

MICROFILMED

FED. ROAD DIST. NO.	STATE	COMBINED PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	F.A.P. 187-B & F.A.P. 282-BR	1	

Rev. 3-12-35, Res. Engr. H.O.W.
5-15-36 Lengths, H.L.E.

COLORADO STATE HIGHWAY DEPARTMENT

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COMB. PLAN AND PROFILE OF PROPOSED FEDERAL AID PROJECT NO. 187-B & FEDERAL AID PROJECT NO. 282-BR STATE HIGHWAY NO. 13 RIO BLANCO COUNTY

CONVENTIONAL SIGNS

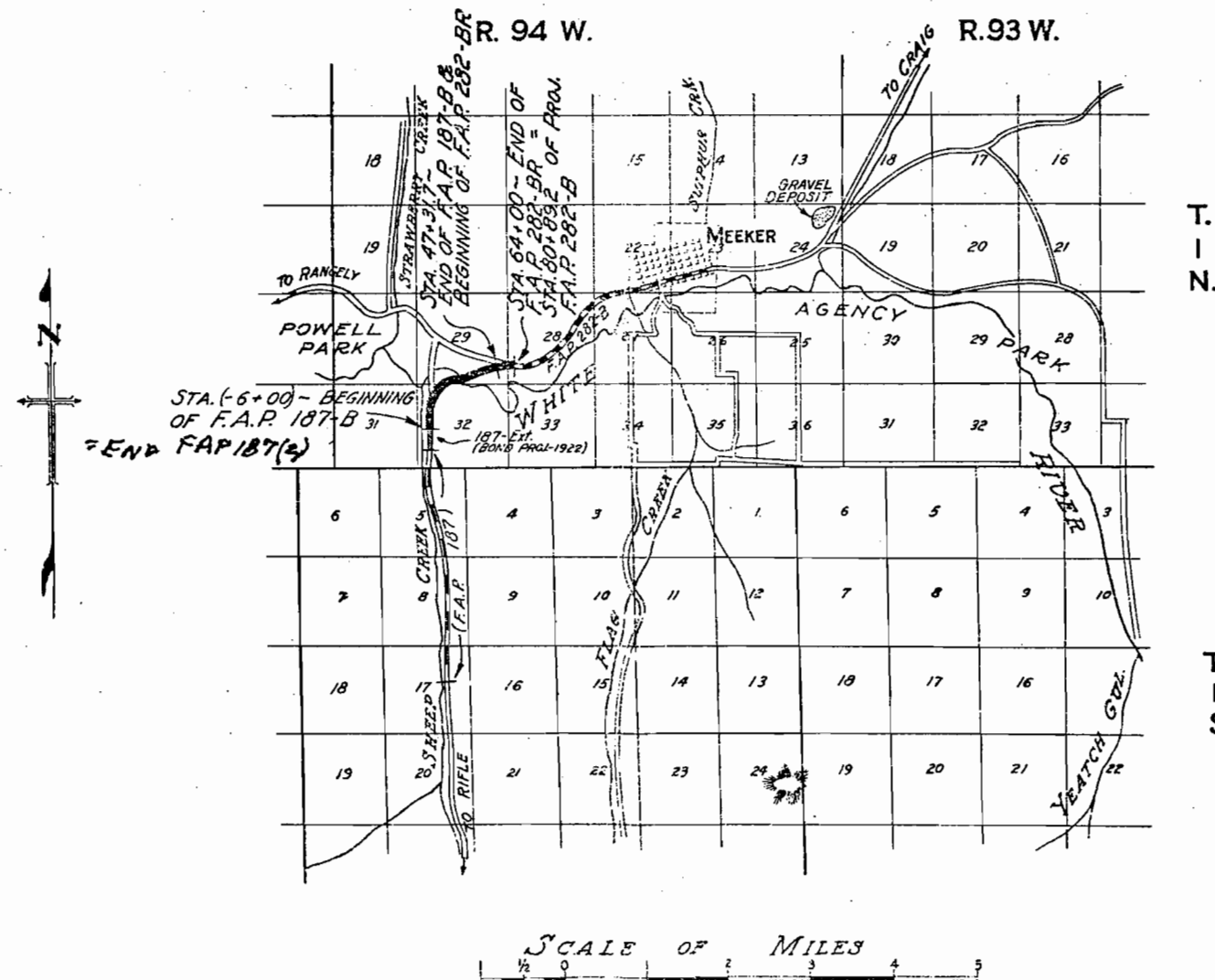
CENTER LINE
 R.O.W. LINE
 TRACT LINE
 BARBED WIRE FENCE
 WOVEN WIRE FENCE
 WIRE CABLE GUARD FENCE
 TELEPHONE POLES

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

F.A.P. 187-B	GROSS LENGTH OF PROJECT	5331.7 FT. = 10.09 MI.
	NET LENGTH OF PROJECT	
F.A.P. 282-BR	GROSS LENGTH OF PROJECT	1668.3 FT. = 0.315 MI.
	NET LENGTH OF PROJECT	



NOTE:- It is recommended that bidders on this Project go over the plan details with one of the following field representatives of this Department.
 H.L. Jenness, Division Engineer, Glenwood Springs.
 J.A. Burton, Resident Engineer, Meeker, Colo.

