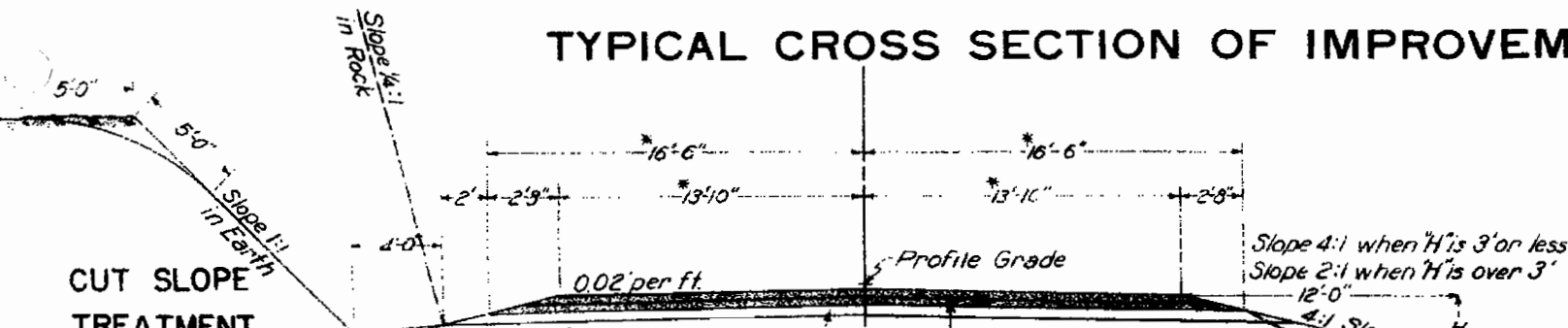


TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES



CUT SLOPE TREATMENT
 The intersection of cut slopes with the existing ground surface is to be rounded in earth cuts, beginning 5 ft. outside of the slope stakes and extending 5 ft. down the cut slope. When the cut slope is less than 5 ft., each of the above widths of slope treatment is to be reduced to the actual slope distance. Excavation quantities involved in the rounded slope are not to be included in unclassified excavation.

In places where excavation and embankment are in rock which would provide a roadbed unsuitable for traffic, the 6" immediately underlying the subgrade as shown on the typical section is to be constructed of Selected Material, which is to be classified and paid for as "Unclassified Excavation."

The 6" compacted thickness of Base Course Surfacing is to be placed in two courses, each 4" in thickness. The thickness of Base Course Surfacing is to be considered approximate only. Surfacing material is to be placed at the rate of 65 tons per 100 ft. of roadway for the 4" lower course and 59 tons per 100 ft. of roadway for the 4" upper course.

* For the accommodation of guard fences on embankments at bridge approaches it is necessary that there be a minimum of 3 ft. on each side of the road from the curb line of the bridge to the finish line of the gravel shoulder. In cases where it is necessary to widen the embankment to meet this condition the widening is to be accomplished by uniformly increasing the width from that of the stand and section to the required width over a distance of 300 ft. from each end of the bridge. The additional quantity of earthwork involved in this operation is included in the cross sections and profile quantities.

GENERAL NOTES

This project is to be constructed in conformity with the Standard Specifications of the Colorado State Highway Department adopted August 1, 1935.

All quantities on the 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 beyond the limits of the side ditches as shown on the Typical Section, either noted as Borrow or the plans or as Embankment in the Structure List are to be paid for as Unclassified Excavation. These quantities are to be stated as part of the original excavation at locations indicated on the plan. Any slope stakes beyond the limits of the typical ditches are subject to change by the Engineer to fit embankment requirements actually encountered during construction.

All curves are to be super-elevated in accordance with the methods shown on the standard super-elevation sheet.

The entire project is to be cleared for the full width of the right of way and the cost thereof is to be included in the lump sum price for clearing and grubbing the entire project. Approximate location and character of the clearing and grubbing required is indicated in notes on the plans.

All C.M.P. Culverts under the main road are to be provided with headwalls on the inlet end unless otherwise stated on the plans. Except as otherwise noted on the plans, overhaul will be paid for as measured along the center line of the project.

All Structures to be removed are to be taken out only after they can no longer be used for detouring traffic during construction.

All side road approaches to the project are to be surfaced with a 4 inch thickness of Gravel or Crushed Rock Surfacing extending approximately 30 ft. from the edge of the highway surfacing. The estimated quantity of this material is shown in the Structure List.

During construction of this project, traffic will use the present travelled roadway until construction necessitates the closing of the road at the following locations: Stas 273+ to 277+; Stas 318+ to 321+ and Stas 346+ to 349+. While the present road is in use as described above the Contractor will be required, at his own expense, to so prosecute construction that traffic may safely and readily pass over the road. Also the Contractor will be required, at his own expense, to adequately provide for traffic at all crossings of intersecting roads.

