire Cable Guard Fence Rt.

STA. 231+20 to 231+92
Req'd. 72' Wire Cable Guard Fence Rt.

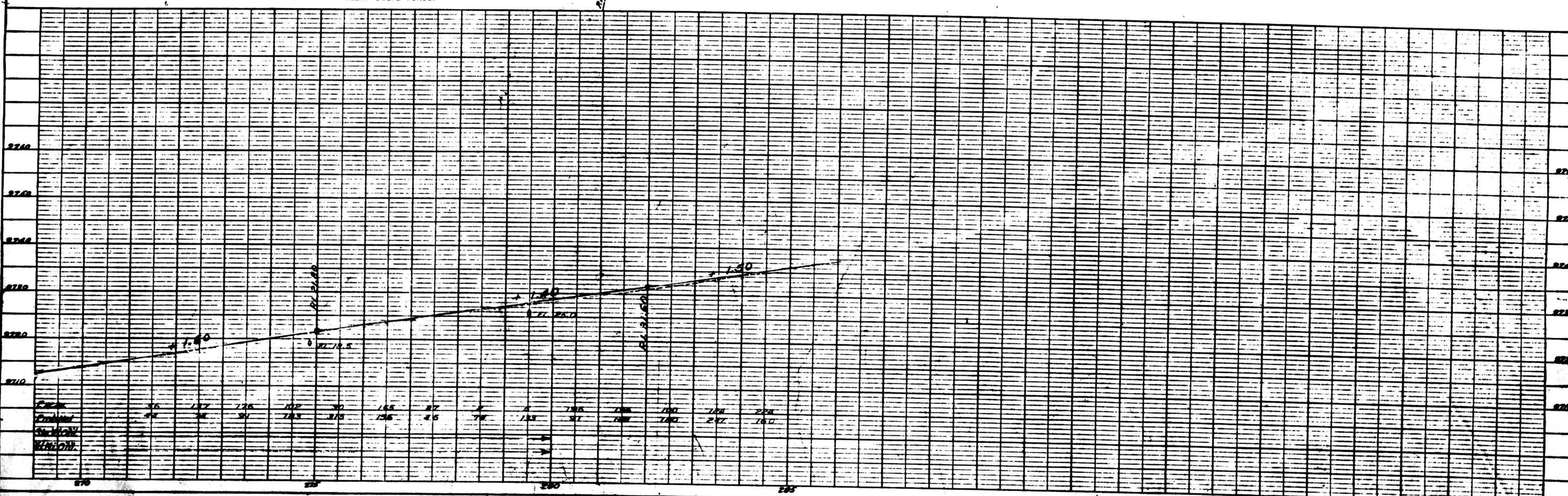
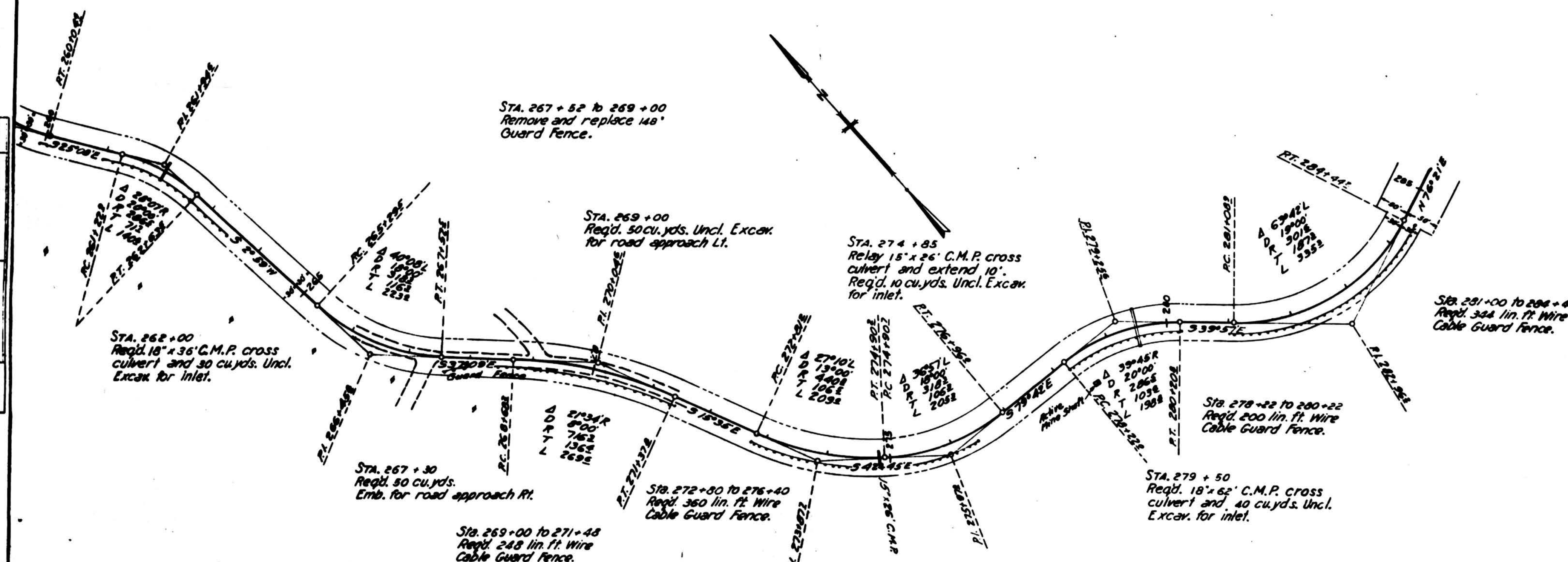


