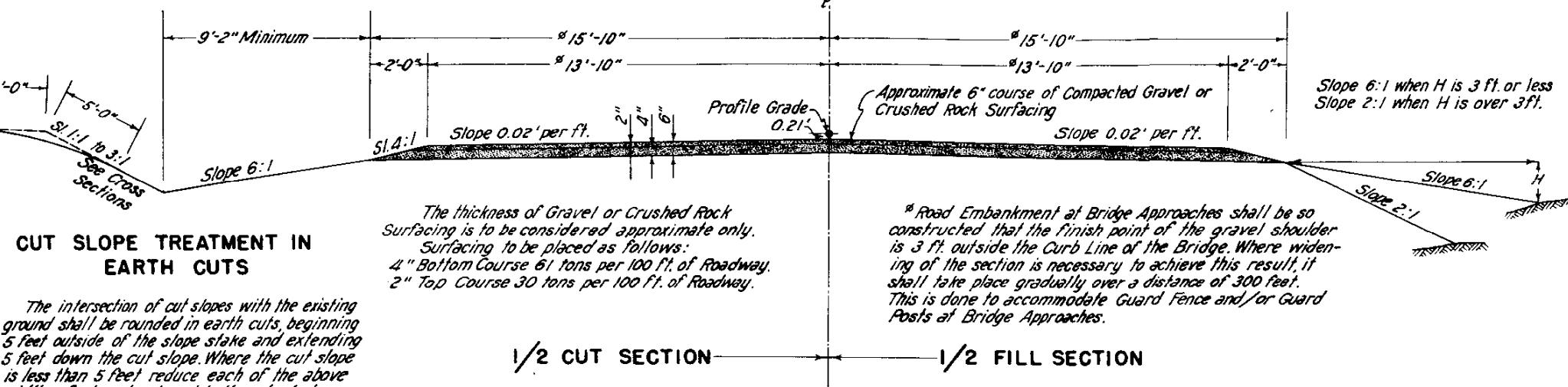


TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

TYPICAL SECTION



SUMMARY OF APPROXIMATE QUANTITIES

No.	ITEM	UNIT	ROADWAY	BRIDGE STA. 973+	PROJECT TOTALS
10a	Clearing and Grubbing, Entire Project	Lump Sum	•		•
11b	Removal of 8 Structures	" "	•		•
11c	Removal of 1 Structure	" "	•		•
11d	Removing and Resetting Sign, Sta. 971+	" "	•		•
12a	Removing Fence	Lin. Ft.	12,000		12,000
12b	Removing and Rebuilding Fence	" "	1,000		1,000
12c	Removing and Rebuilding Snow Fence	" "	460		460
13c	Unclassified Excavation	Cu. Yd.	101,000		101,000
14a	Dry Rock Excavation (Struct.)	Cu. Yd.	25	5	30
14b	Dry Common Excavation (Struct.)	" "	200	30	230
14c	Wet Rock Excavation (Struct.)	" "	10	5	15
14d	Wet Common Excavation (Struct.)	" "	70	30	100
18a	Station Yard Overhaul	Sta. Yd.	201,000		201,000
18b	Yard Mile Overhaul	Yd. Mi.	200		200
26a	Gravel or Crushed Rock Surfacing	Ton	11,400		11,400
26c	Overhaul of Surfacing	Ton Mi.	151,000		151,000
42a	Untreated Bridge Timber	M. Ft. b.m.		0.8	0.8
42b	Treated Bridge Timber	" "		17.9	17.9
43	Asphalt Plank Wearing Surface	Sq. Ft.		667	667
46b	Class "B" Concrete	Cu. Yd.	37		37
48	Structural Steel	Lb.		2,300	2,300
53b	18" Corrugated Metal Culvert Pipe	Lin. Ft.	142		142
53c	24" "	" "	908		908
53d	30" "	" "	114		114
53e	36" "	" "	64		64
53g	48" "	" "	150		150
60a	Treated Timber Piling	Lin. Ft.		1,048	1,048
74	Wire Cable Guard Fence	" "	200		200
74x	Timber Guard Posts	Each	118		118
76a	Barbed Wire Fence with Tr. Wood Posts	Lin. Ft.	22,700		22,700
76g	Barbed Wire Gates	Each	17		17
76h	Driveway Gates	" "	1		1
77	Picket Snow Fence	Lin. Ft.	1,622		1,622
81a	Project Markers	Each	1		1
81b	Right of Way Markers	" "	34		34
89b	Drain Pipe (Timber Floor) 3" dia. x 2'-4"	" "		2	2
FORCE ACCOUNT ITEMS					
	Obliterating Old Road	Lump Sum	•		•
	Moving Tel. Line; Sta 914+ to 955+, and 983+ to 996+. (Work to be done by Tel. Co. Forces)	" "	•		•

SURFACING PLAN

It is estimated that Gravel or Crushed Rock Surfacing for this project is available from the vicinity of Pits shown in the following table. The Surfacing Pits designated in the table below are to be used by the Contractor unless otherwise noted in writing by the Department. Estimated Quantities are as follows:

MATERIAL TO BE PLACED STA. TO STA.	SOURCE	QUANTITY		OVERHAUL TON MILES
		AVAIL. TONS	USED TONS	
876+00-973+329	PIT NO. 1-13.1 mi.	Ample	8857	115,333
973+565-996+00	from Sta. 876+00.	"	2042	28,916
Approach Roads	in SW 1/4 Sec. 31,	"	390	5,163
Widening for Bridge	T. 5 S., R. 92 W.	"	67	935
973+329-973+565				
TOTALS			11,356	150,347

GENERAL NOTES

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

All quantities on preliminary plans are to be considered as 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 Profile as "Borrow" or on List of Structures as "Embankment" are to be classified 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.

All curves are to be superelevated as provided for on the Standard Super-elevation Sheet included with the plans.

All side approach roads to the Project shall be gravel surfaced with a 4" thickness of "Gravel or Crushed Rock Surfacing" extending approximately 30 ft. from the edge of the Highway.

Estimated tonnage of surfacing material required in this operation is shown in List of Structures.

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

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

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

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 a manner that traffic may safely and 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.

New Right of Way Fence shall be constructed entirely within the highway Right of Way for the Project.

LIST OF STRUCTURES

FED. ROAD DIST. NO.	STATE	PWA. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	1286-F UNIT #5	3	

LOCATION	DESCRIPTION	REMOVE STRUCT. NO.	EXCAV. CU. YDS.		STRUCTURAL EXCAVATION CU. YDS.			APPR. ROAD SURF. TONS		CONCRETE CU. YDS.		REINF. STEEL LBS.	CORRUGATED METAL CULVERT PIPE LIN. FEET					MISCELLANEOUS	
			UNCL.	EMB.	©			CL. A	CL. B	18"	24"		30"	36"	48"				
882+50	C.M.P. Cross Culvert				5					3.00					64				
883+50-891+00	Intercepting Ditches on Left		75															{606' Picket Snow Fence (3 Lengths @ 202')}	
884+65-890+93	Picket Snow Fence on Left																		
891+60	Road Approaches & Side Drains Lt. & Rt.		50					20											
893+62	C.M.P. Cross Culv. (Sk. 70° Lt.) & Ditches		25		35					2.25				114					
894+80-897+50	Remove & Rebuild Snow Fence																	{Rem. 160' Snow Fence and Rebuild Lt. 901+50-906+00}	
898+00	C.M.P. Cross Culvert & Outlet (Sk. 60° Lt.)		10		15					5.00									
898+30-906+50	Intercepting Ditches on Right		80																
901+75	Road Approach & Side Drain on Lt.		100					10						26					
897+00	Road Approaches Lt. & Rt. Side Drain Rt.			450				20						34					
907+00-913+74	Drain Ditches on Left and Right		80																
913+74	C.M.P. Cross Culvert & Ditches		10		15					1.65				64					
914+80-917+00	Drain Ditch on Right		25																
917+85	Road Approach on Right			25				10											
918+00	C.M.P. Cross Culvert				10					1.65				56					
918+30	Remove C.M.P. Culvert on Left	1-Culv.																	
918+50	Road Approach on Left			125				10											
918+50-926+00	Intercepting Ditches on Right		75																
920+00-925+50	Picket Snow Fence on Left																	{506' Picket Snow Fence (1 Length @ 102') (2 Lengths @ 202')}	
926+00-928+00	Wire Cable Guard Fence on Left																	200 lin. ft. Wire Cable Gd. Fence	
928+00	C.M.P. Cross Culvert & Inlet		5		5					1.65				114					
934+00	C.M.P. Cross Culvert & Inlet		5		10					1.65				48					
940+00	C.M.P. Cross Culvert				5					1.65				54					
942+50	Road Approaches on Left & Right			100				20											
948+00	C.M.P. Cross Culvert & Inlet		10		40					5.00									
948+00-953+00	Intercepting Ditches on Right		50																
948+72	Remove C.M.P. Culvert	1-Culv.																	
955+25	Road Approach & Drain Ditch on Left		30					10											
956+00-958+50	Intercepting Ditch on Right		25																
960+50	C.M.P. Cross Culvert & Ditches		10		25					1.65				56					
960+65	Road Approach on Right		25					10											
963+50	C.M.P. Cross Culvert & Ditches		5		25					1.65				52					
963+85	Road Apprs. Lt. & Rt. Side Drain on Lt.		30					30						26					
968+25	C.M.P. Cross Culv. & Outlet; Rem. C.M.P.	1-Culv.	5		10					1.65				46					
970+75	Road Apprs. Lt. & Rt. Side Drain on Rt.			225				40						30					
971+75	Remove and Reset Sign on Left																	Remove & Reset Sign	
972+75	Road Approach on Left			175				30											
973+329-973+565	Bridge; Remove Double C.M.P. Culv.			(See Summary of Quantities)															
974+00	C.M.P. Cross Culv. (Sk. 50° Lt.) & Ditches; Rem. C.M.P.	1-Culv.	15		40					1.65				86					
974+50	Road Apprs. & Side Drains on Lt. & Rt.			800				40						{40-L (36-R}					
78+50-984+50	Intercepting Ditches on Right		60															{408' Picket Snow Fence (4 Lengths @ 102')}	
79+00-983+50	Picket Snow Fence on Left																		
983+80	Remove C.M.P. Culvert	1-Culv.																	
984+30	Road Approaches on Left and Right			200				20											
984+50	C.M.P. Cross Culvert and Ditches		25		10					1.65				56				102' Picket Snow Fence	
985+60-986+50	Picket Snow Fence on Left																		
987+50-989+75	Intercepting Ditch on Right		25																
988+00	Road Approach on Left		25					10											
988+15-989+00	Drain Ditch on Left		10																
989+85	C.M.P. Cross Culv. & Inlet; Remove C.M.P.	1-Culv.	5		15					1.65				58					
990+75	Remove Hitch Rack	1-Hitch Rack																	
991+30	Road Approaches on Left and Right			1000				60											
991+60-996+00	Ditch Change on Left		75																
992+50	C.M.P. Cross Culvert & Inlet		5		5					1.65				54					
994+65	C.M.P. Cross Culvert & Inlet; Rem. C.M.P.	1-Culv.	5		25					1.65				62					
996+00	Project Marker & Approach to Project			100				50										1- Project Marker	
PROJECT TOTALS		8	980	3200	295			390		36.70			142	908	114	64		150	

Structural Excavation is estimated to be 90% Common and 10% Rock; each of which is estimated to be 75% Dry and 25% Wet.