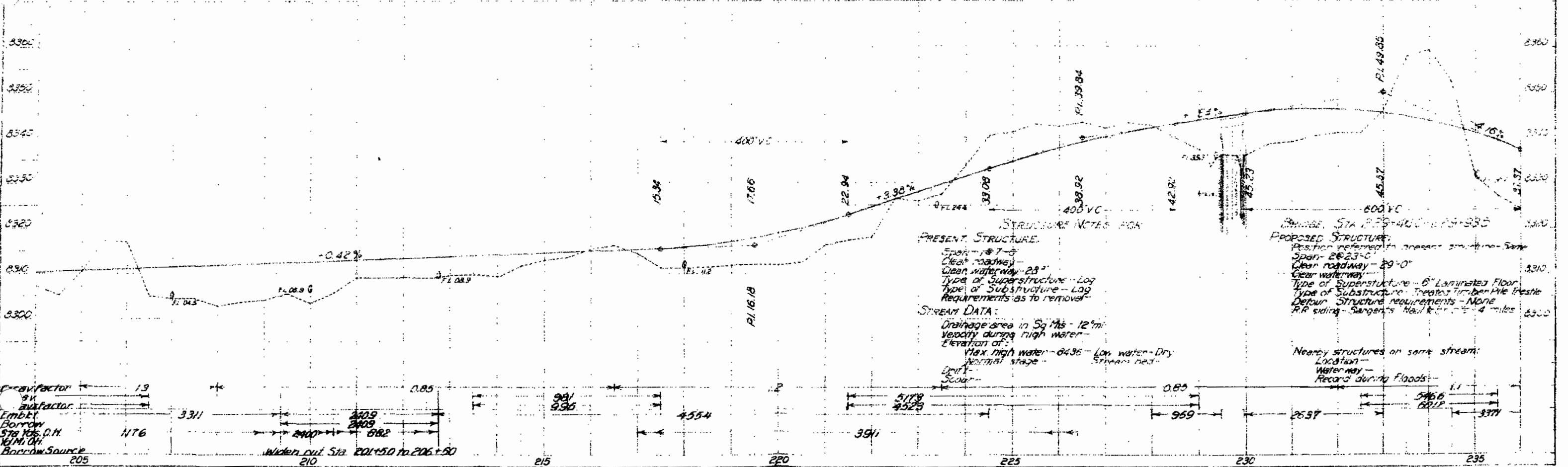
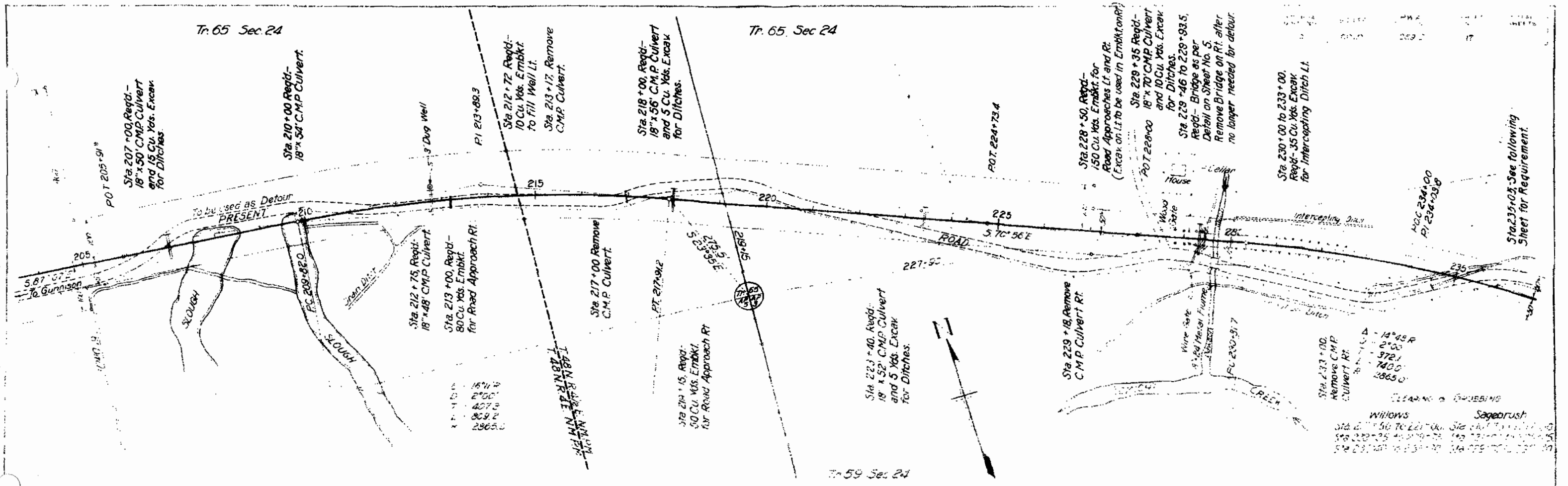
R.O.W. MARKERS