RECOMMENDED FOR APPROVAL 3/26/36

Chas. J. Vail
 ASSISTANT ENGINEER

APPROVED
Chas. J. Vail
 STATE HIGHWAY ENGINEER

RECOMMENDED FOR APPROVAL

DIST. ENG. BUREAU PUBLIC ROADS
 RECOMMENDED FOR APPROVAL

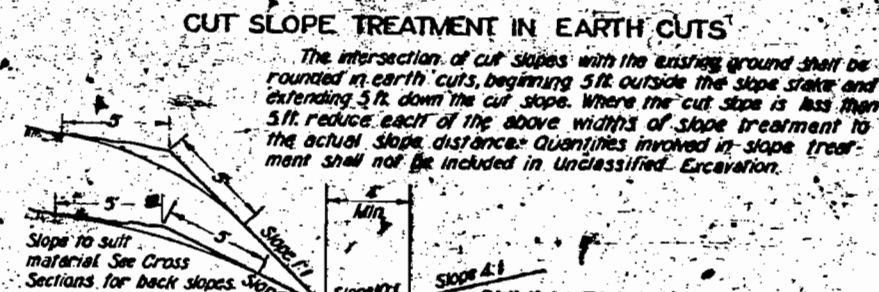
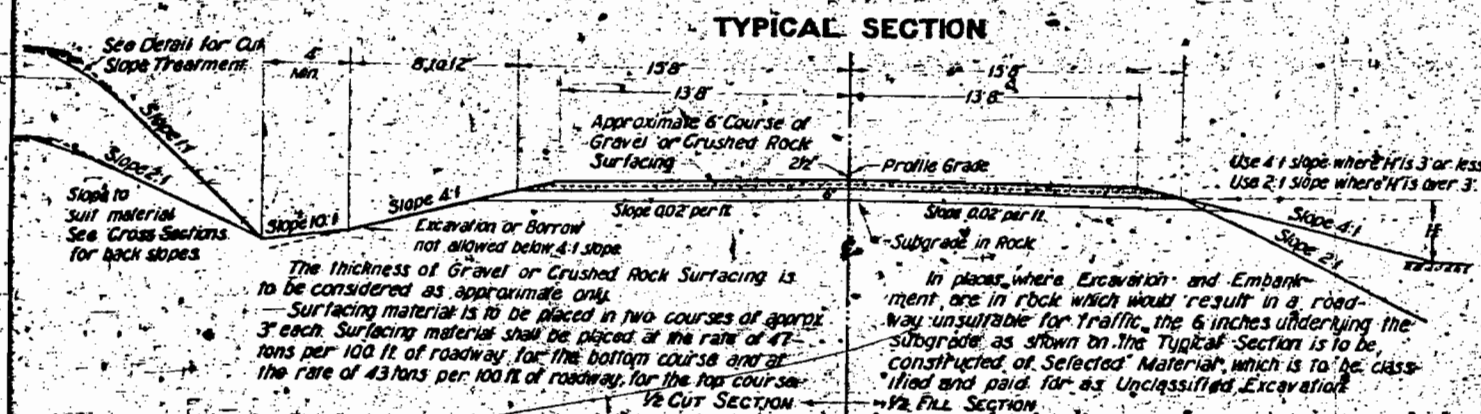
CHIEF ENG. BUREAU PUBLIC ROADS
 APPROVED

DIRECTOR BUREAU PUBLIC ROADS

TYPICAL CROSS SECTION OF IMPROVEMENT AND SUMMARY OF QUANTITIES

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
5	COLO.	187-B & 282-B	2	

REVISED 4-15-56 BY RMA A/E P.M. W.T.T.



GENERAL NOTES

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

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

All roadway excavation required to construct this Project is to be obtained as indicated on the Plans. Quantities involved beyond the limits of often as shown on the Typical Section, either noted on the Profile as "Borrow" or on the List 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 conditions actually met in construction.

All curves are to be superelevated as provided for by the Standard Superelevation Sheet.

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

The entire project is to be cleared for variable widths which shall depend to the minimum required for the construction of the road, borrow pits, channel changes and widths required to accommodate visibility. Ordinarily the clearing shall not extend more than eight (8) feet beyond the tops of fills or tops of cut banks and the cost thereof included in the lump sum price for "Clearing and Grubbing the Entire Project".

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

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

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.

Payment for overhaul will be based on measurement along centerline of project, unless otherwise stated on the plans.