FENCING REQUIREMENTS

LOCATION	SIDE	REMOVE FENCE LIN. FT.	REM. & REB. FENCE LIN. FT.	BUILD FENCE LIN. FT.	GATES B/W DWY. NO.
896+65	X	120			
910+90-911+75	L	85			
918+75	X	260			
920+05-925+50	L	610			
923+20	X	240			
926+00	X	185			
926+70	X	230			
927+80-943+40	R	1575			
943+40-970+75	L	2760			
951+00-963+00	R	1240			
963+60-984+40	R	2095			
972+75-991+10	L	1910			
984+40-988+70	L	440			
986+75	X	80			
988+70-990+17	R	140			
991+15-996+00	R		485		
991+60-996+00	L	25	465		
876+00-970+75	L			9495	
876+00-963+00	R			8710	
963+60-990+15	R			2660	
972+75-991+10	L			1835	
891+60	L&R				2
897+00	L&R				2
901+75	L				1
916+35	R				1
919+30	L				1
942+50	L&R				2
955+25	L				1
960+65	R				1
963+85	L				1
970+75	R				1
974+50	L&R				2
984+30	L&R				2
988+00	L				1
PROJECT TOTALS		11,995	950	22,700	17

GUARD POSTS

LOCATION	SIDE	SPACING	NO.
876+00-883+00	L	50	15
879+00-883+50	R	50	10
892+00-895+00	L&R	50	14
897+50-899+00	L	50	4
897+50-898+00	R	50	2
913+50-918+50	L	50	11
926+50-928+00	R	50	4
928+50-932+00	L&R	50	16
972+68-973+29	L&R	Bridge	10
973+595-974+205	L&R	Bridge	10
974+70-978+20	L	50	8
974+70-977+20	R	50	6
989+50-993+00	L	50	8
PROJECT TOTALS			118

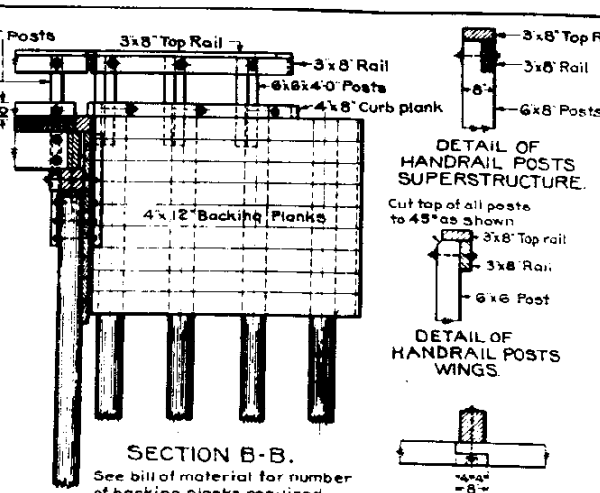
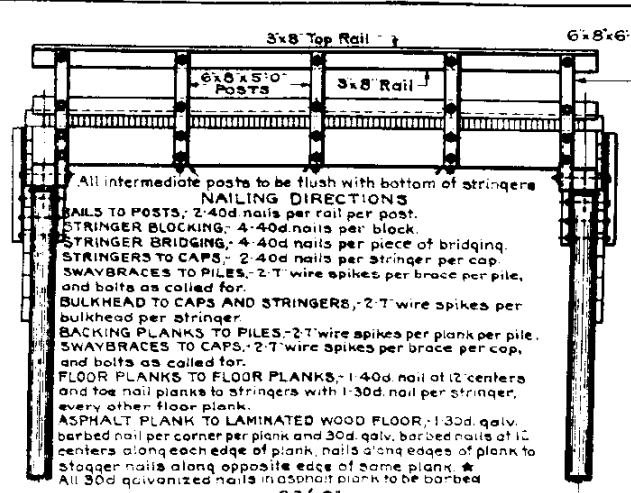
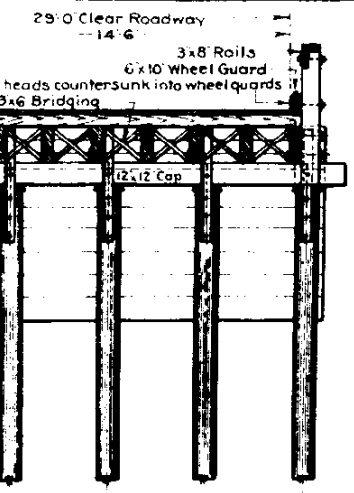
R.O.W. MARKERS

LOCATION	SIDE	NO.	LOCATION	SIDE	NO.
876+00	L&R	2	936+90	L&R	2
882+45	L&R	2	940+00	R	1
883+50	L	1	941+00	R	1
888+40	L	1	947+00	R	1
891+00	L	1	948+00	R	1
892+00	L	1	958+00	R	1
892+75	R	1	959+00	R	1
910+15	L&R	2	963+95	L&R	2
913+90	L&R	2	967+00	R	1
914+809	L&R	2	968+00	R	1
927+809	L&R	2	991+10	L	1
928+70	L&R	2	996+00	L&R	2
PROJECT TOTALS					34

STANDARD P-117-B-H CP

FED. ROAD DIST. NO.	STATE	P.W.A.	SHEET NO.	TOTAL SHEETS
3	COLO.	1200-5	4	

Revised Oct. 21, 1935. A.G.R. Changed to 1935 Specifications
 Revised Dec. 20, 1935. A.G.R. Changed handrail post bolts to 3/4" dia.
 Revised 6-1-37 A.G.R. changed to 1937 Specifications



All intermediate posts to be flush with bottom of stringers
MAILING DIRECTIONS
 RAILS TO POSTS: 2-40d nails per rail per post.
 STRINGER BRIDGING: 4-40d nails per block.
 STRINGER BRIDGING: 4-40d nails per piece of bridging.
 STRINGERS TO CAPS: 2-40d nails per stringer per cap.
 SWAYBRACES TO PILES: 2-T wire spikes per brace per pile, and bolts as called for.
 BULKHEAD TO CAPS AND STRINGERS: 2-T wire spikes per bulkhead per stringer.
 BACKING PLANKS TO PILES: 2-T wire spikes per plank per pile.
 SWAYBRACES TO CAPS: 2-T wire spikes per brace per cap, and bolts as called for.
 FLOOR PLANKS TO FLOOR PLANKS: 1-40d nail at 12 centers and toe nail plank to stringers with 1-30d nail per stringer, every other floor plank.
 ASPHALT PLANK TO LAMINATED WOOD FLOOR: 1-30d galv. barbed nail per corner per plank and 30d galv. barbed nails at 12 centers along each edge of plank, nails along edges of plank to stagger nails along opposite edge of same plank. * All 30d galvanized nails in asphalt plank to be barbed.

Based on 8'x6'0" Size Piles
 * Based on 8'x6'0" Size Piles
 † Based on 8'x6'0" Size Piles

BOLTS AND WASHERS FOR ONE SPAN OF SUPERSTRUCTURE

LOCATION	SIZE	19'-0" SPAN		23'-0" SPAN		27'-0" SPAN	
		NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
POSTS TO RAILS	5/8"	8	10"	8	10"	8	10"
POSTS TO WHEEL GUARDS	3/4"	8	14"	8	14"	8	14"
POSTS TO STRINGERS	3/4"	12	16"	12	16"	12	16"
WHEEL GUARDS TO STRINGERS	3/4"	8	38"	8	38"	8	38"
WASHERS, STD. C.I. O.G.	5/8" & 3/4"	12/48		12/48		12/48	
TOTAL WEIGHT		146.0		147.0		200.0	

BOLTS AND WASHERS FOR ONE ABUTMENT

LOCATION	ITEM	SIZE	NO.	LENGTH	WT EACH	TOTAL WT.
POSTS TO RAILS	BOLTS	5/8"	3	11"	1.16 LBS.	3.4 LBS.
POSTS TO BULKHEAD TO CAP	BOLTS	3/4"	2	2 1/2"	3.32 LBS.	6.6 LBS.
POSTS TO STRINGERS	BOLTS	3/4"	4	16"	2.36 LBS.	9.4 LBS.
POSTS TO WHEEL GUARDS	BOLTS	3/4"	2	14"	2.12 LBS.	4.2 LBS.
WHEEL GUARDS TO STRINGERS	BOLTS	3/4"	2	38"	5.00 LBS.	10.0 LBS.
TIMBER HEADER TO STRINGERS	LAG SCREWS	5/8"	15	16"	1.36 LBS.	20.4 LBS.
WASHERS, STD. C.I. O.G.	WASHERS	5/8" & 3/4"	18	18" O.T.S.	1.25 LBS.	22.5 LBS.
CAPS TO PILES	DRIFT BOLTS	3/4"	3	24"	3.00 LBS.	9.0 LBS.
TOTAL WEIGHT						113.0 LBS.

BOLTS AND WASHERS FOR ONE WING

LOCATION	ITEM	SIZE	NO.	LENGTH	WT EACH	TOTAL WT.
POSTS TO RAILS	BOLTS	5/8"	3	11"	1.16 LBS.	3.4 LBS.
POSTS TO PILES	BOLTS	3/4"	6	20"	2.84 LBS.	17.0 LBS.
PILES TO CURB PLANK	BOLTS	3/4"	3	18"	1.74 LBS.	5.2 LBS.
WASHERS, STD. C.I. O.G.	WASHERS	5/8" & 3/4"	12	12" O.T.S.	1.25 LBS.	15.0 LBS.
TOTAL WEIGHT						50.0 LBS.

STRUCTURAL STEEL FOR ONE ABUTMENT

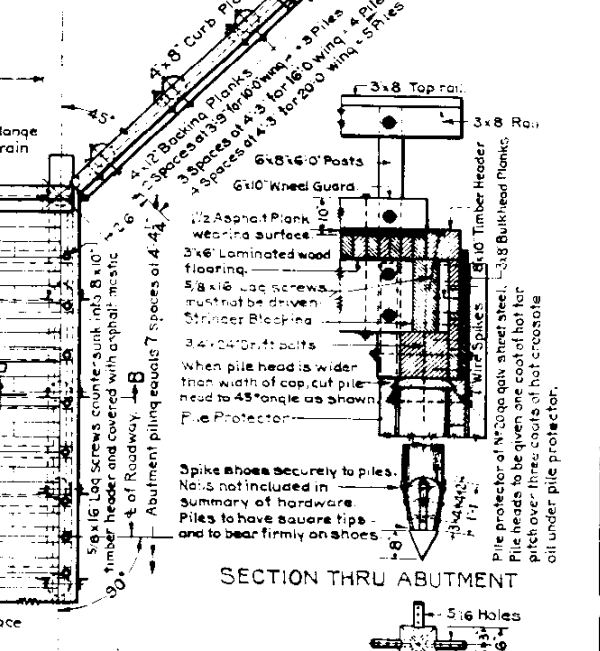
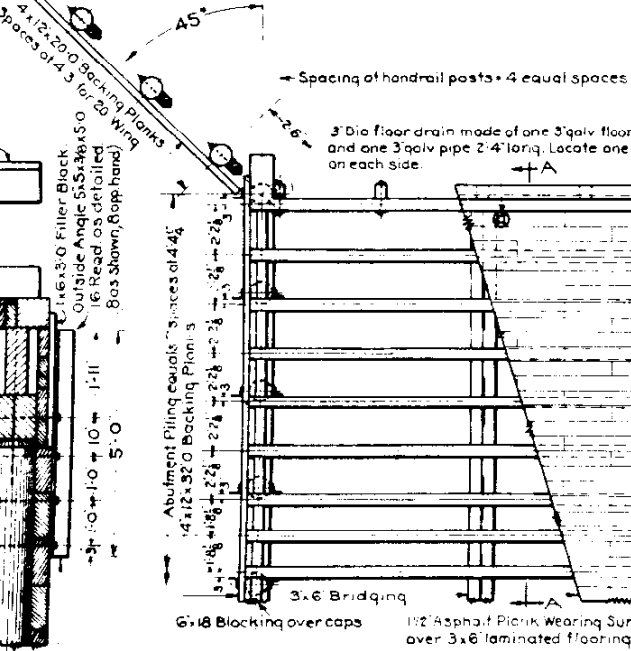
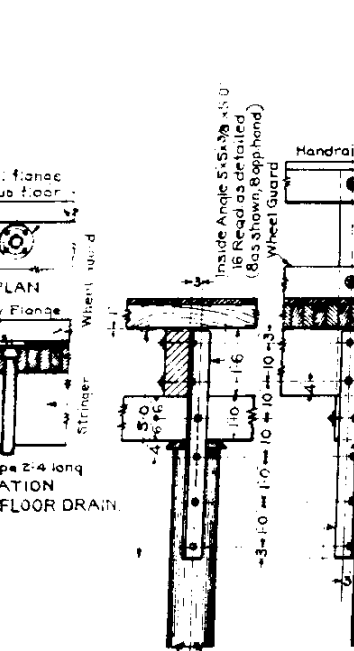
ITEM	QUANTITY	WEIGHT
OUTSIDE CONNECTION ANGLES	8 PCS. 5x5x3/8x5'0"	492 LBS.
INSIDE CONNECTION ANGLES	8 PCS. 5x5x3/8x5'0"	492 LBS.
BOLTS FOR CONNECTION ANGLES	30 PCS. 3/4"x15" GALV.	82 LBS.
BOLTS FOR CONNECTION ANGLES	12 PCS. 3/4"x9" GALV.	19 LBS.
WASHERS, STD. C.I. O.G.	12 PCS. 3/4" DIA. GALV.	15 LBS.
TOTAL WEIGHT		1115 LBS.

1/2" 7" ADDITIONAL FOR OVERRUN

See bill of material for number of backing planks required.

STRINGER BLOCKING FOR ONE ABUTMENT.