STATION	LEFT	RIGHT
173+00	2	2
186+00	2	2
205+50	2	2
214+00	2	2
227+00	2	2
240+00	2	2
241+65	2	2
244+00	2	2
256+00	2	2
261+00	2	2
266+00	2	2
271+60	2	2
273+30	2	2
275+10	2	2
277+00	2	2
279+56.8	2	2
285+00	2	2
296+96.2	2	2
299+00	2	2
303+00	2	2
320+92.7	2	2
325+00	2	2
332+00	2	2
333+00	2	2
340+00	2	2
340+83	2	2
358+60	2	2
359+45	2	2
376+74	2	2
398+41.9	2	2
TOTAL	57	57

SUMMARY OF APPROXIMATE QUANTITIES

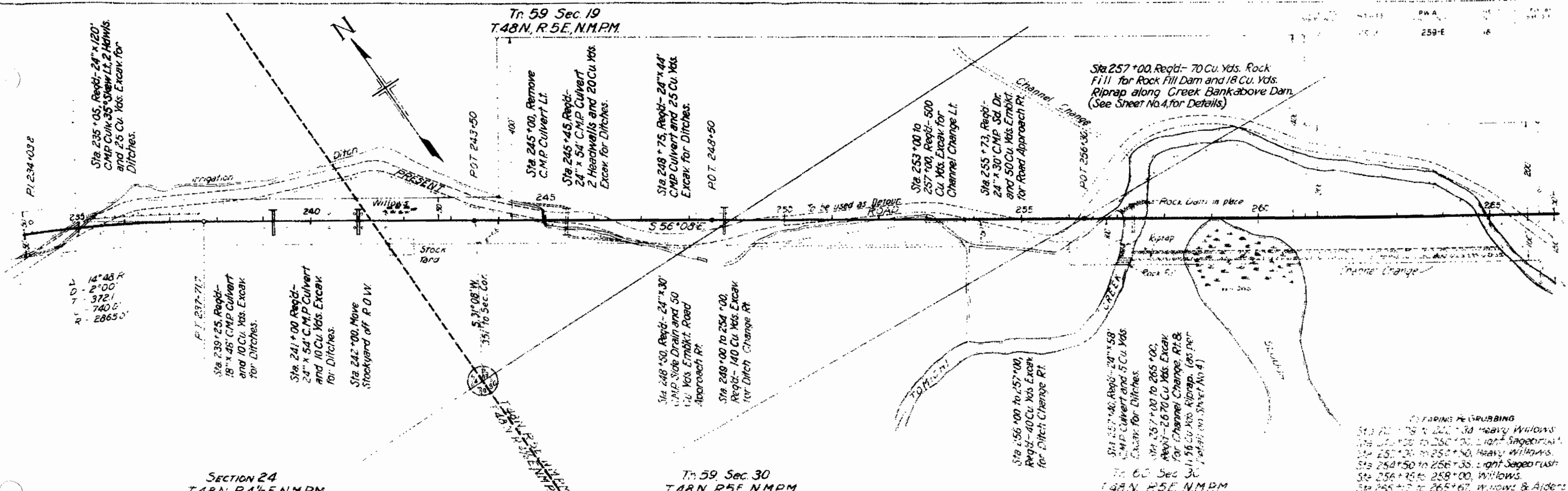
NO	ITEM	UNIT	ROADWAY	BRIDGE		TOTALS
				229+	388+	
10a	Clearing & Grubbing Entire Project	Lump Sum	•			•
11a	Removal of Bridges	Lump Sum	•			•
11b	Removal of 5 Structures	Lump Sum	•			•
12a	Removing Fence	Lin. Ft.	15,200			15,200
12b	Removing & Rebuilding Fence	Lin. Ft.			200	
13c	Unclassified Excavation	Cu. Yds.	195,300			195,300
13d	Cut Slope Treatment	Mile	1			1
14a	Dry Rock Excavation (Str.)	Cu. Yds.	215			215
14b	Dry Common Excavation (Str.)	Cu. Yds.	845	30	65	940
14c	Wet Rock Excavation (Str.)	Cu. Yds.	25			25
14d	Wet Common Excavation (Str.)	Cu. Yds.	100			100
15x	Rock Fill	Cu. Yds.	70			70
18a	Station Yard Overhaul	Sta. Yds.	485,000			485,000
18b	Yard Mile Overhaul	Yd. Mile	3,750			3,750
26a	Gravel or Crushed Rock Surfacing	Ton	28,000			28,000
26c	Overhaul of Surfacing	Ton. Mi.	9,300			9,300
42a	Untreated Bridge Timber	M. Ft. Br.		11	15	26
42b	Treated Bridge Timber	M. Ft. Br.		262	341	603
49	Asphalt Plank Wearing Surface	Sq. Ft.		1,394	2,001	3,395
44a	Miscellaneous Untreated Timber	M. Ft. Br.				
46a	Class A Concrete	Cu. Yd.	77			77
46b	Class B Concrete	Cu. Yd.	35			35
47	Reinforcing Steel	Lb.	4,800			4,800
53c	18" Corrugated Metal Culvert Pipe	Lin. Ft.	832			832
53e	24" Corrugated Metal Culvert Pipe	Lin. Ft.	652			652
53f	60" Corrugated Metal Culvert Pipe	Lin. Ft.	104			104
53j	72" Corrugated Metal Culvert Pipe	Lin. Ft.	172			172
60a	Treated Timber Piling	Lin. Ft.		296	904	1,200
60c	Piling Cut-off Treated	Lin. Ft.		10	10	20
60e	Metal Pipe Shoes	Each		58	42	100
63a	Riprap (2' 6" thick)	Cu. Yd.	174			174
65	Dry Rubble Slope Revetment (12" thick)	Sq. Yd.		108		108
74	Wire Cable Guard Fence	Lin. Ft.	5,410			5,410
74x	Timber Guard Posts	Each	138			138
76a	Barbed Wire Fence with Treated Wood Posts	Lin. Ft.	46,100			46,100
76b	Barbed Wire Gates	Each	10			10
76c	Driveway Gates	Each	16			16
81a	Project Markers	Each	2			2
81b	Right of Way Markers	Each	57			57
82	Cattle Guards (10' Roadway)	Each	1			1
89b	Drain Pipe (Timber floor)	Each		4	6	10
WORK TO BE DONE BY OTHER AGENCIES						
	Splicing Old Road	L. Sum.	•			•
	Removing & Rebuilding Telephone Lines*	L. Sum.	•			•
	Detour	L. Sum.	•			•
ITEMS NOT RECEIVING FEDERAL AID (APPROACH TO BRIDGE) STA 388+41.9						
11c	Removal of 2 Structures	L. Sum.	•			•
12a	Removing Fence	Lin. Ft.	550			550
13c	Unclassified Excavation	Cu. Yd.	1,500			1,500
14a	Dry Rock Excavation (Str.)	Cu. Yd.	10			10
14b	Dry Common Excavation (Str.)	Cu. Yd.	35			35
14c	Wet Rock Excavation (Str.)	Cu. Yd.	5			5
14d	Wet Common Excavation (Str.)	Cu. Yd.	5			5
18a	Station Yard Overhaul	Sta. Yd.	91,000			91,000
18b	Yard Mile Overhaul	Yd. Mi.	5,250			5,250
26a	Gravel or Crushed Rock Surfacing	Ton	2,200			2,200
26c	Overhaul of Surfacing	Ton. Mi.	2,400			2,400
53b	18" Corrugated Metal Culvert Pipe	Lin. Ft.	240			240
76a	Barbed Wire Fence with Treated Wood Posts	Lin. Ft.	3,300			3,300
76b	Driveway Gates	Each	2			2