RIGHT OF WAY MARKERS

FAP 187-B				FAP 282-BR			
STATION	SIDE	EACH	STATION	SIDE	EACH	STATION	SIDE
1-6+00	L&R	2	9+00	R	1	34+50	L
(-3+400)	L	1	10+35	R	1	47+50	L
(-3+260)	R	1	25+182	L	1	60+19	R
1+60	R	1	27+244	R	1	60+300	L
3+00	R	1	44+35	L	1	64+00	L&R
6+70	L	1	46+59	R	1		
7+30	L	1	46+91	L	1		
8+00	L	1					
8+45	R	1	TOTAL		17	TOTAL	8

LIST OF STRUCTURES

STATION	DESCRIPTION	REMOVE STRUCTURES	UNCLASSIFIED		STRUCTURAL EXCAVATION	CONCRETE		REINFORCING STEEL	CORROBATED METAL PIPE			WIRE CABLE GUARD FENCE	MISCELLANEOUS
			EXCAV	EMB.		CLASS "A"	CLASS "B"		18"	24"	36"		
EMPH	CULVERT	CULVERT	CULVERT	CULVERT	CULVERT	TON	EMPH	LINEFE	LINEFE	LINEFE	LINEFE		
(1-6+00)	Project Marker												1 Project Marker
0+00	CMP Cross Culvert & Inlet		5		15	165			24	46			
1+80	Road Approach & Side Drain, Right		65										
3+50	CMP Cross Culvert & Inlet		5		15	165			24	46			
6+75	CMP Cross Culvert - Inlet & Outlet		45		90	300					74		
7+00	Road Approach, Left		375										100 Tons Surf
11+50	Road Approach & Side Drain, Rt.			20					24				
14+10	6x4x36 Concrete Box Cul. & Outlet		20		65	488		3606					
18+70	Road Approaches, Right & Left			200									
20+00	10x6x36 Conc. Box Cul. Type 10-F Inlet & Outlet		100		125	894		7913					
21+00	CMP Cross Culvert				5	165				52			
25+00	CMP Cross Culvert				5	165				56			
25+99+28+09	Wire Cable Guard Fence, R & L											210	
27+50	CMP Cross Culvert				5	165				60		210	
28+42-30+17	Bridge & Channel Improvement				(See Summary for Bridge Quantities)								
30+94-32+29	Wire Cable Guard Fence R & L											210	
34+00	CMP Cross Culvert				5	165				60		210	
36+50	Side Drain Lt. Road Appr. R & L			120					24				
41+08	CMP Cross Culvert, Skewed 55° Right				15	165				66			
41+50	10x4x46 Conc. Box Cul. Type 10-1 Skewed 55° Right				110	824		7686					
44+35	Road Connection, Left		250										75 Tons Surf
45+00	CMP Cross Culvert - Inlet & Outlet		10		20	165				52			
47+25	Road Connection, Left		320										150 Tons Surf
48+90	Road Approach, Right			140									
51+00	CMP Cross Culvert & Inlet		5		10	165				72			
54+25	Remove 24x28 CMP Cul. & 2 Hdwls.	1											
60+14	Relay & Extend 24 CMP - Inlet & Outlet		10		25	165				32			Relay 40' Pipe 1 Project Marker
47+312	Project Marker												
TOTALS	FAP-187-B		1195	340	443	220.6	162	19209	72	438	74	840	
	FAP-282-BR	1	15	140	735	33				104			

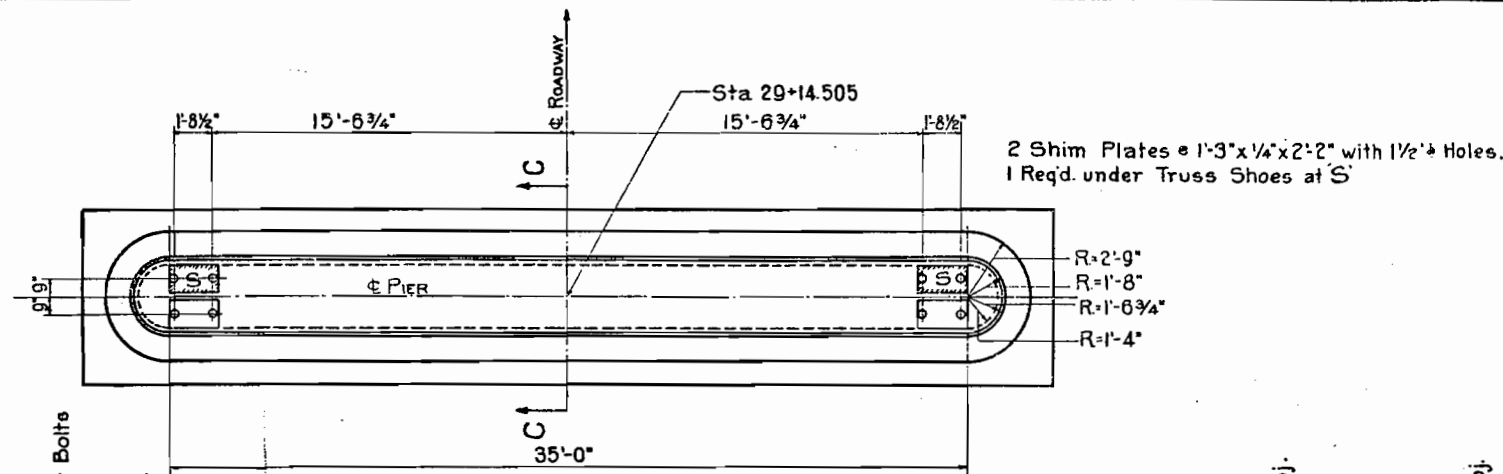
*Structural Excavation is estimated to be 90% Common and 10% Rock, each of which is estimated to be 50% Dry and 50% Wet.