12 Pieces 6x18x1 1/8"
 2 Pieces 6x18x1 1/2"



Abutment piling caps to be spaced at 4'-4"

SECTION THRU ABUTMENT

NAILS

LOCATION	ITEM	19'-0" SPAN	23'-0" SPAN	27'-0" SPAN
ONE SPAN OF SUPERSTRUCTURE	300 COMMON	25 LBS.	30 LBS.	35 LBS.
	300 GALV. BARBED	25 LBS.	30 LBS.	35 LBS.
ONE ABUTMENT	400 COMMON	15 LBS.	15 LBS.	22 LBS.
	7 WIRE SPIKES	5 LBS.	5 LBS.	5 LBS.
ONE WING	400 COMMON	1 LBS.	40 LBS.	5 LBS.
	7 WIRE SPIKES	1 LBS.	17 LBS.	1 LBS.
	400 COMMON	1 LBS.	1 LBS.	1 LBS.
	7 WIRE SPIKES	1 LBS.	1 LBS.	1 LBS.

SUMMARY FOR HARDWARE

ITEM	QUANTITY	WEIGHT
1 SPAN	AT	47 LBS. PER SPAN
2 ABUTMENTS	AT	113 LBS. PER ABUTMENT
4 WINGS	AT	50 LBS. PER WING
TOTAL WEIGHT		578 LBS.

SUMMARY OF QUANTITIES

ITEM	QUANTITY	WEIGHT
1 SPAN	LBS.	30
2 ABUTMENTS	LBS.	150
4 WINGS	LBS.	209
TOTAL WEIGHT	LBS.	390

STRUCTURAL EXCAVATION

ITEM	QUANTITY	WEIGHT
ITEM 14c DRY ROCK		5 CU. YDS.
ITEM 14b DRY COMMON		30 CU. YDS.
ITEM 14c WET ROCK		5 CU. YDS.
ITEM 14d WET COMMON		30 CU. YDS.

ITEM 42a UNTREATED BRIDGE TIMBER

ITEM	QUANTITY	WEIGHT
1 SPAN	AT	3/2 BD. FT. EACH = 3/2 BD. FT.
2 ABUTMENTS	AT	48 BD. FT. EACH = 96 BD. FT.
4 WINGS	AT	88 BD. FT. EACH = 352 BD. FT.
TOTAL		744 BD. FT.

ITEM 42b TREATED BRIDGE TIMBER

ITEM	QUANTITY	WEIGHT
1 SPAN	AT	802 BD. FT. EACH = 802 BD. FT.
2 ABUTMENTS	AT	2372 BD. FT. EACH = 4744 BD. FT.
4 WINGS	AT	1272 BD. FT. EACH = 5088 BD. FT.
TOTAL		11636 BD. FT.

ITEM 43 ASPHALT PLANK WEARING SURFACE

ITEM	QUANTITY	WEIGHT
1 SPAN	AT	667 SQ. FT. EACH = 667 SQ. FT.

ITEM 60a PILING-TREATED

ITEM	QUANTITY	WEIGHT
2 ABUTMENTS	AT	224 LIN. FT. EACH = 448 LIN. FT.
4 WINGS	AT	150 LIN. FT. EACH = 600 LIN. FT.
TOTAL		1048 LIN. FT.

ITEM 60b METAL PILE SHOES

ITEM	QUANTITY	WEIGHT
SHOES	AT	35 LBS. EACH = 35 LBS.

ITEM 69b DRAIN PIPE

ITEM	QUANTITY	WEIGHT
2 PIECES 3" DIA. GALV. PIPE 2'-4" LONG WITH ONE 3" GALV. FLANGE ON EACH PIPE		
1 SPAN	AT	2 COMPLETE PER SPAN = 2 PIECES

ITEM 48 STRUCTURAL STEEL

ITEM	QUANTITY	WEIGHT
2 ABUTMENTS	AT	1115 LBS. EACH = 2230 LBS.

ITEM 11c REMOVAL OF I-STRUCTURE

ITEM	QUANTITY	WEIGHT
ITEM 11c REMOVAL OF I-STRUCTURE		LUMPSUM

ONE SPAN OF SUPERSTRUCTURE

DESCRIPTION	SIZE	19'-0" SPAN		23'-0" SPAN		27'-0" SPAN	
		NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
HANDRAILS S4S	3x8	4	20'-0"	4	24'-0"	4	28'-0"
HANDRAIL POSTS S4S	6x8	6	5'-0"	6	5'-0"	6	5'-0"
TOTAL UNTREATED TIMBER		280 BD. FT.		312 BD. FT.		344 BD. FT.	

TREATED TIMBER

DESCRIPTION	SIZE	19'-0" SPAN	23'-0" SPAN	27'-0" SPAN
FLOORING S4S	3x6	87	106	127
BRIDGING	3x6	4	5	6
WHEEL GUARDS	6x10	2	2	2

ONE ABUTMENT

DESCRIPTION	SIZE	19'-0" SPAN	23'-0" SPAN	27'-0" SPAN
HANDRAIL POSTS S4S	3x4	2	2	2
TOTAL UNTREATED TIMBER		48 BD. FT.	48 BD. FT.	48 BD. FT.

TREATED TIMBER

DESCRIPTION	SIZE	19'-0" SPAN	23'-0" SPAN	27'-0" SPAN
FILLER BLOCKS	1x6x3	8	8	8
TIMBER HEADER	1x6x3	1	1	1
CAP	1x6x3	1	1	1
BULKHEAD PLANKS	3x8	4	4	4
BACKING PLANKS	4x12	10	10	10
STRINGER BLOCKING	12x3	1	1	1
STRINGER BLOCKING	12x3	1	1	1
TOTAL TREATED TIMBER		257 BD. FT.	257 BD. FT.	257 BD. FT.

ONE WING

DESCRIPTION	SIZE	19'-0" SPAN	23'-0" SPAN	27'-0" SPAN
HANDRAILS S4S	3x8	1	1	1
HANDRAIL POSTS S4S	6x8	3	3	3
TOTAL UNTREATED TIMBER		84	84	84

TREATED TIMBER

DESCRIPTION	SIZE	19'-0" SPAN	23'-0" SPAN	27'-0" SPAN
CURB PLANKS	4x8	1	1	1
BACKING PLANKS	4x12	1	1	1
TOTAL TREATED TIMBER		172	172	172

PILING-TREATED 8 PIECES AT 28 LIN. FT. EACH = 224 LIN. FT.

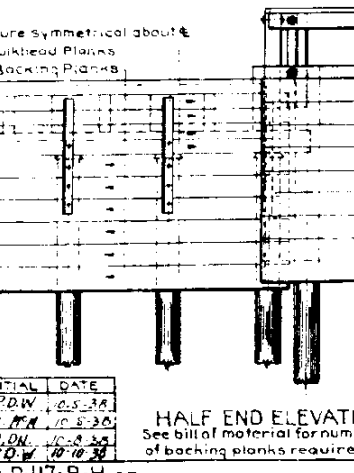
GENERAL NOTES

All work shall be done according to the Standard Specifications of the Colorado State Highway Department, Adopted June 1-1937.
 All caps must be surfaced on vertical grain face.
 All timber and piling shall be treated or untreated as shown in bills of material.
 All caps shall be edged to an even depth before treatment. The ends of all stringers shall be dapped on one edge before treatment, to obtain an even depth over caps.
 All cut surfaces or bored holes in treated timber or piles shall be thoroughly saturated with hot creosote oil.
 All piling supporting caps shall be covered with galvanized pile protectors as specified, all other piling tops shall be saturated with hot creosote oil and covered with a thick layer of heavy asphalt or tar.
 All handrailing must be staggered with joints in side rail.
 All handrailing and posts above the wheel guards shall be painted white and all handrail posts below the top of wheel guards shall be painted black as specified.
 All bolts more than 12 inches long must be threaded not less than 4 inches.
 Bolts in the finished structure shall not project more than one half inch beyond the nut.
 All bolts must have Std. C.I. O.G. or Malleable Cast Washers under each head and nut.
 Bolt lengths are calculated assuming C.I. O.G. washers will be used.
 The contractor is cautioned to check bolt lengths before ordering because of variations in thickness of lumber and piling.
 The entire exposed surface of all untreated timber shall be painted one coat as specified immediately after the material is delivered to the project.
 Before placing handrailing the contact surfacing shall receive the second coat of paint.
 When contractor is permitted to drill holes to facilitate pile driving, these holes must be drilled to piling will stand in vertical position after final driving.
 Bid price for asphalt plank include galvanized barbed nails and necessary asphalt mop.
 All hardware to be galvanized. Weights of hardware as shown are for ungalvanized material.
 All necessary blocking for swaybracing shall be treated timber.

PLAN OF PILE SHOE CAST IRON



DETAIL OF CONNECTION ANGLES



HALF END ELEVATION
 See bill of material for number of backing planks required

STRUCTURE REQUIRED

1 SPAN AT 23'-0"

LOADING DATA

LIVE LOAD: A.A.S.H.O. 1935 CLASS 'A' (H16)
 DEAD LOAD: Assumes 25 lbs. per sq. ft. additional wearing surface. This includes 1 1/2" asphalt plank wearing surface.

COLORADO STATE HIGHWAY DEPARTMENT

TREATED TIMBER PILE TRESTLE WITH LAMINATED FLOOR AND 1 1/2" ASPHALT PLANK WEARING SURFACE 29'0" CLEAR ROADWAY
 Address: PIGEON CREEK
 Sta. 973+32 to 973+56
 Near Rifle, Sec. 4 T. 8 N. 24 W.

Designed by AGK
 Made by AGK
 Check Design WHL
 Check Detail HSD

Approved by *Ed Bailey*
 Bridge Engineer
 Date: Dec. 10, 1934

STRUCTURE NO. F-5-G

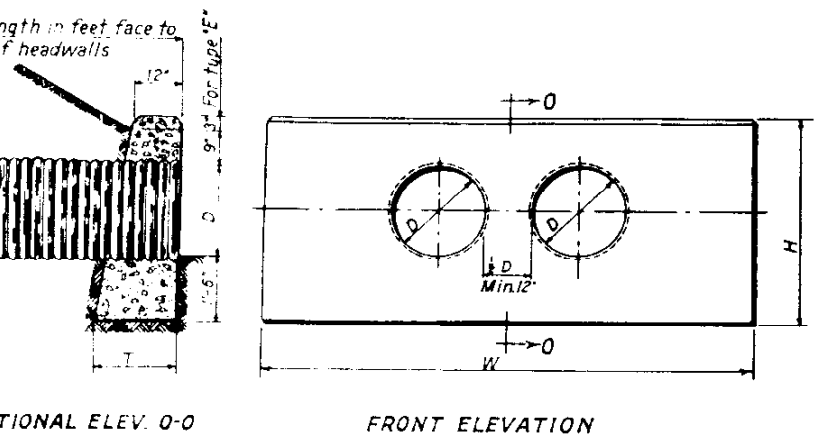
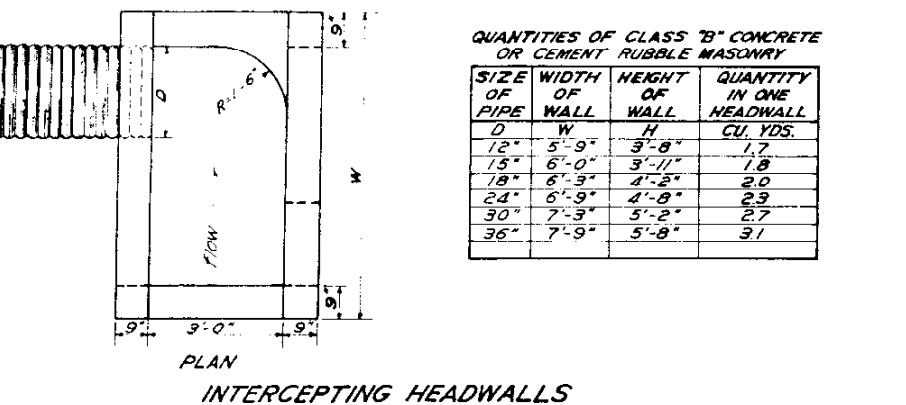
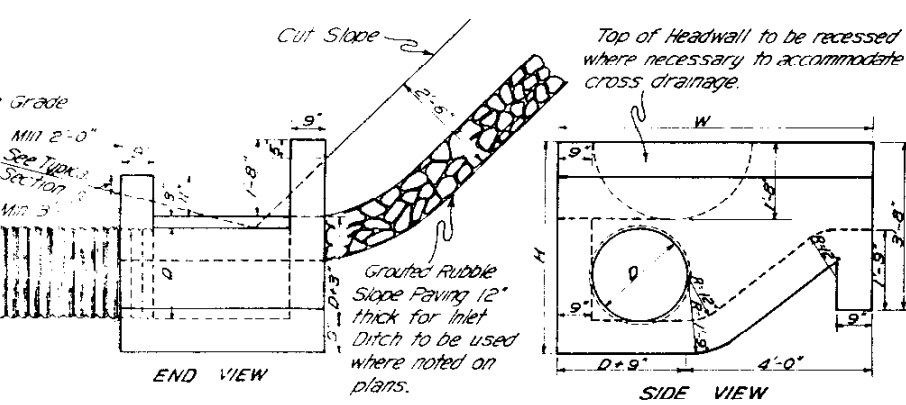


TABLE OF DIMENSIONS & QUANTITIES FOR DOUBLE CORRUGATED METAL PIPE CULVERT & HEADWALLS

W	H	T	CL. B CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE	CEMENT RUBBLE MASONRY
7'-6"	3'-9"	1'-6"	2.4 CU. YDS.	16 GAGE	2 XL = LIN. FT.
8'-6"	4'-0"	1'-7"	3.0 DO	16 DO	L = DO
10'-6"	4'-6"	1'-10"	4.4 DO	14 DO	2 XL = DO
12'-0"	5'-0"	2'-0"	6.1 DO	14 DO	2 XL = DO
13'-0"	5'-6"	2'-3"	8.7 DO	12 DO	2 XL = DO
17'-3"	6'-0"	2'-5"	10.8 DO	10 DO	2 XL = DO
19'-6"	6'-6"	2'-7"	13.6 DO	10 DO	2 XL = DO

STANDARD HEADWALLS FOR DOUBLE CORR. METAL PIPE CULV'S.