* Stations 271+00, 281+50, 299+00, 302+00, 313+00, 322+00, 342+00, 351+00 & 357+50-368+00



Tn 59 Sec 19
T48N, R5E, N.M.P.M.

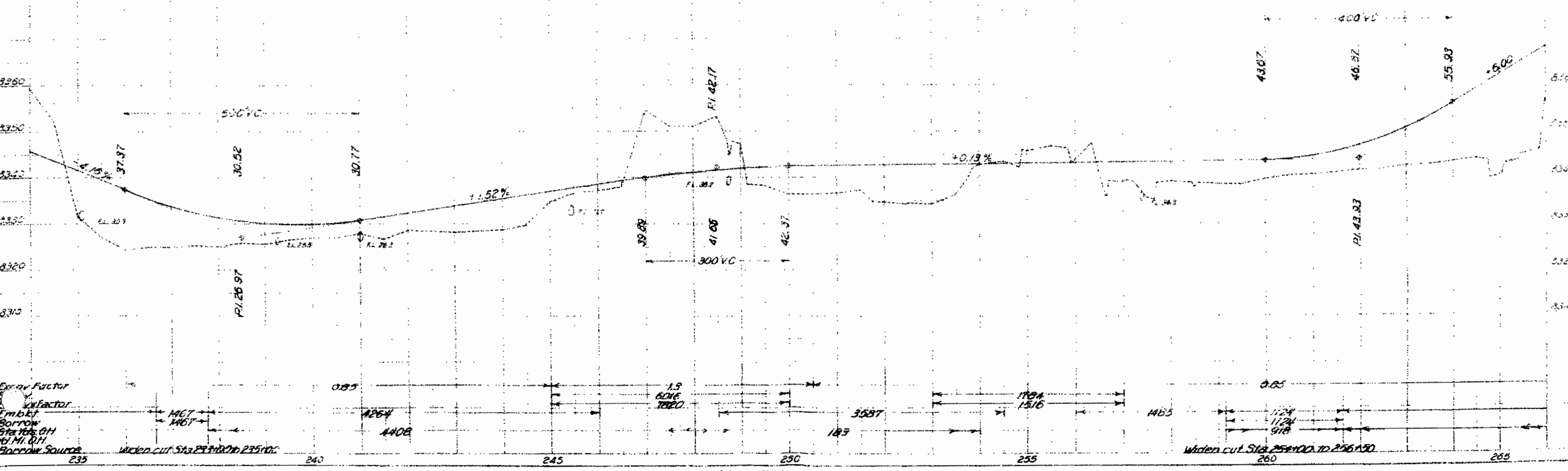