SUMMARY OF APPROXIMATE QUANTITIES

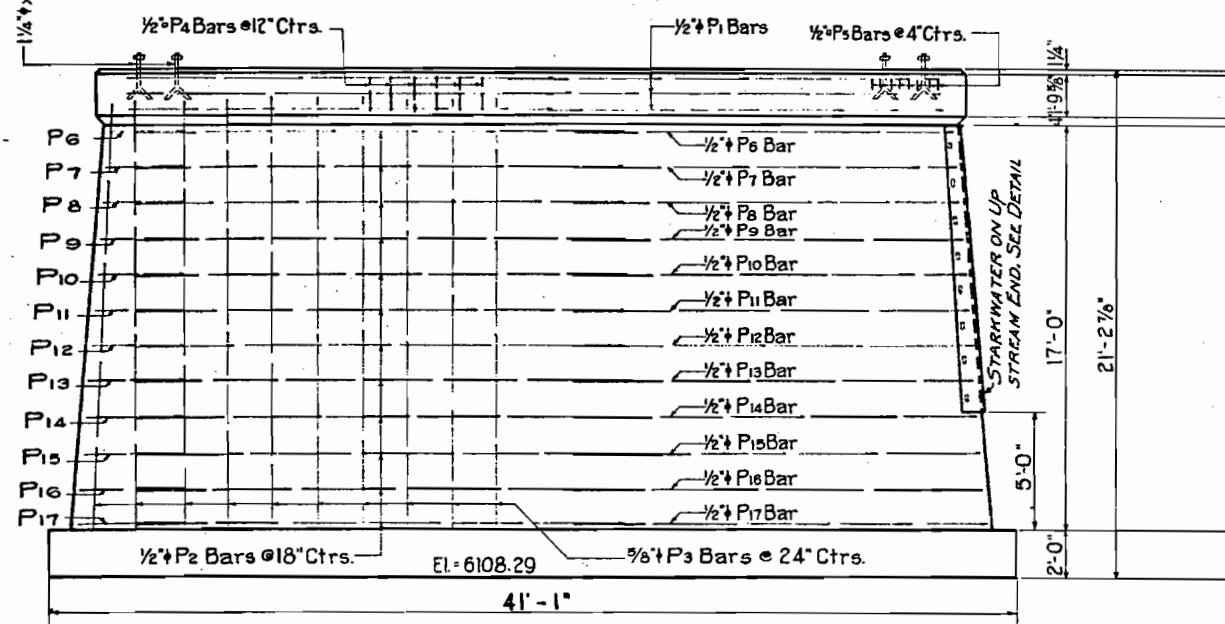
No.	ITEM	UNIT	FAP 187-B		FAP-282-BR	
			ROADWAY	BRIDGE	ROADWAY	BRIDGE
10a+b	Clearing & Grubbing Entire Proj.	L.S.	(a)		Lump Sum	(b)
11b	Removal of 1 Structure	L.S.			Lump Sum	
12a	Removing Fence	Lt/Lt	1700		1700	1300
13c	Unclassified Excavation	Cu/Yd	24000	5000	29000	79000
13d	Cut Slope Treatment	Mile	0.6		0.6	0.4
14a	Dry Rock Structural Excavation	Cu/Yd	25		25	5
14b	Dry Common Structural Excav.	Cu/Yd	250	270	520	20
14c	Wet Rock Structural Excavation	Cu/Yd	25	175	200	5
14d	Wet Common Structural Excav.	Cu/Yd	250	835	1085	20
18a	Station Yard Overhaul	Struct	207,000		207,000	203,000
18b	Hard-Mile Overhaul	Mile	2000		2000	2000
26a	Gravel or Crushed Rock Surfacing	Ton	4950		4950	1510
42a	Untreated Bridge Timber	M/Inch		0.4	0.4	0.4
46a	Class "A" Concrete	Cu/Yd	221	600	821	821
46b	Class "B" Concrete	Cu/Yd	17		17	4
47	Reinforcing Steel	Lb	19,300	67,300	86,600	86,600
48	Structural Steel	Lb		276,500	276,500	276,500
53b	18" Corrugated Metal Culvert Pipe	Lt/Lt	72		72	72
53c	24" Corrugated Metal Culvert Pipe	Lt/Lt	438		438	104
53d	36" Corrugated Metal Culvert Pipe	Lt/Lt	74		74	74
59	Relaying Pipe	Lt/Lt				40
74	Wire Cable Guard Fence	Lt/Lt	840		840	840
76a	Barbed Wire Fence (Unit Wood Posts)	Lt/Lt	3200		3200	400
76b	Comb Wire Fence (Unit Wood Posts)	Lt/Lt	7300		7300	1300
76c	Barbed Wire Gates	Each	1		1	1
76d	Driveway Gates	Each	3		3	6
80b	Brass Name Plate	Each				1
81a	Project Marker	Each	1		1	2
81b	Right-of-Way Markers	Each	17		17	8
89a	Drain Pipe (Concrete Floor)	Lt/Lt		24	24	25
	Obliterating Old Road (Force Acc't)	L.S.			Lump Sum	Lump Sum