QUANTITIES OF CLASS "B" CONCRETE OR CEMENT RUBBLE MASONRY

SIZE OF PIPE	WIDTH OF WALL	HEIGHT OF WALL	QUANTITY IN ONE HEADWALL
12"	5'-9"	3'-8"	1.7
15"	6'-0"	3'-11"	1.8
18"	6'-3"	4'-2"	2.0
24"	6'-9"	4'-8"	2.3
30"	7'-3"	5'-2"	2.7
36"	7'-9"	5'-8"	3.1

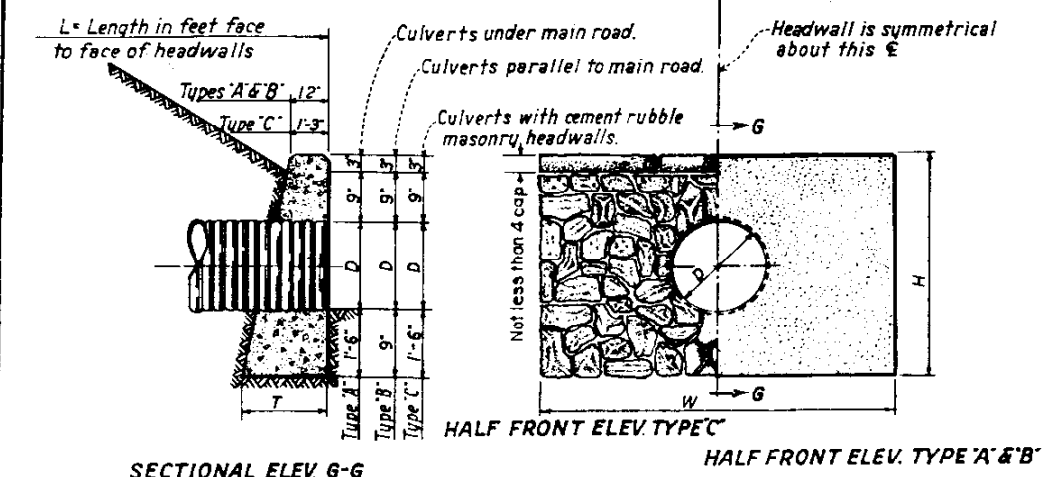
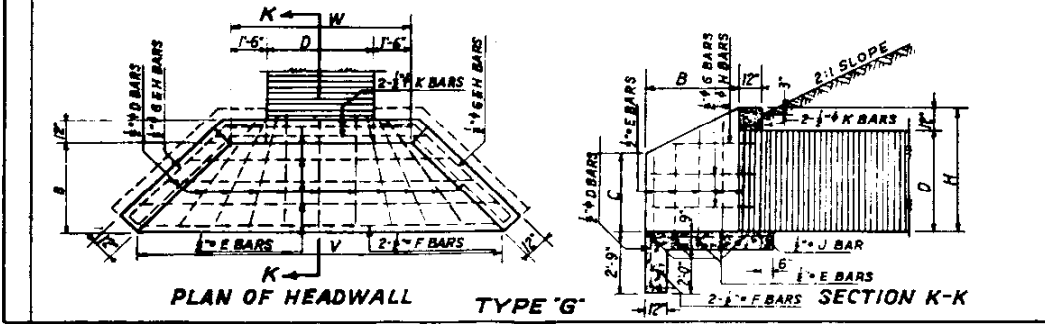


TABLE OF DIMENSIONS & QUANTITIES FOR CORRUGATED METAL PIPE CULVERTS & HEADWALLS

D	W	H	T	CL. B CONCRETE FOR 2 HEADWALLS	CORRUGATED METAL PIPE	CEMENT RUBBLE MASONRY
12"	4'-6"	3'-6"	1'-5"	1.4 CU. YDS.	16 GAGE	L = LIN. FT.
15"	5'-3"	3'-9"	1'-6"	1.8 DO	L = DO	
18"	6'-0"	4'-0"	1'-7"	2.2 DO	L = DO	
24"	7'-6"	4'-6"	1'-10"	3.3 DO	L = DO	
30"	9'-0"	5'-0"	2'-0"	4.5 DO	L = DO	
36"	10'-6"	5'-6"	2'-3"	6.0 DO	L = DO	
42"	12'-0"	6'-0"	2'-5"	8.0 DO	L = DO	
48"	13'-6"	6'-6"	2'-7"	10.0 DO	L = DO	

BAR LIST FOR TYPE "G"

DIAMETER OF PIPE	54"	60"	66"	72"	78"	84"	BENDING DIAGRAM
D BARS 1/4"	SPACING 18"	18"	18"	18"	18"	18"	D = 1'-2"
E BARS 1/2"	NUMBER 11	11	11	12	12	12	
F BARS 1/2"	LENGTH 7'-7"	7'-7"	7'-7"	8'-7"	8'-7"	8'-7"	



STD. HEADWALLS FOR CORRUGATED METAL PIPE CULVERTS

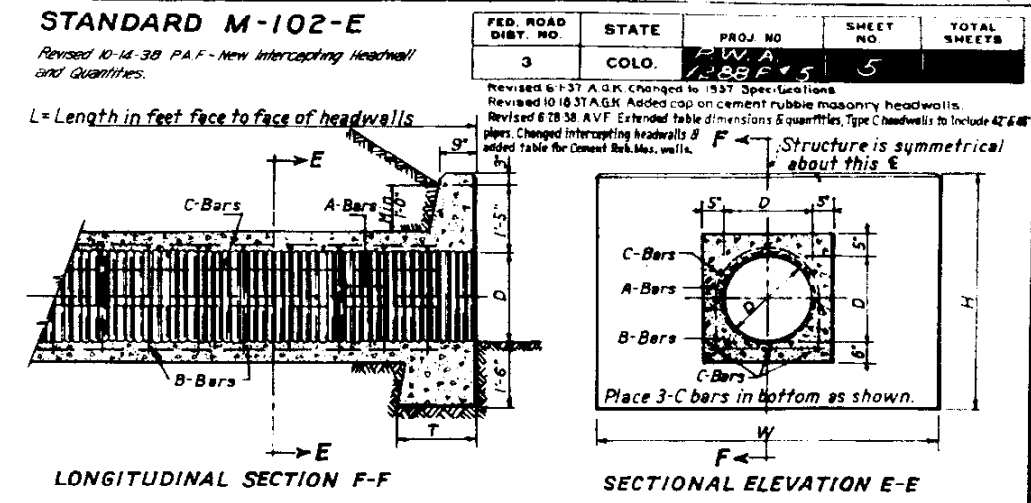
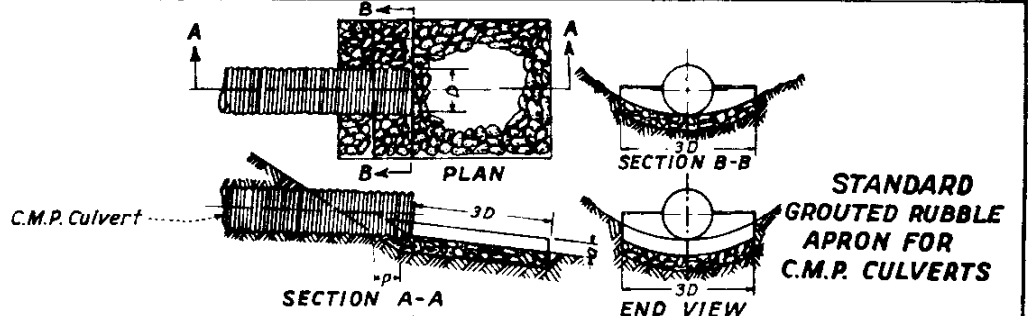


TABLE OF DIMENSIONS AND QUANTITIES FOR INCASED PIPE CULVERTS

Diameter of pipe	D	12"	15"	18"	24"	30"	BENDING DIAGRAM
Width of headwall	W	4'-6"	5'-3"	6'-0"	7'-6"	9'-0"	D = 4"
Height of headwall	H	4'-2"	4'-5"	4'-8"	5'-2"	5'-8"	
Width of headwall base	T	1'-7"	1'-8"	1'-9"	2'-0"	2'-3"	

ITEM DESCRIPTION UNIT

46B	Concrete Class "A"	* Cu. Yds.	1.4+0.10/L	1.6+0.12/L	2.2+0.14/L	3.2+0.19/L	4.5+0.23/L
47	Reinforcing Steel	Lbs.	18.96L-16.20W	11.91L-11.2W	11.865L-11.8W	13.195L-12.8W	14.905L-13.4W
53	Galv. Corr. Metal Pipe	Lin. Ft.	L	L	L	L	L



SQUARE YARDS GROUDED RUBBLE SLOPE & DITCH PAVING "1 FOOT THICK"

FILL	D	15"	18"	24"	30"	36"	42"	48"	54"	60"	66"	72"	78"	84"
SLOPE	5:1	7:1	9:1	12:1	12:1	12:1	12:1	12:1	12:1	12:1	12:1	12:1	12:1	12:1
DITCH	1 1/2' x 1'	2'-0" x 3'	3'-0" x 4'	4'-0" x 5'	5'-0" x 6'	6'-0" x 7'	7'-0" x 8'	8'-0" x 9'	9'-0" x 10'	10'-0" x 11'	11'-0" x 12'	12'-0" x 13'	13'-0" x 14'	14'-0" x 15'

GENERAL NOTES FOR ALL STRUCTURES

All work shall be done according to the standard specifications of the Colorado State Highway Department, adopted June 1, 1937.

All concrete shall be class "A" except types A & B, which shall be class "B".

All exposed surfaces shall be rubbed free of form marks.

All exposed corners shall be beveled 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 deformed.

All reinforcing bars shall be tagged with the station number & letter designation.

Secondary bars when spliced shall be given a lap of 50 diameters.

Main bars shall not be spliced.

Minimum fill over top of culverts shall be 1'-0".

When culvert is skewed, headwalls shall be placed parallel to E of roadway.