PWA
259-E



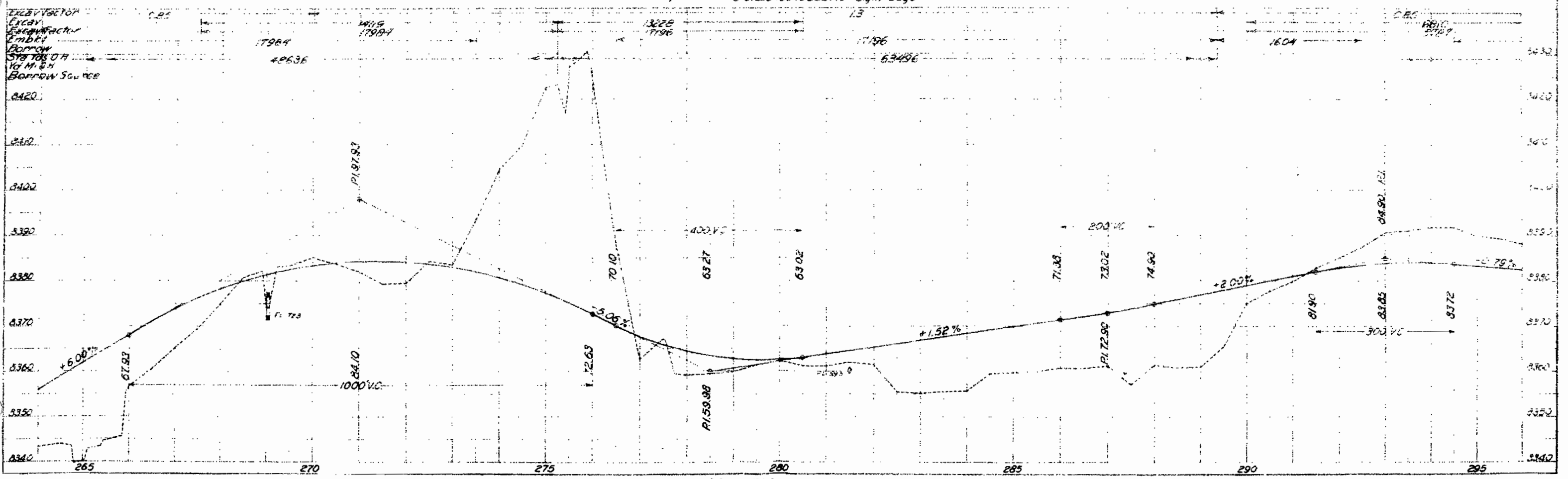
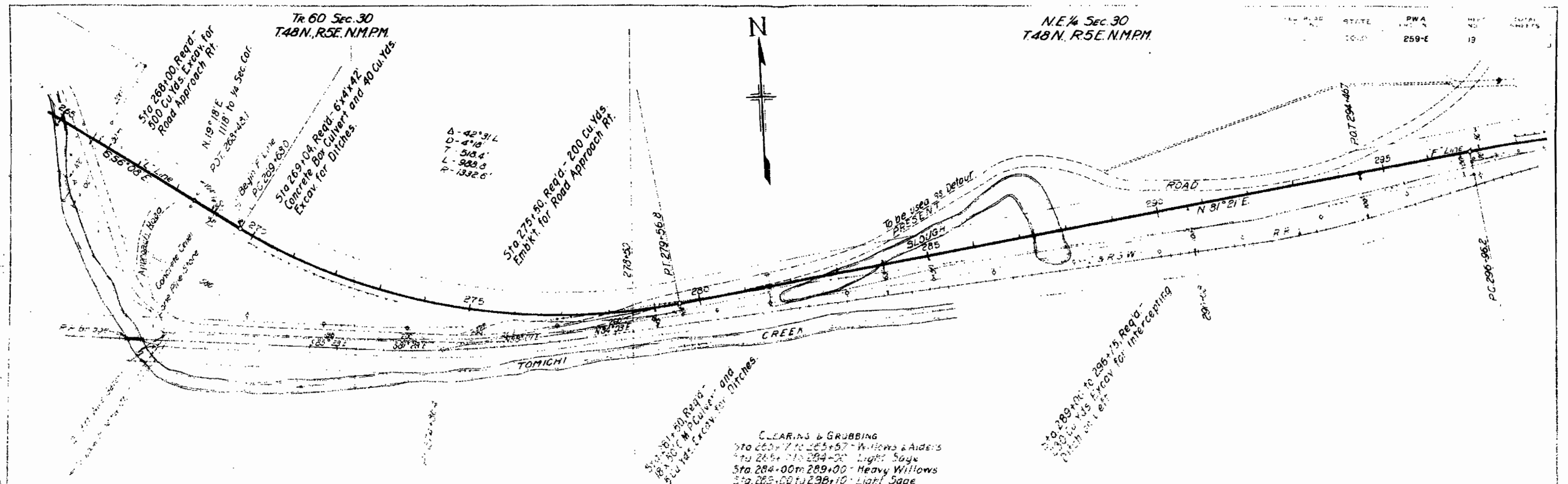
SECTION 24
T48N, R4 1/2 E, N.M.P.M.