FENCING & GATES

STATION	SIDE	REMOVE FENCE	BARBED WIRE FENCE	COMBINATION FENCE	GATES	STATION	SIDE	REMOVE FENCE	BARBED WIRE FENCE	COMBINATION FENCE	GATES
FAP 187-B						FAP 187-B					
6+00 to 6+70	L	180	1575			30+22 to 47+34	R				
6+00 to 9+35	R		1545			35+53 to 36+27	R	95			
6+00 to 0+45	L	275				36+50	L&R				2
1+80	L					44+25 to 46+40	L	250			
7+00	L	80				46+75	L	130			
7+80 to 28+12	L			2080		TOTALS-187-B		1645	3120	7270	15
8+10	L	220				FAP 282-BR					
9+35 to 28+12	R			1870		48+50	R				
11+50	R					52+00 to 64+00 L&R		1220			
14+25	L	105				60+20 to 64+00	L&R		400		
18+70	L&R					64+00 to 66+00	R				
26+12	L	210				247+31 to 1050+20	R			1290	
30+25	L	100				TOTALS-282-BR		1220	400	1290	1
30+25 to 5+25	L			1610							

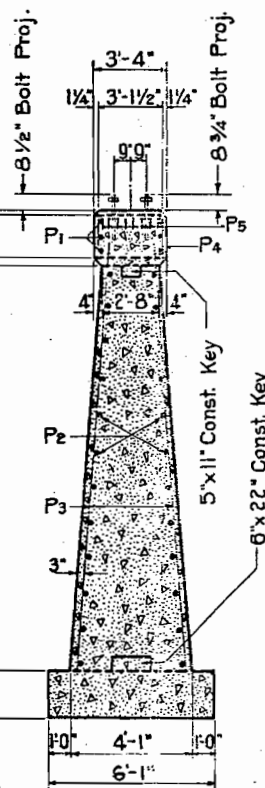


PLAN PIER No. 2

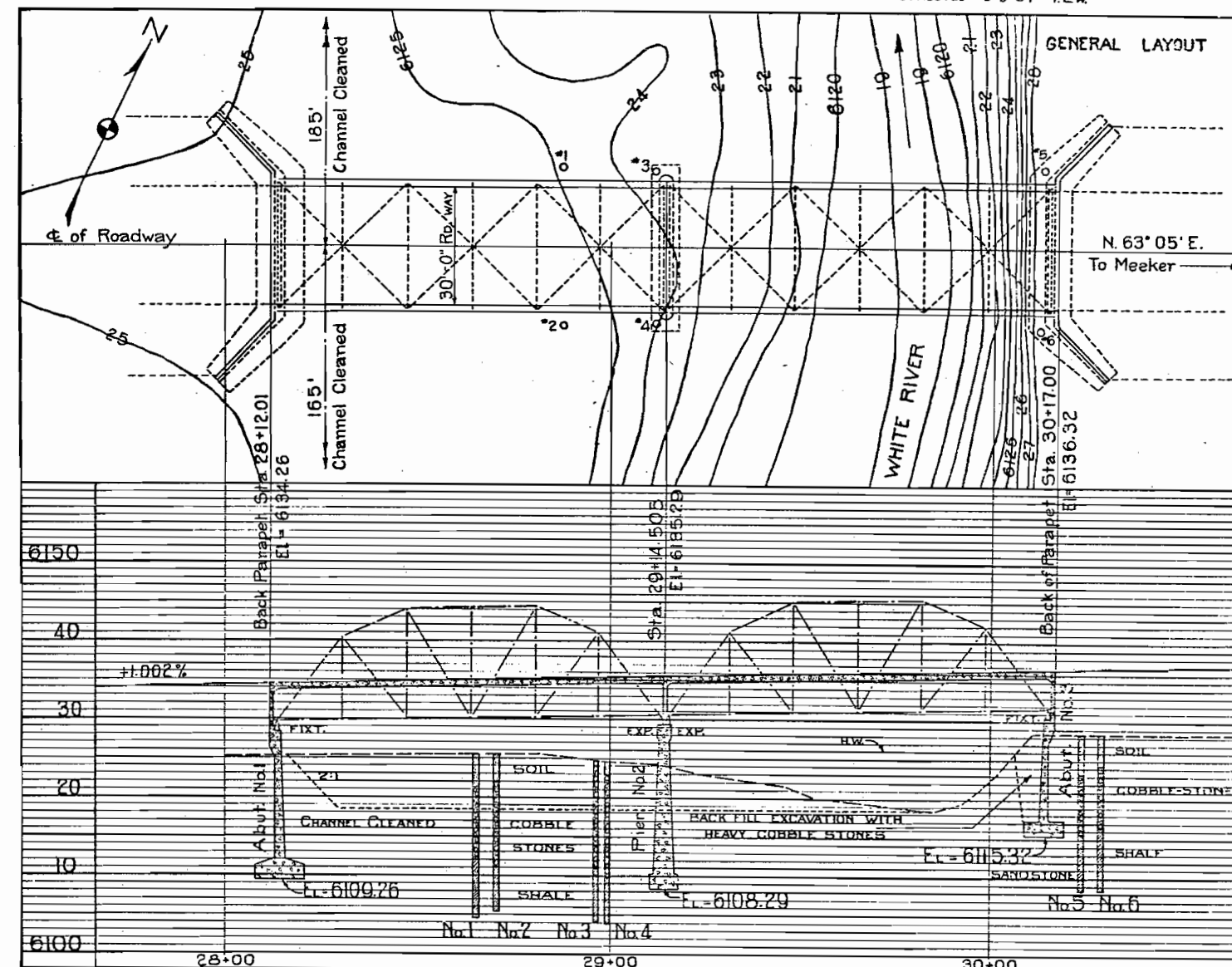


ELEVATION PIER No. 2

Maximum Soil Pressure = 4600 * Per sq. Ft.



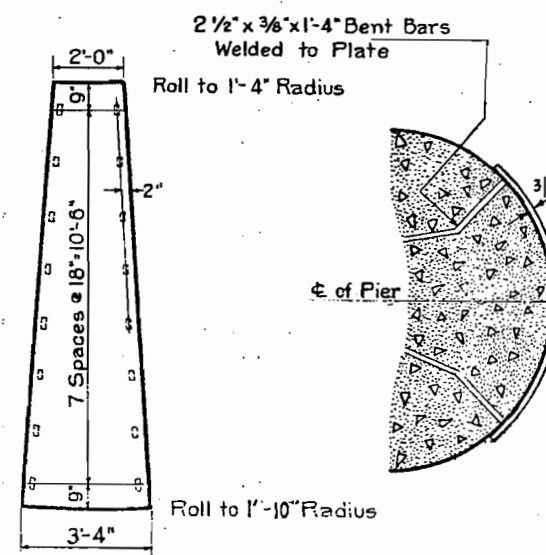
SECTION C-C



SUMMARY OF QUANTITIES FOR THE ENTIRE BRIDGE						
ITEM No.	DESCRIPTION	UNIT	ABUT. No.1	PIER No.2	ABUT. No.3	SUPER-STR.
14 b	Dry Common Excavation	Cu. Yd.	111.0		167.4	
14 c *	Wet Rock Excavation	Cu. Yd.	164.4	47.7	34.2	