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 and Checked by *W.M.W.* Approved by *Ed. Bailey* Bridge Engineer

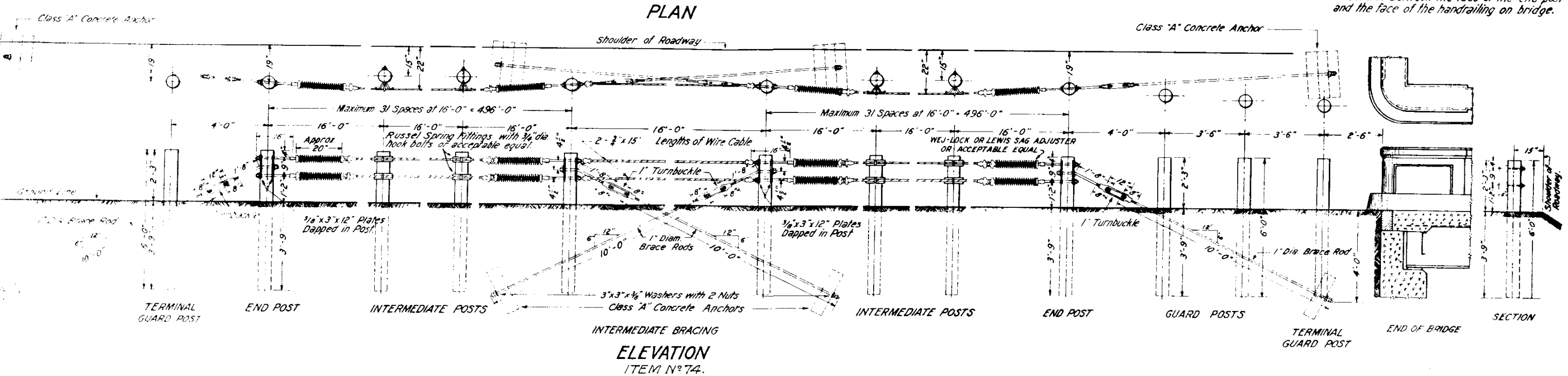
Made by *L.S.-A.V.R.* Date: *April 27, 1937.*

STANDARD M-20-B

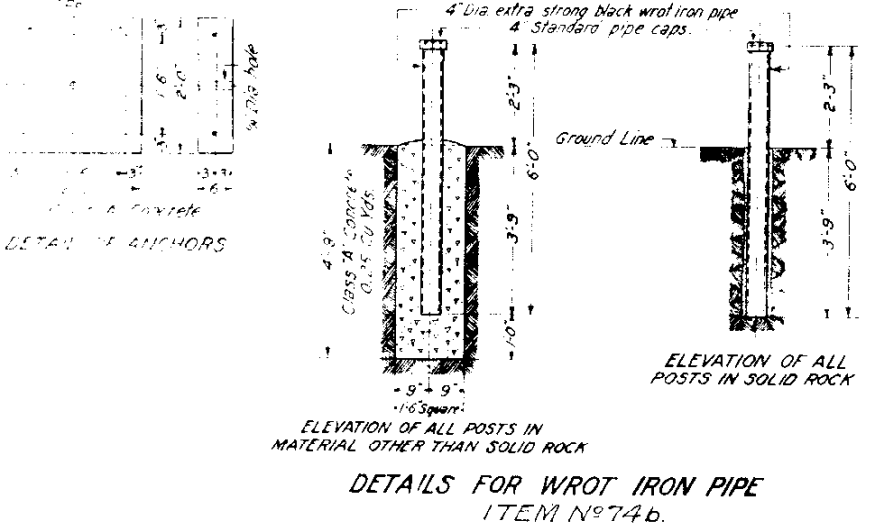
REVISIONS
 REV. 2-18-37, E.L.V. NOTES ON BRIDGE & SIDEWALK
 REV. 6-1-37, A.O.K. (1937 Specifications)
 REV. 3-25-38, A.G.K. Added paint note for W.I. posts.

FED. ROAD DIST. NO.	STATE	R.W.A.	SHEET NO.	TOTAL SHEETS
3	COLO.	1288F'5	7	

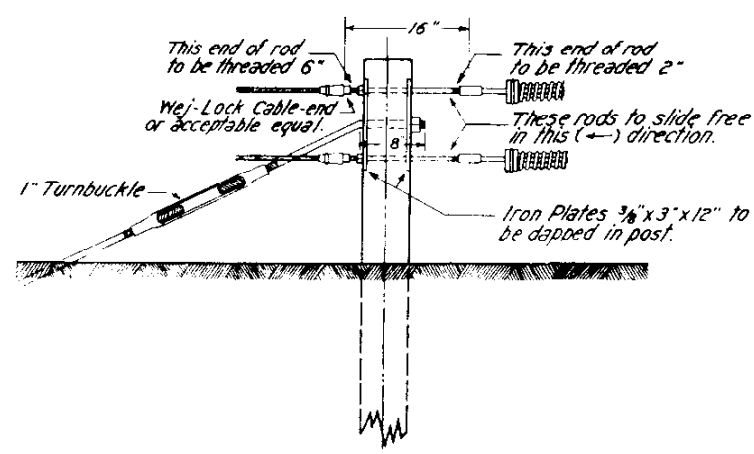
NOTE: The 3 guard posts between the End Post and the end of bridge railings shall be so placed that the faces of the posts are in a direct line between the face of the end post and the face of the handrailing on bridge.



Note!
 All wrought iron posts shall have one shop coat, red lead, and two coats aluminum as specified under item N° 41.
 NOTE: 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 WROUGHT IRON PIPE
 ITEM N° 74b.



SIDE VIEW OF POST AT
 INTERMEDIATE BRACING

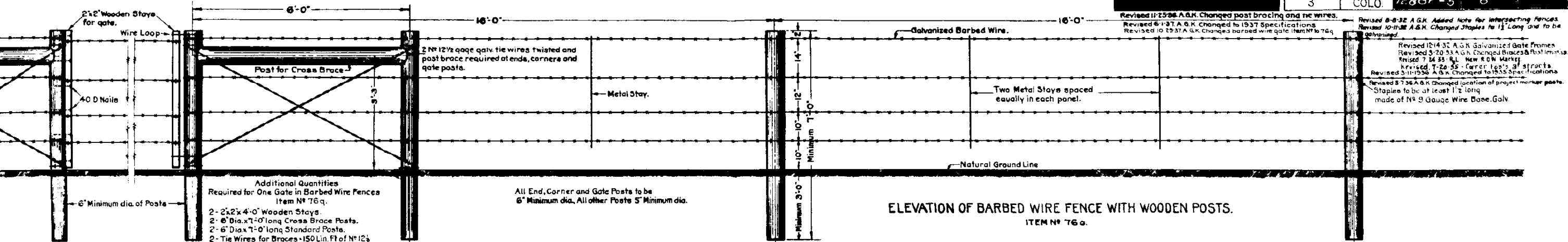
GENERAL NOTES

All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, adopted June 1-1937.
 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.
 All wood posts shall be made from seasoned, straight, sound Lodge Pole Pine, Southern Yellow Pine, or West Coast Douglas Fir.
 No section of wood posts shall be less than 6" diameter.
 All wood posts shall be entirely peeled and shaved, thoroughly seasoned and dry, with square tops and all holes to be drilled 1/2" 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- 400ft. Temp. 40° F; (4x6x 1/2)+1 = 13 1/2".
 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.

COLORADO
 STATE HIGHWAY DEPARTMENT
STANDARD
 WIRE CABLE GUARD
 FENCE

Designed by R.E.L.
 Made by P.B.B.
 Checked by

Approved by
 W.H. Marshall
 Date May 5, 1937



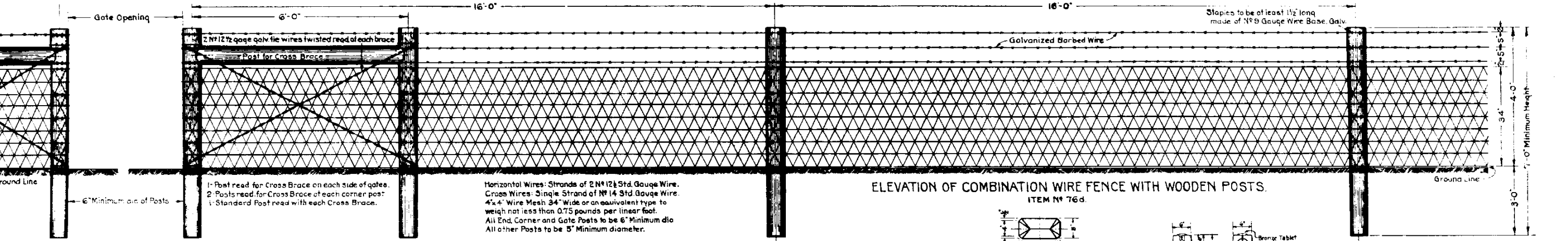
ELEVATION OF BARBED WIRE FENCE WITH WOODEN POSTS. ITEM # 76 a.

Additional Quantities Required for One Gate in Barbed Wire Fences Item # 76 a.

- 2 - 2x2x4-0' Wooden Stays.
- 2 - 6' Dia. x 7-0' long Cross Brace Posts.
- 2 - 6' Dia. x 7-0' long Standard Posts.
- 2 - Tie Wires for Braces - 150 Lin. Ft. of #12 1/2 Gauge Wire.
- 6 - 40 D. Common Nails.

All End, Corner and Gate Posts to be 6" Minimum dia. All other Posts 5" Minimum dia.

Revised 11-25-36 A.G.K. Changed post bracing and tie wires.
 Revised 6-1-37 A.G.K. Changed to 1937 Specifications.
 Revised 10-23-37 A.G.K. Changed barbed wire gate item # 76 a.
 Revised 8-8-32 A.G.K. Added note for intersecting fences.
 Revised 10-11-32 A.G.K. Changed Staples to 1 1/2" Long and to be galvanized.
 Revised 12-14-32 A.G.K. Galvanized Gate Frames.
 Revised 3-20-33 A.G.K. Changed Braces & Postlets.
 Revised 7-24-33 A.G.K. New # 8 W. Marker.
 Revised 7-26-35 A.G.K. Corner Posts & Brackets.
 Revised 3-11-35 A.G.K. Changed to 1935 Specifications.
 Revised 3-7-36 A.G.K. Changed location of project marker posts.
 Staples to be at least 1 1/2" long made of # 9 Gauge Wire Base Galv.

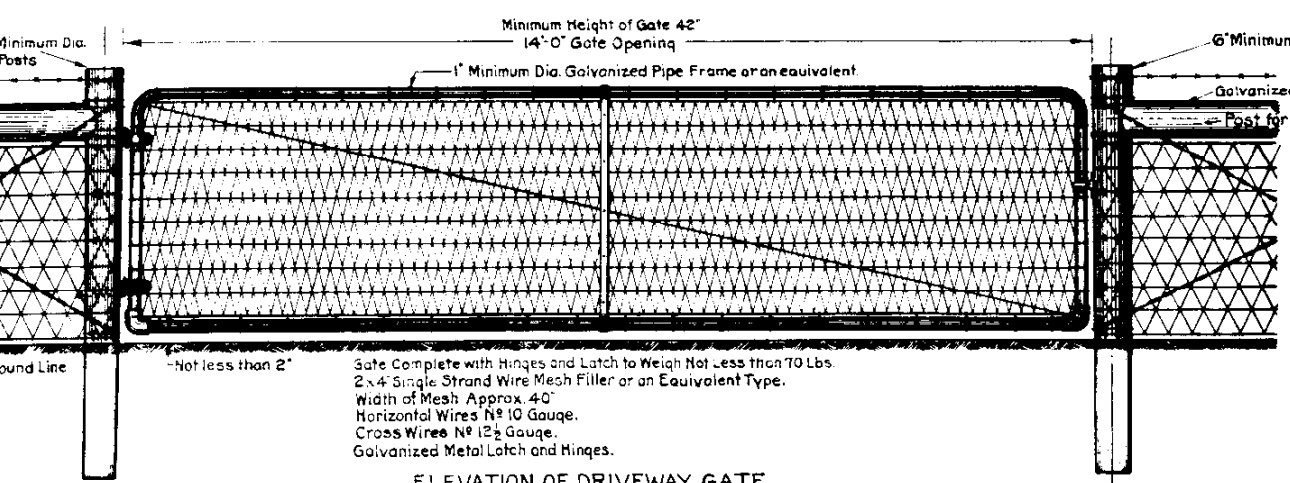


ELEVATION OF COMBINATION WIRE FENCE WITH WOODEN POSTS. ITEM # 76 d.

1 - Post read for Cross Brace on each side of gates.
 2 - Posts read for Cross Brace of each corner post.
 1 - Standard Post read with each Cross Brace.

Horizontal Wires: Strands of 2 # 12 1/2 Std. Gauge Wire.
 Cross Wires: Single Strand of # 14 Std. Gauge Wire.
 4' x 4' Wire Mesh 3/4" wide or an equivalent type to weigh not less than 0.75 pounds per linear foot.
 All End, Corner and Gate Posts to be 6" Minimum dia.
 All other Posts to be 5" Minimum diameter.

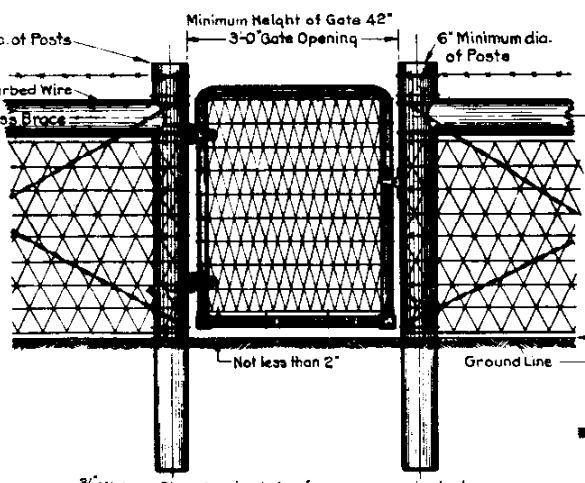
Staples to be at least 1 1/2" long made of # 9 Gauge Wire Base Galv.



ELEVATION OF DRIVEWAY GATE. ITEM # 76 h.

GENERAL NOTES FOR WIRE FENCES.