Tn 59 Sec 30
T48N, R5E, N.M.P.M.

PLANNING & GRUBBING
 Sta 235+05 to 240+00 Heavy Willows
 Sta 240+00 to 250+00 Light Sagebrush
 Sta 250+00 to 255+00 Heavy Willows
 Sta 255+00 to 258+00 Light Sagebrush
 Sta 258+00 to 265+00 Willows
 Sta 265+00 to 265+67 Willows & Alders



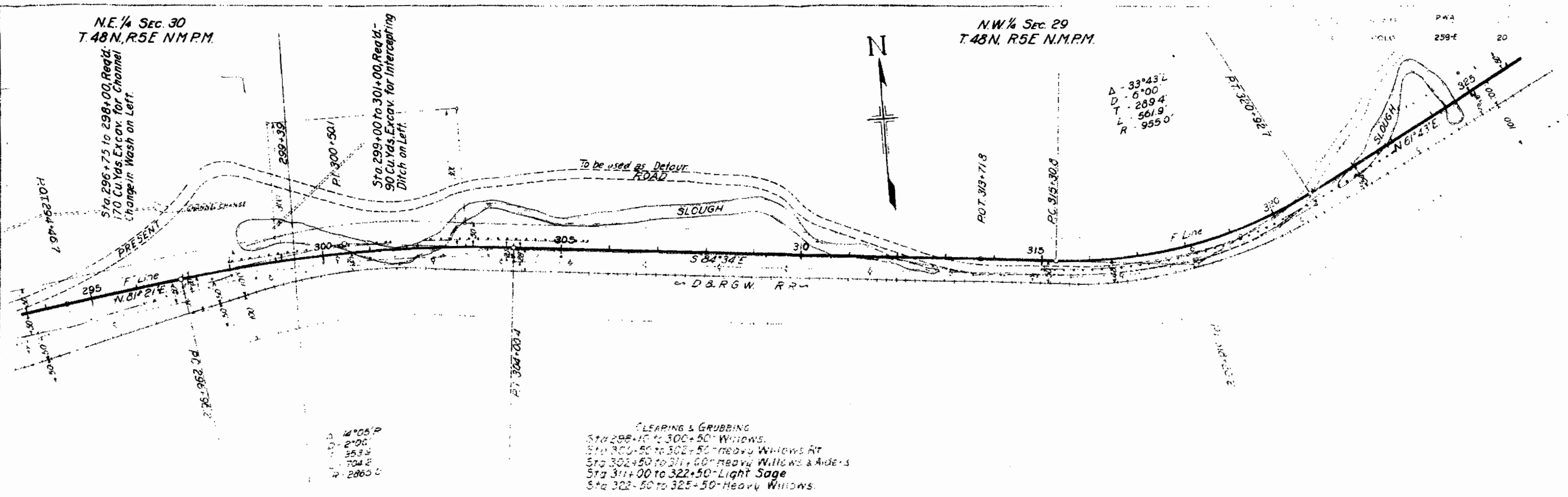
Excav Factor
 Embk't
 Borrow
 Sta 105+00
 1/2 Mi. SW
 Borrow Source



NE 1/4 Sec. 30
T.48N, R.5E N.M.P.M.