14 d *	Wet Common Excavation	Cu. Yd.	378.2	121.2	310.9	
42 a	Untreated Bridge Timber	Mft. bm.	.180		.180	
46 a	Class 'A' Concrete	Cu. Yd.	184	110	186.16	172
47	Reinforcing Steel (Including *1% Overrun)	Lb.	18,670	2120	13,450	33,000
48	Structural Steel (Including Overrun)	Lb.		500		275,480
79 a	Water Gas Tar Coating	Sq. Yds.			312.79	
80 b	Bronze Name Plate	Each			1	
89 a	Galvanized Drain Pipe 3" x 4'-8"	Each				24
	Sheet Steel (Incl. in Bid Price Per Cu. Yd. Conc.)	Lin. Ft.				60
	Expansion Joint Material	Sq. Ft.	72		57	
13 c	Unclassified Excavation	Cu. Ft.				2999.6
					W.O. 662	

* Assumes Wet Line Elevation = 6123.0 + To Be * 20 Gage, 2 Pieces @ 1'-10" x 30'-0"

BAR LIST FOR PIER No. 2						
MARK	SIZE	TYPE	NUMBER	LENGTH	BENDING	DIAGRAM
P1	1/2"	I	12	18'-7"	I	
P2	1/2"	I	24	21'-5"	I	
P3	5/8"	I	41	18'-4"	I	
P4	1/2"	I	36	9'-4"	I	
P5	1/2"	II	32	3'-10"	II	
P6	1/2"	III	2 Each	21'-3"	III	
P7	1/2"	III	2 Each	23'-6"	III	
1274 LIN. FT. 1/2" BARS @ 0.668 LBS. PER FT. = 851 LBS.						
807 " " 5/8" " " @ 1.043 " " " = 842 "						
459 " " 1/2" " " @ 0.850 " " " = 390 "						
* 1% FOR OVERRUN = 17 "						
TOTAL = 2100 LBS.						