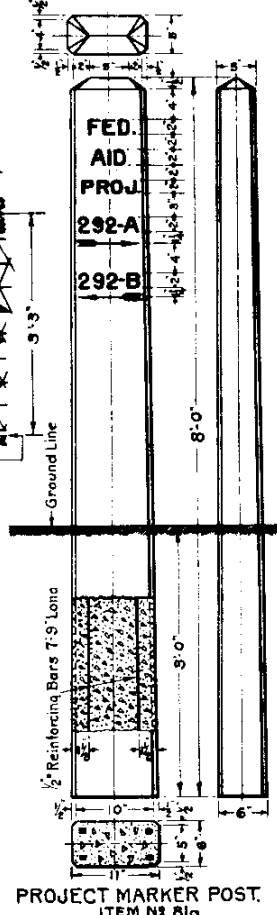
All work shall be done in accordance with the Standard Specifications of the Colorado State Highway Department, Adopted June 1-1937.
 Barbed Wire shall be of Standard Make, not lighter than # 12 1/2 Gauge, Galvanized and with Two Point Barbs spaced not more than 5" apart.
 Wire Mesh must be galvanized and not lighter than shown and noted on this plan.
 Wire Mesh used in Driveway Gates shall be painted with an approved waterproof asphalt or mineral paint.
 Staples shall be at least 1 1/2" long, made of # 9 Gauge Wire Base Galv., 8 staples read per post for barbed wire fence and 14 Staples per post for Combination Wire Fence.
 All wooden posts shall be made from seasoned, straight, sound Lodgepole or Southern Yellow Pine, peeled, and tops sawed off square before pressure treatment, as provided in the Specifications.
 Cross Braces, Brace Posts and Tie Wires are to be used at all places where intersecting fences are encountered.
 Cross Braces to be securely nailed with 4-40d. nails at each post.



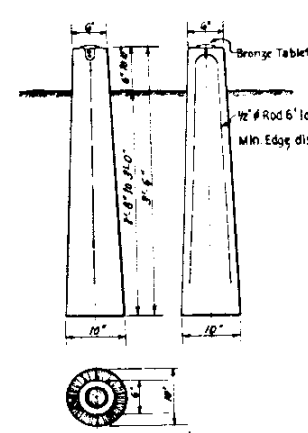
ELEVATION OF WALK GATE. ITEM # 76 i.

Four Corner Posts (with Brace and supplemental Posts) and four Endposts shall be used at each Structure over 4' x 4' in size and fence turned in and ended at Wings.

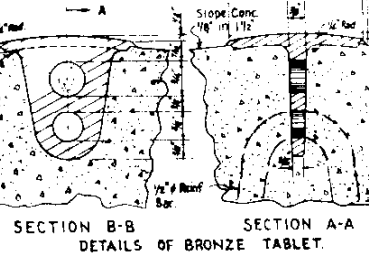
3/4" Minimum Dia. galvanized pipe frame or an equivalent.
 Gate Complete with Hinges and Latch to Weigh Not Less than 19 Lbs.
 2' x 4' Single Strand Wire Mesh Filler or an Equivalent Type.
 Width of Mesh Approx. 40"
 Horizontal Wires # 10 Gauge.
 Cross Wires # 12 1/2 Gauge.
 Galvanized Metal Latch and Hinges.



PROJECT MARKER POST. ITEM # 81 a.



RIGHT OF WAY MARKER POST. ITEM # 81 b.



NOTES FOR PROJECT MARKER POSTS.
 All Letters and Numbers shall be 2" Plain Uppercase Block, Painted or Stenciled on the Concrete with a good quality of Black Paint. See Item # 41 "Second Field Coat-Dark".
 Numbers and arrows shall show the proper numbers and directions of the projects each way from where the post is placed.
 Post is to be set with sign facing the road at the end of the project, two feet inside the R.O.W. line or at a point amply protected from traffic in such a position that the sign will indicate properly the projects to which it refers.
 All work shall be done in accordance with Standard Specifications of the Colorado State Highway Department, adopted June 1-1937.
 Posts shall be made of Class "D" Concrete (Slump 3" to 4") except use White Portland Cement.
 All exposed surfaces shall be rubbed free of form marks.

NOTES FOR ROW MARKER POSTS.
 All work shall be done in accordance with Standard Specifications of the Colorado State Highway Department, adopted June 1-1937.
 All exposed surfaces of the Bronze Tablet are to be ground to a smooth surface.
 All letters are to be depressed a minimum of 1/8 inch.
 Information on the Bronze Tablet indicated by six lines is to be stamped in the field by the engineering party after post is placed, 3/4" letters & figures to be used.
 Posts shall be made of Class "A" Concrete.
 The upper 12 inches of marker shall be rubbed free of form marks, and the top surface of marker must be constructed to drain thoroughly.
 Project Designations on tablets shall be properly shown. Thus: F.A.P. No. for Fed Aid Projs., S.P. No. for State Projs., P.W.A. No. for P.W.A. Projs., etc.

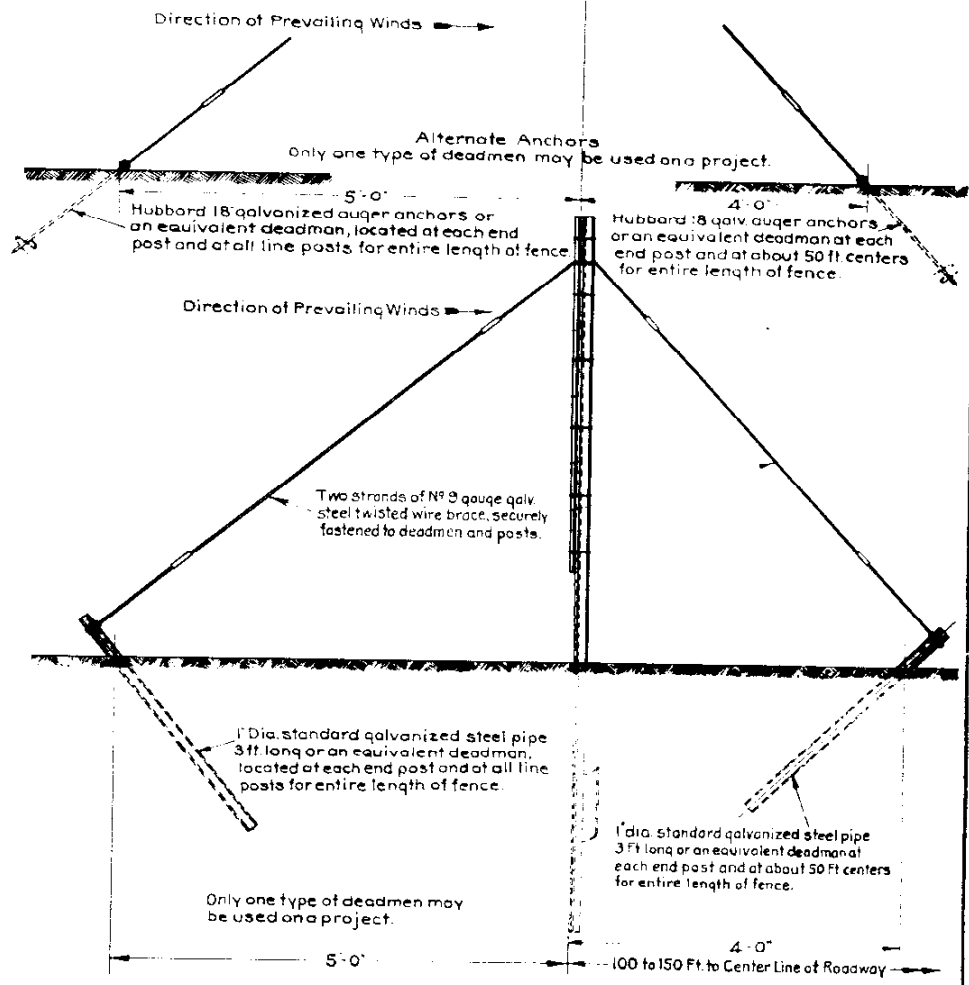
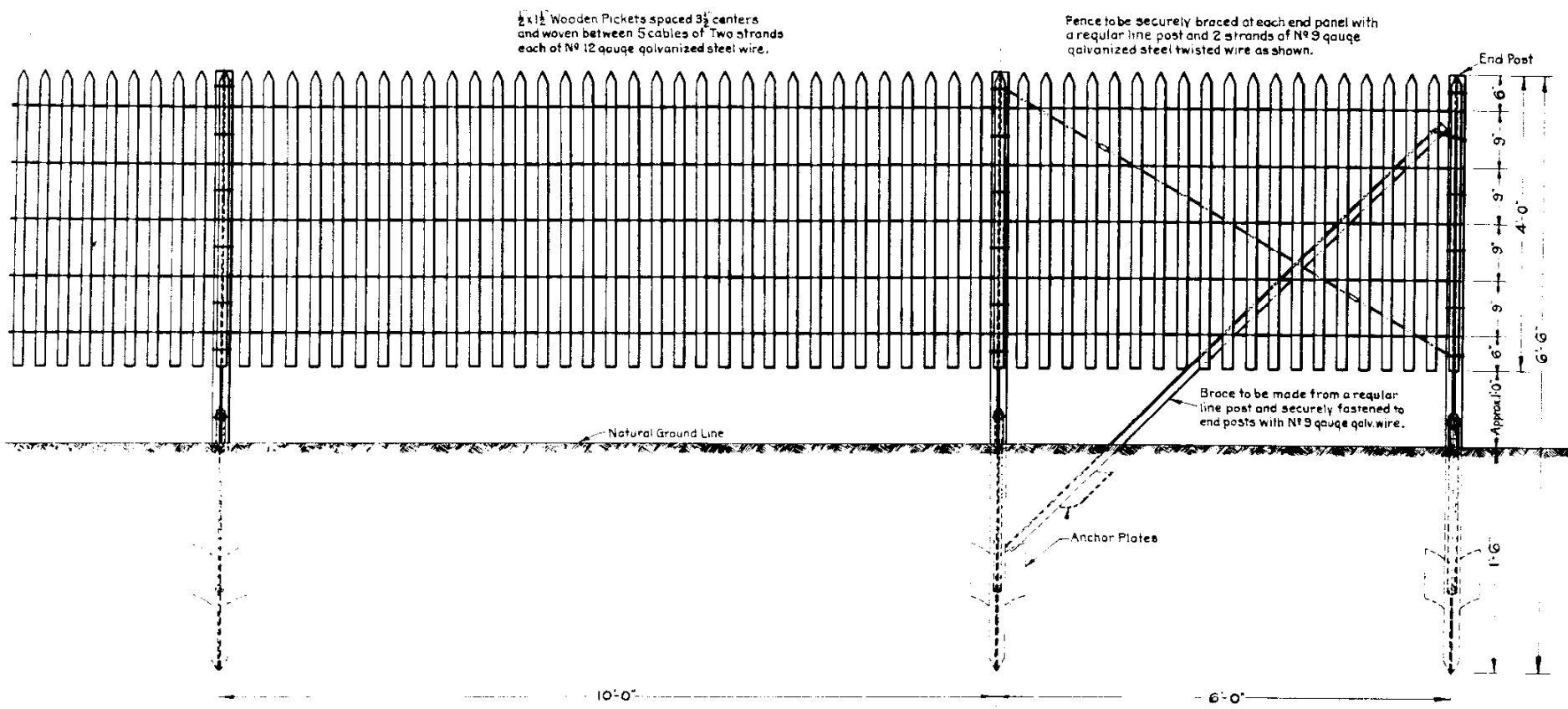
COLORADO STATE HIGHWAY DEPARTMENT
 STANDARD WIRE FENCES - TREATED WOOD POSTS - AND MARKER POSTS

Designed by AGK Approved by P. B. Bentley
 Made by AGK Bridge Engineer
 Checked by G.H.D. Date: Feb. 1 1932.

INITIAL	DATE

FED. ROAD DIST. No.	STATE	P.W.A. PROJ. No.	SHEET No.	TOTAL SHEETS
3	COLOR.	1288F45	9	

Revised 1-15-33 A.G.K. Changed Length of Posts & General Notes
 Revised 3-11-36 A.G.K. Changed to 1935 Specifications.
 Revised 6-1-37 A.G.K. Changed to 1937 Specifications.
 Revised 3-24-38 A.G.K. Added Hubbard auger anchors.