PER. ROAD DIST. NO.	STATE	S.E. RAIL. DIST. NO.	SHEET NO.	TOTAL SHEETS
2	COLO.	10	10	

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PLAN	DATE	BY	CHECKED
10/1/34	10/1/34	10/1/34	10/1/34
10/1/34	10/1/34	10/1/34	10/1/34
10/1/34	10/1/34	10/1/34	10/1/34

PROFILE	DATE	BY	CHECKED
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10/1/34	10/1/34	10/1/34	10/1/34
10/1/34	10/1/34	10/1/34	10/1/34



PER. ROAD DIST. NO.	STATE	U.S.A. ROAD NO.	SHEET NO.	TOTAL SHEETS
1	CALIF.	99	11	11

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PLAN

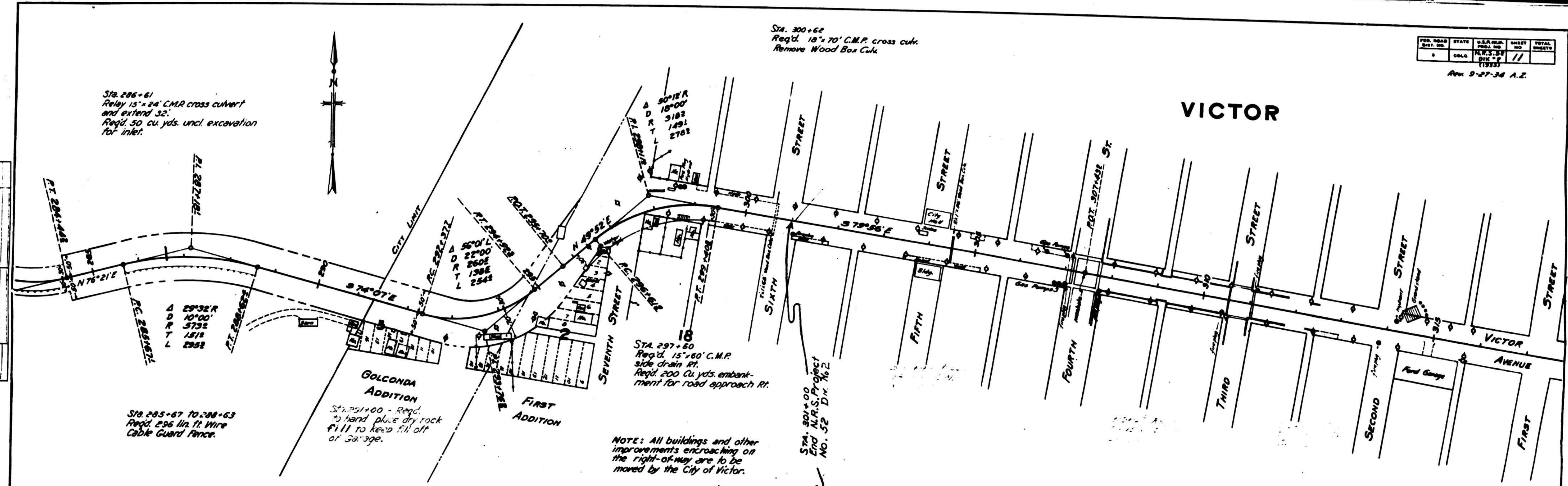
DATE: _____

BY: _____

NOTED: _____

NOTE: _____

NO. _____



PROFILE

DATE: _____

BY: _____

NOTED: _____

NOTE: _____

NO. _____