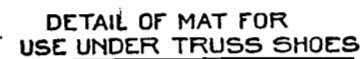
DETAILS FOR STARKWATER
ONE REQ'D. ON UPSTREAM END OF PIER No. 2
STRUCTURAL STEEL AS SHOWN

REFERENCE DRAWINGS
Sheet No. 4 Details of Abutment No. 1.
Sheet No. 5 Details of Abutment No. 3 and General Notes.
Sheet No. 6 Details of 100' Steel Low Truss

COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS OF PIER No. 2, GENERAL LAYOUT,
SUMMARY OF QUANTITIES
2 SPANS @ 100' STEEL LOW TRUSS
ACROSS WHITE RIVER
Sta. 28+12.01 to 30+17.00
Near MEEKER Sec. 29 T. 1 N. R. 94 W.

Designed by R.D.W.
Made by R.D.W.
Check Design R.M.A.
Check Detail R.M.A.

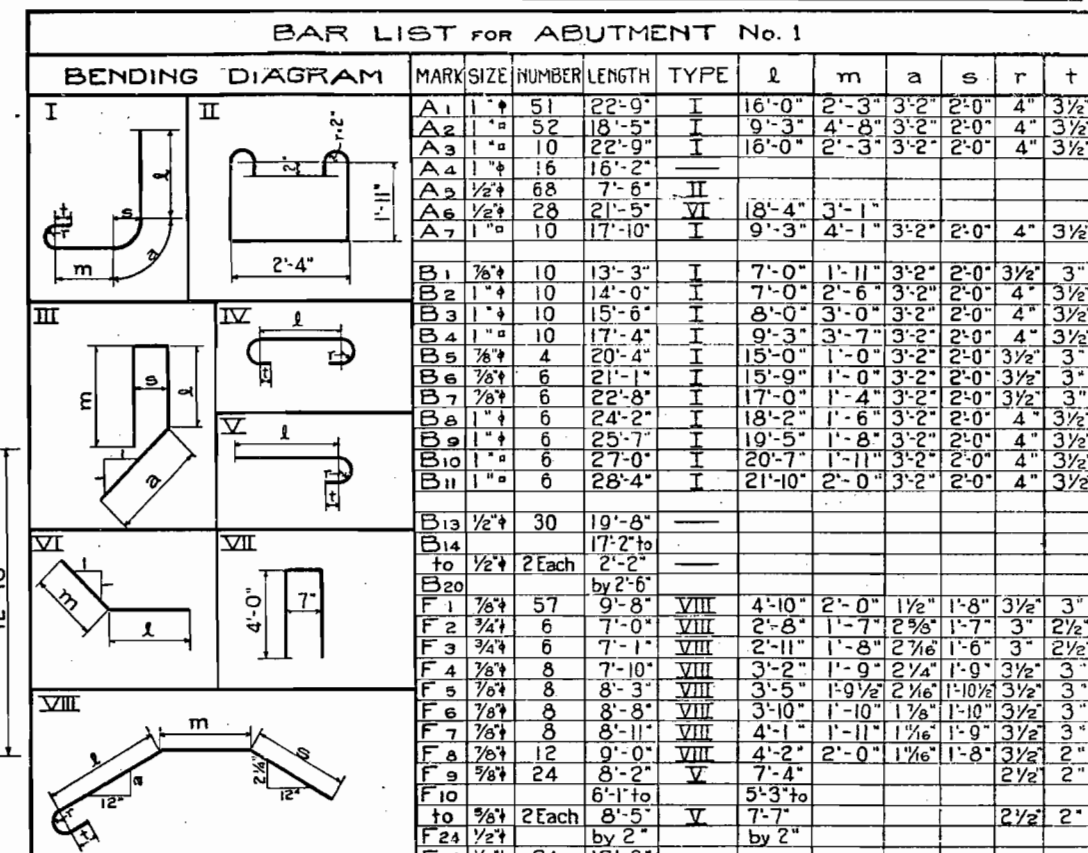
Approved by R.D.W.
Bridge Engineer
Date: March 25, 1936