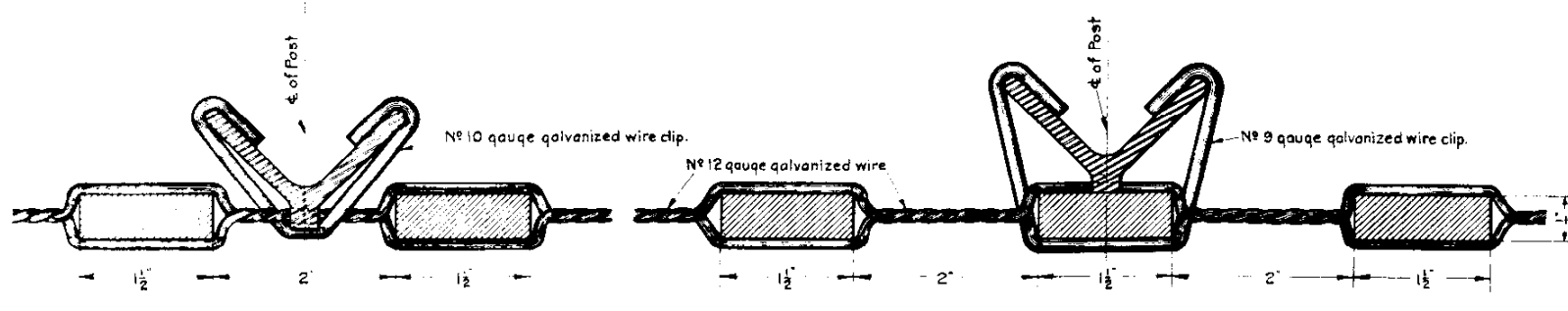


FRONT ELEVATION OF PICKET SNOW FENCE
ITEM No 77

END ELEVATION

GENERAL NOTES

All work shall be done in accordance with the Standard Specifications of The Colorado State Highway Department, Adopted June 1-1937.
 Picket Fence is to be stretched tight and securely fastened to all posts with galvanized clips or No 9 galvanized steel wire.
 All pickets shall be painted with a mineral preservative or brush treated with creosote oil as specified in item No 42 of the specifications.
 All fence posts to be hot dip galvanized and to be manufacturers heavy section type with anchor plates to weigh not less than 2 Lbs. per lin. Ft. Fence posts may be painted with an approved waterproof asphalt or mineral paint in lieu of hot dip galvanized.
 Suitable anchor plates shall be securely riveted or welded to each line post.



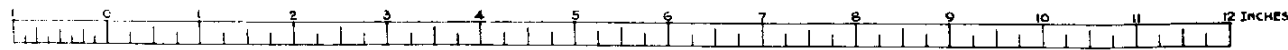
TYPICAL SECTIONS THROUGH SNOW FENCE POST AND PICKETS

Note:
Other sections of steel posts having equal weight and equivalent strength may be used in lieu of this section.

COLORADO STATE HIGHWAY DEPARTMENT
STANDARD PICKET SNOW FENCE WITH STEEL POSTS

Designed by A.G.K. Approved by P.D. Bealey
 Made by A.G.K. Bridge Engineer
 Checked by _____ Date: Dec 2nd 1936

Initials	Date

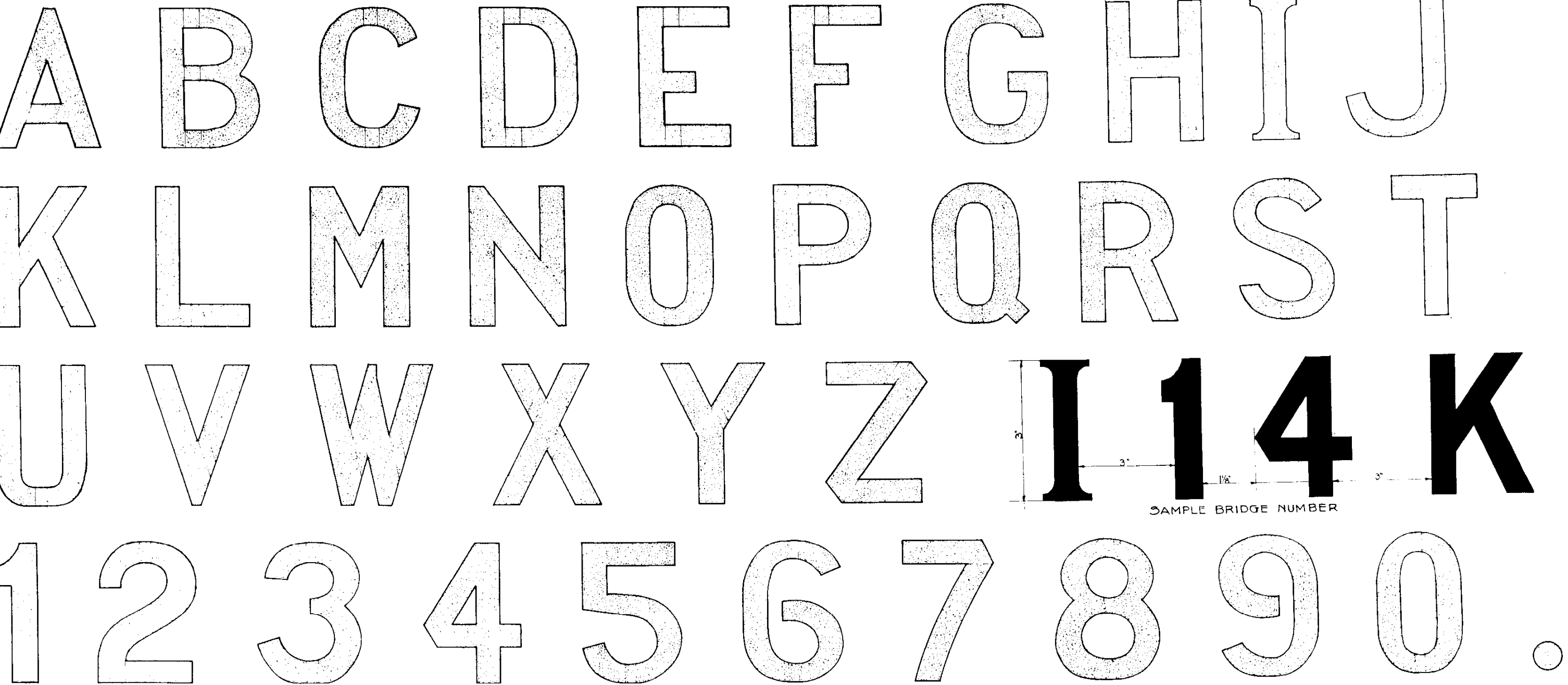


SCALE OF LETTERING

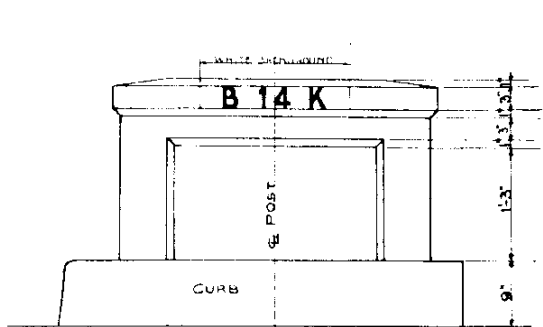
STANDARD M-10-A

FED. ROAD DIST. NO.	STATE	P.W.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	1288F-5	10	

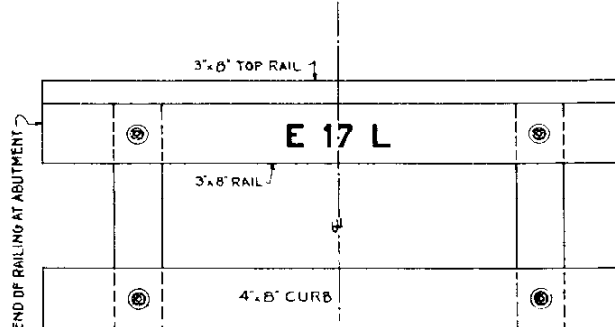
Revised 3-11-1936 A.G.K. Changed to 1935 Specifications. Revised 6-1-37 A.G.K. Changed to 1937 Specifications.



SAMPLE BRIDGE NUMBER



TYPICAL CONCRETE ENDPOST.



TYPICAL TIMBER WING.

GENERAL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT, ADOPTED JUNE 1, 1937.

THE STRUCTURE NUMBER SHALL BE STENCILED ON THE RIGHT HAND SIDE OF EACH BRIDGE END AS SHOWN ON THIS STANDARD AND AS SPECIFIED.

THE CORRECT NUMBER FOR EACH BRIDGE IS SHOWN IN THE LOWER RIGHT HAND CORNER OF THE DETAIL SHEETS FOR THAT PARTICULAR BRIDGE.

THE SIZE, SHAPE AND SPACING OF THE LETTERS AND FIGURES SHALL BE IDENTICAL WITH THE FULL SIZE SHOWN ON THIS SHEET. ADDITIONAL COPIES OF THIS FULL SIZE SHEET CAN BE OBTAINED FROM THE DEPARTMENT WITHOUT CHARGE.

BEFORE STENCILING THE NUMBER ON THE BRIDGE, THE SURFACE MUST BE THOROUGHLY CLEANED. A PROPER WHITE BACKGROUND SHALL BE PAINTED ON CONCRETE SURFACES. ON TIMBER HANDRAILS THE WHITE PAINT USED ON THE BRIDGE WILL BE SATISFACTORY. ON CONCRETE ENDPOSTS THE DRY CONCRETE SURFACE SHALL BE PROPERLY SIZED BEFORE PLACING THE WHITE RECTANGLE, UNLESS AN APPROVED WHITE CONCRETE PAINT IS USED.

TWO COATS OF ACCEPTABLE WHITE PAINT SHALL BE APPLIED TO THE CONCRETE IN A NEAT RECTANGULAR SHAPE AND EXTEND THREE INCHES BEYOND THE LIMITS OF THE STRUCTURE NUMBER.

AFTER THIS WHITE BACKGROUND HAS DRIED SUFFICIENTLY, THE CORRECT STRUCTURE NUMBER SHALL BE CAREFULLY STENCILED ON IT WITH TWO COATS OF STANDARD 'C' SECOND FIELD COAT DARK AS SPECIFIED UNDER ITEM 41 STEEL BRIDGES. THE BRACES OF THE STENCILED LETTERS AND FIGURES SHALL BE CAREFULLY FILLED IN BY HAND TO MAKE SOLID FIGURES. SUFFICIENT TIME BETWEEN SUCCESSIVE COATS SHALL BE ALLOWED TO PERMIT THE PRECEDING COAT TO DRY.

THIS WORK WILL NOT BE PAID FOR AS A SEPARATE ITEM. COMPENSATION SHALL BE INCLUDED IN THE ORIGINAL CONTRACT ITEMS.

COLORADO
STATE HIGHWAY DEPARTMENT
STANDARD STRUCTURE
NUMBER LETTERING.

Across _____
 Sta. _____ Sec. T. R. _____

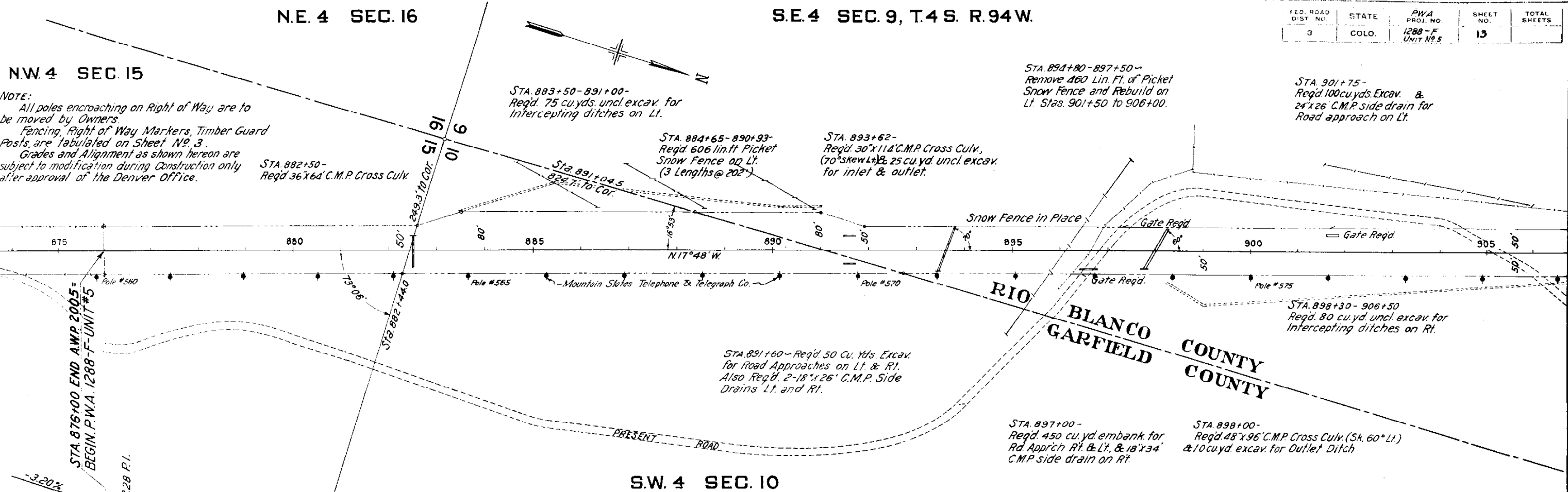
Designed by G.H.D.
 Made by U.H.D.
 Check Design _____
 Check Detail _____

Approved by *Pat Bailey*
 Bridge Engineer
 Date: Feb. 6th 1935.