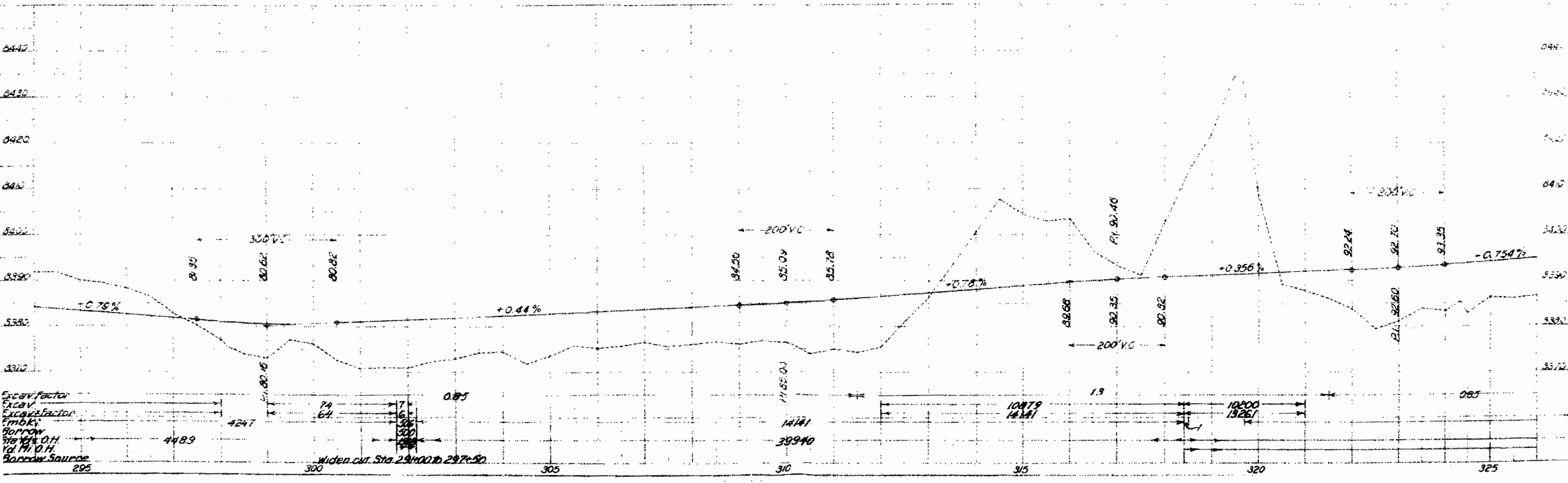
NW 1/4 Sec. 29
T.48N, R.5E N.M.P.M.

PWA
259+4
20



14°05' P
2°00'
35.3
704.2
2865.0

CLEARING & GRUBBING
 Sta 298+50 to 300+50 - Willows
 Sta 300+50 to 302+50 - heavy Willows RT
 Sta 302+50 to 311+00 - heavy Willows & Aiders
 Sta 311+00 to 322+50 - Light Sage
 Sta 322+50 to 325+50 - Heavy Willows



Excav. factor
 Excav. factor
 Embk. factor
 Borrow
 No. 14 O.H.
 No. 11 O.H.
 Borrow Source

Widen cut Sta. 291+00 to 297+50

295 300 305 310 315 320 325

Sta 387+00, Req'd - 100 Cu. Yds. Emb't for Road Approaches Lt. and Rt.

P.O.C. 389+98.5

N 53° 59' E

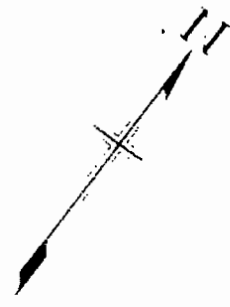
P.O.C. 393+00

Sta 398+41.9, Req'd - Project Marker

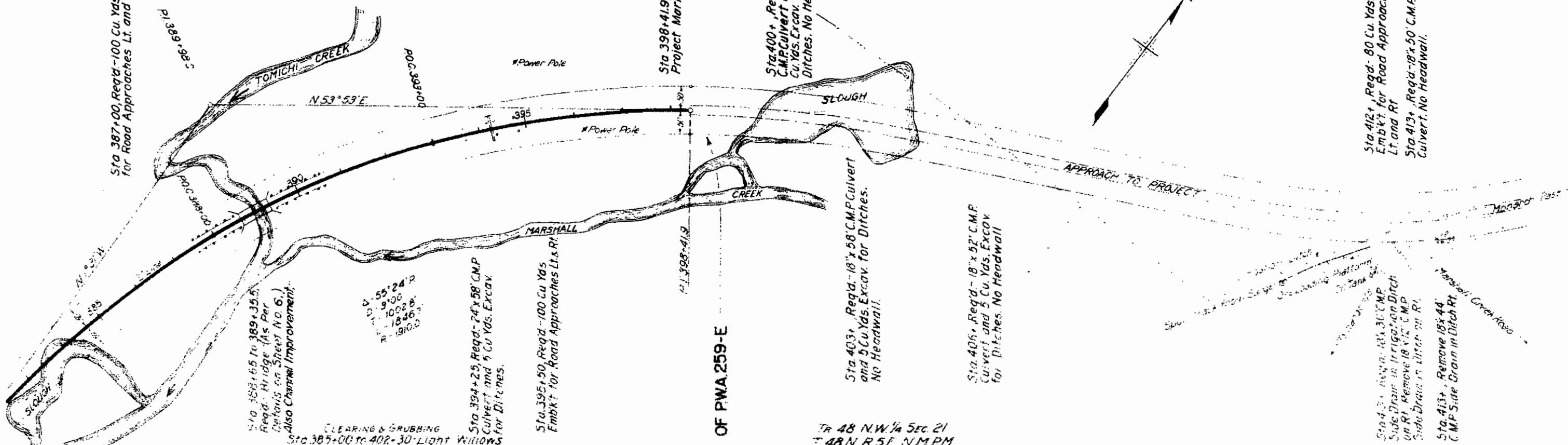
Sta 400+, Req'd - 18x50 C.M.P. Culvert and 10 Cu. Yds. Excav. for Ditches. No Headwall.