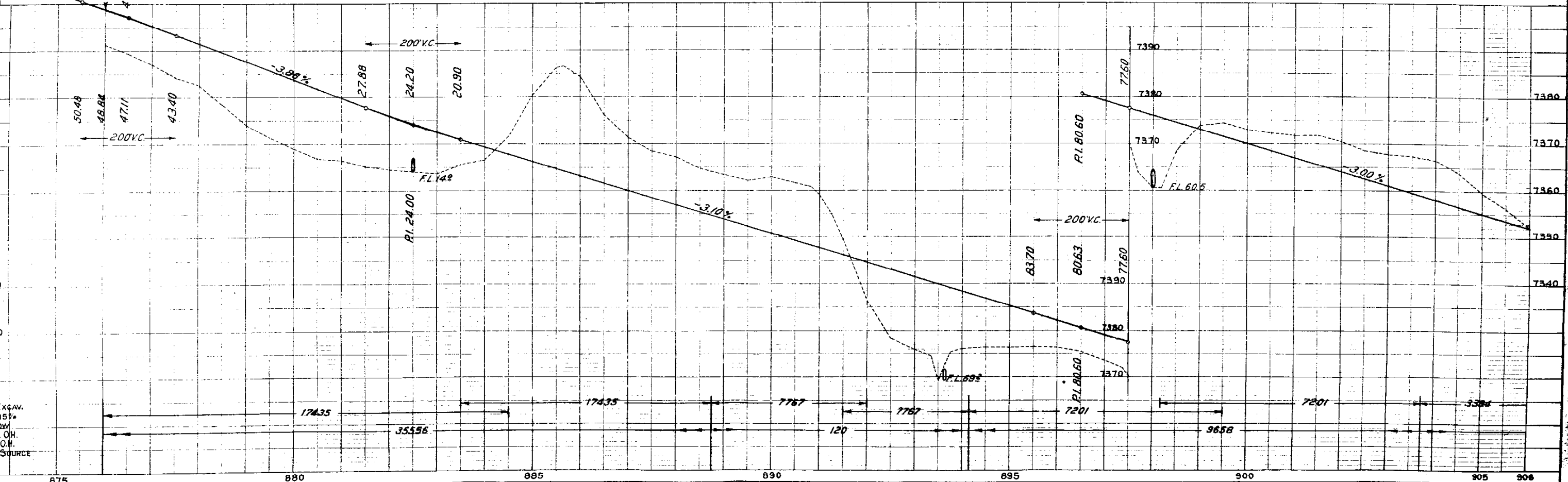
FED. ROAD DIST. NO.	STATE	P.W.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	1288-F UNIT NO. 5	13	

N.W. 4 SEC. 15

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

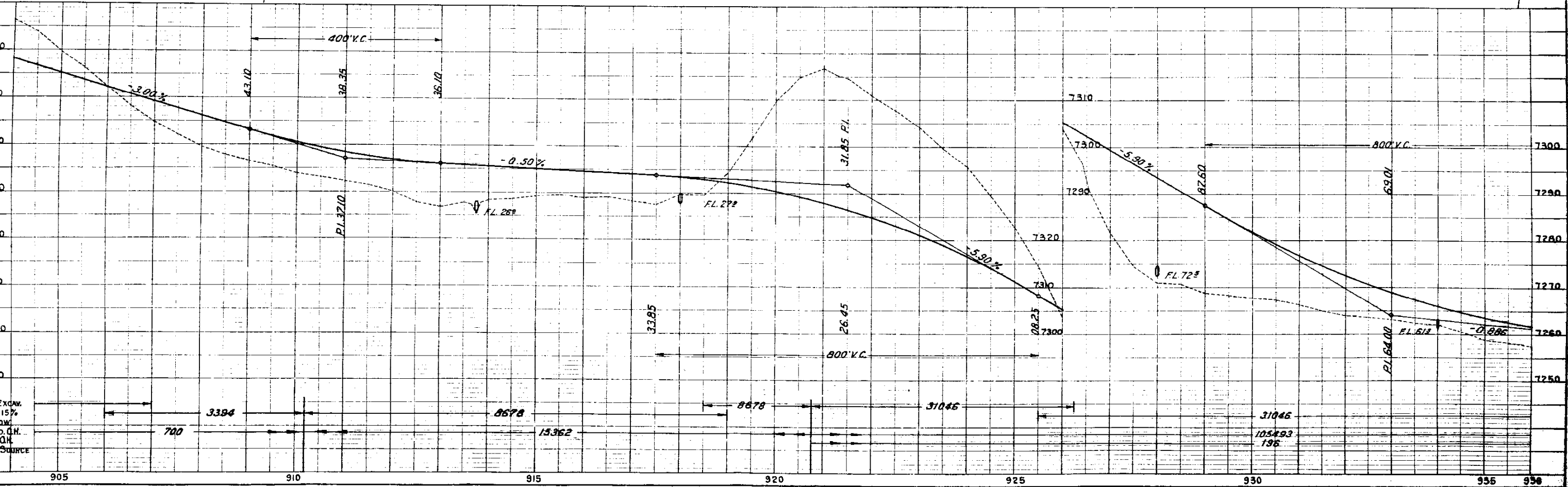
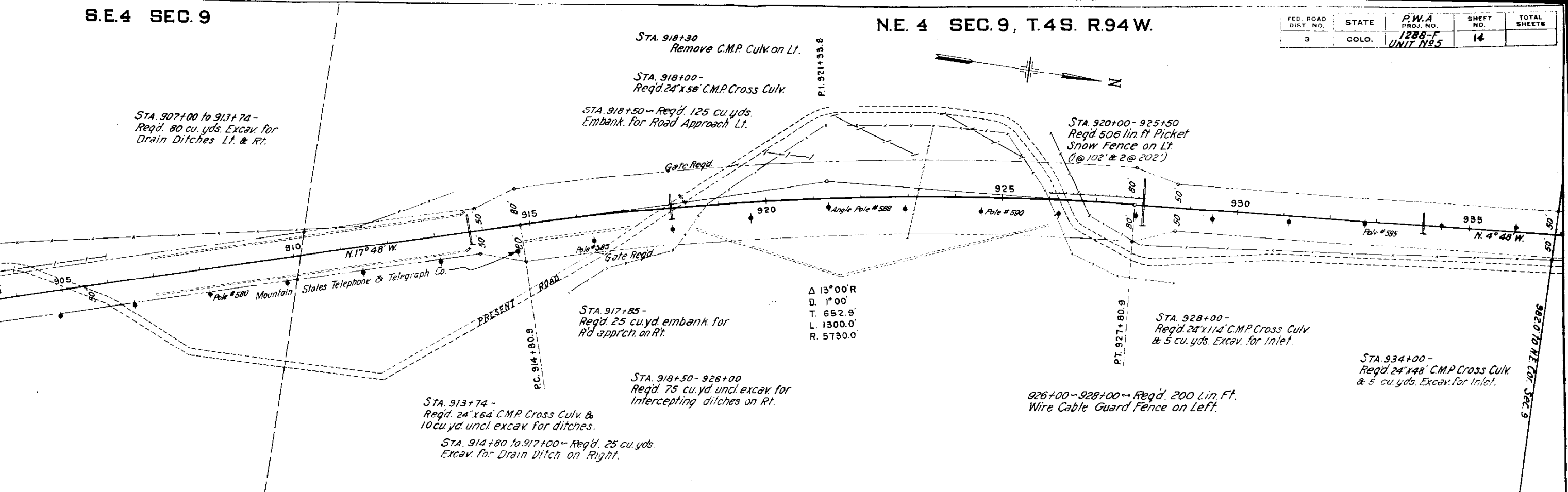


S.W. 4 SEC. 10



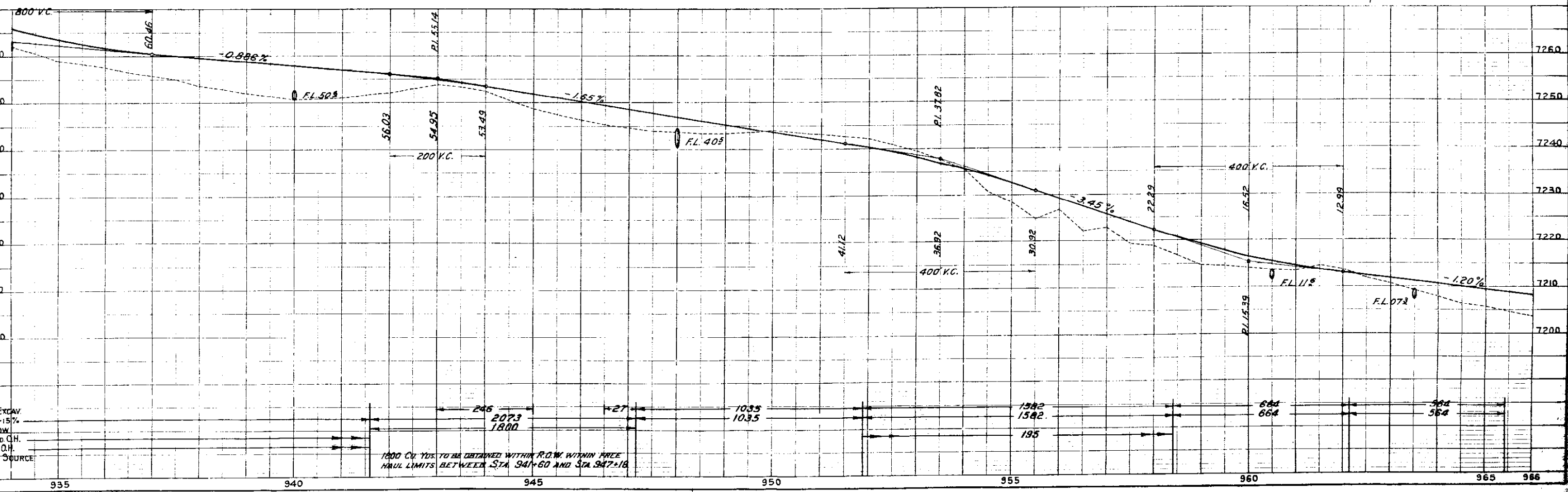
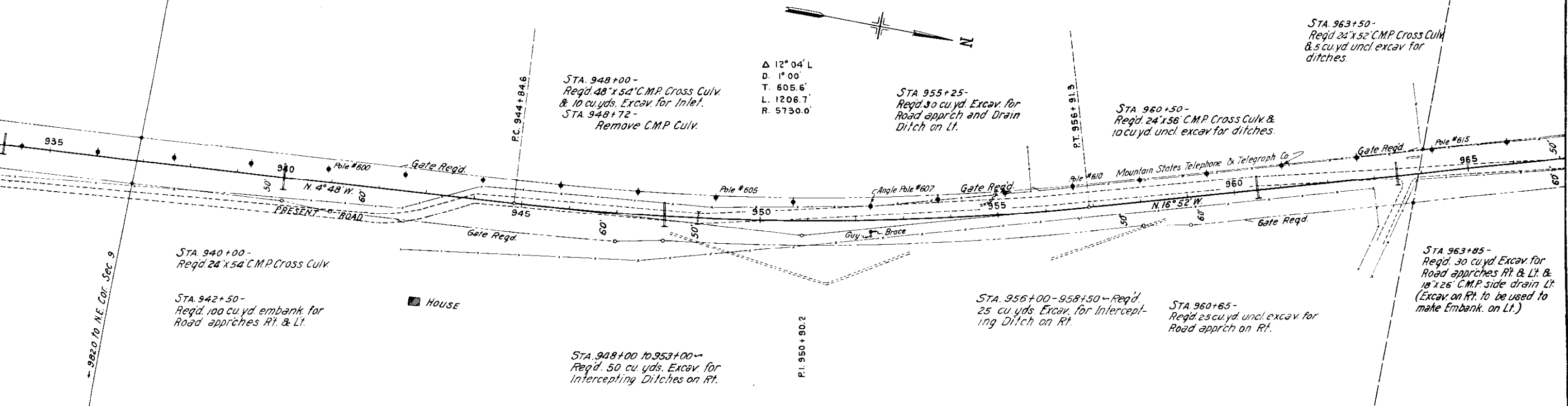
EXAV.
 159
 OH.
 O.W.
 SOURCE

FED. ROAD DIST. NO.	STATE	P.W.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	1288-F UNIT No. 5	14	



EXCAV. 15%
D.W.
D.Q.H.
D.H.
SOURCE

FED. ROAD DIST. NO.	STATE	R.W.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	1208-F UNIT NO. 5	15	



NE 4 SEC. 4 T. 4 S. R. 94 W.

FED. ROAD DIST. NO.	STATE	P.W.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	1288-F UNIT NO. 5	16	