Tr. 47 N.W. 1/4 Sec. 21 T. 48 N. R. 5 E. N.M.P.M.

STATE: COLO. PWA: 259-E. SHEET: 29. TOTAL SHEETS: 29.



Sta 412+, Req'd - 80 Cu. Yds. Emb't for Road Approaches Lt. and Rt.
Sta 413+, Req'd - 18x50 C.M.P. Culvert. No Headwall.



Sta 388+65 to 389+35.5, Req'd: Bridge (As Per Details on Sheet No. 6.) Also Channel Improvement.

CLEARING & GRUBBING Sta 387+00 to 402+30 - Light Willows

Sta 394+25, Req'd - 24'x58' C.M.P. Culvert and 5 Cu. Yds. Excav. for Ditches.

Sta 395+50, Req'd - 100 Cu. Yds. Emb't for Road Approaches Lt. & Rt.

Sta 403+, Req'd - 18'x58' C.M.P. Culvert and 5 Cu. Yds. Excav. for Ditches. No Headwall.

Sta 406+, Req'd - 18'x52' C.M.P. Culvert and 5 Cu. Yds. Excav. for Ditches. No Headwall.

Sta 411+, Req'd - 18x30 C.M.P. Side Drain in Irrigation Ditch on Rt. Remove 18 Yds. C.M.P. Side Drain in Ditch on Rt.

Sta 414+, Remove 18x44 C.M.P. Side Drain in Ditch Rt.

STRUCTURE NOTES FOR BRIDGE STA 388+65.0 - 389+35.5

PRESENT STRUCTURE:

- Span -
- Clear roadway -
- Clear waterway -
- Type of Superstructure -
- Type of Substructure -
- Requirements to be removed -

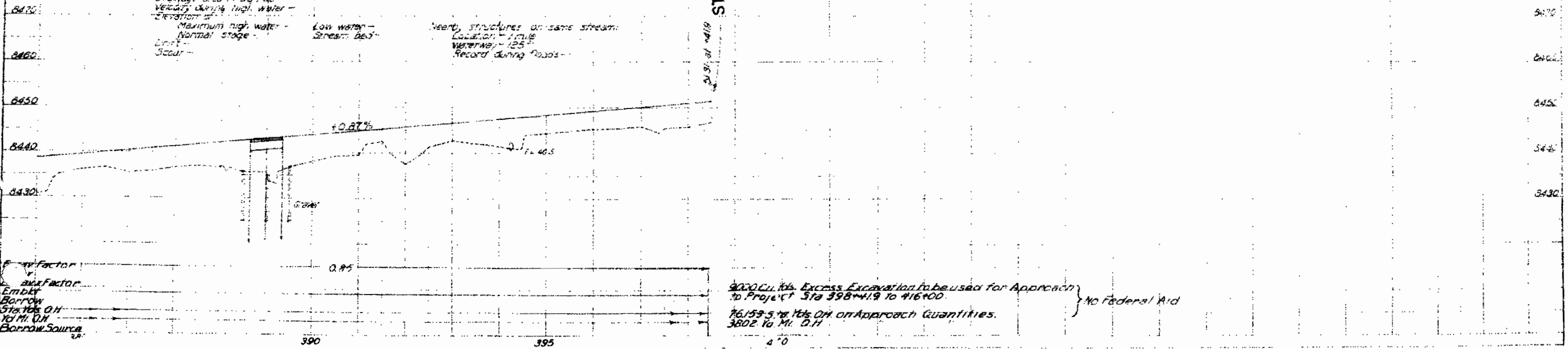
STREAM DATA:

- Drainage area - 35.0 Acs
- Velocity during high water -
- Elevation of -
- Maximum high water -
- Normal stage -
- Low water -
- Stream bed -
- Scour -

PROPOSED STRUCTURE:

- Positions referred to present structure -
- Span - 36' 23" 0"
- Clear roadway - 22' 0"
- Clear waterway -
- Type of Superstructure - Treated Timber
- Type of Substructure - Treated Timber
- Setout structure requirements -
- R & S -

- Insert structures on same stream:
- Location -
- Velocity -
- Record during floods -



STA 398+41.9 END OF PWA 259-E