SECTION 3-2

Asymmetrical About the Roadway

Sta. 28+12.01
Elev. = 6134.26

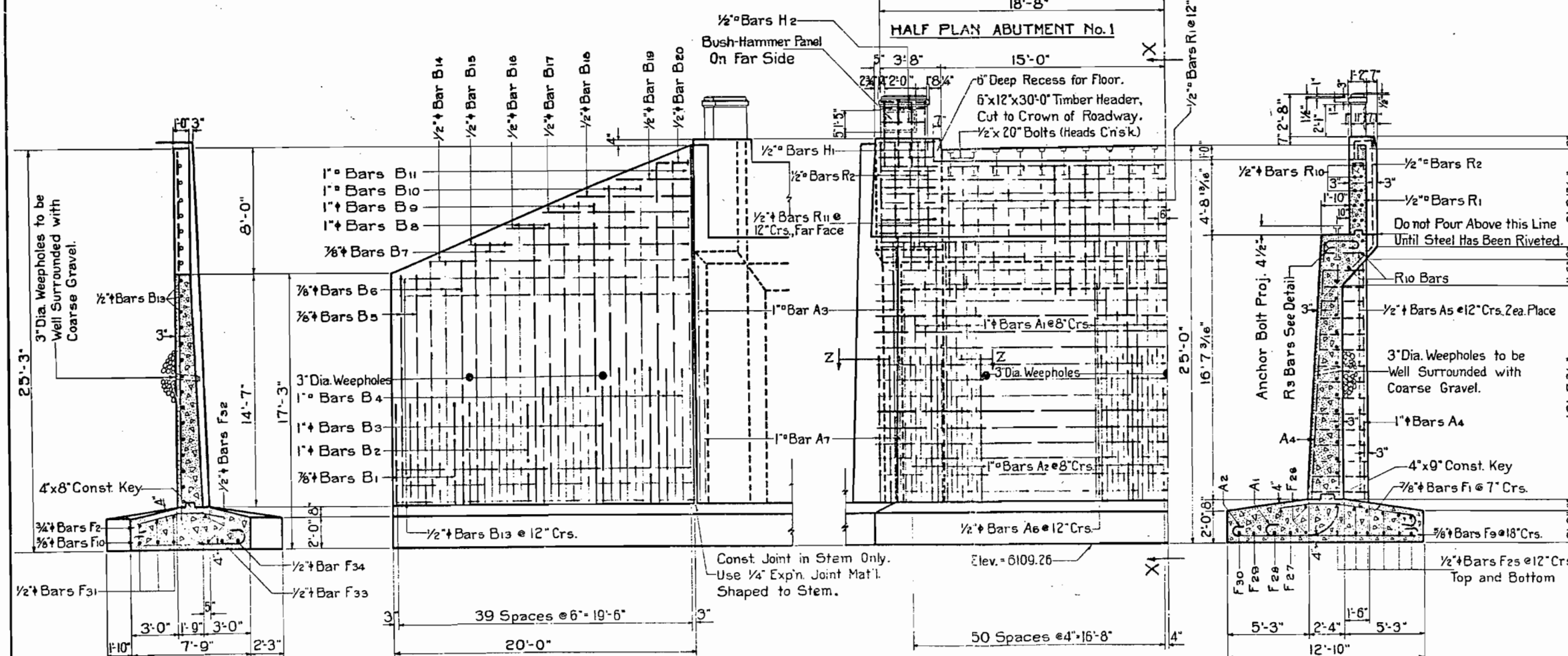


BAR LIST FOR ABUTMENT No. 1

BENDING DIAGRAM

MARK	SIZE	NUMBER	LENGTH	TYPE	l	m	a	s	r	t
A1	1" x 1"	51	22'-9"	I	16'-0"	2'-3"	3'-2"	2'-0"	4"	3 1/2"
A2	1" x 1"	52	18'-5"	I	9'-3"	4'-8"	3'-2"	2'-0"	4"	3 1/2"
A3	1" x 1"	10	22'-9"	I	16'-0"	2'-3"	3'-2"	2'-0"	4"	3 1/2"
A4	1" x 1"	16	16'-2"	—						
A5	1/2" x 1"	68	7'-6"	II						
A6	1/2" x 1"	28	21'-5"	VI	18'-4"	3'-1"				
A7	1" x 1"	10	17'-10"	I	9'-3"	4'-1"	3'-2"	2'-0"	4"	3 1/2"
B1	3/8" x 1"	10	13'-3"	I	7'-0"	1'-11"	3'-2"	2'-0"	3 1/2"	3"
B2	1" x 1"	10	14'-0"	I	7'-0"	2'-6"	3'-2"	2'-0"	4"	3 1/2"
B3	1" x 1"	10	15'-6"	I	8'-0"	3'-0"	3'-2"	2'-0"	4"	3 1/2"
B4	1" x 1"	10	17'-4"	I	9'-3"	3'-7"	3'-2"	2'-0"	4"	3 1/2"
B5	3/8" x 1"	4	20'-4"	I	15'-0"	1'-0"	3'-2"	2'-0"	3 1/2"	3"
B6	3/8" x 1"	6	21'-1"	I	15'-9"	1'-0"	3'-2"	2'-0"	3 1/2"	3"
B7	3/8" x 1"	6	22'-8"	I	17'-0"	1'-4"	3'-2"	2'-0"	3 1/2"	3"
B8	1" x 1"	6	24'-2"	I	18'-2"	1'-6"	3'-2"	2'-0"	4"	3 1/2"
B9	1" x 1"	6	25'-7"	I	19'-5"	1'-8"	3'-2"	2'-0"	4"	3 1/2"
B10	1" x 1"	6	27'-0"	I	20'-7"	1'-11"	3'-2"	2'-0"	4"	3 1/2"
B11	1" x 1"	6	28'-4"	I	21'-10"	2'-0"	3'-2"	2'-0"	4"	3 1/2"
B13	1/2" x 1"	30	19'-8"	—						
B14	1/2" x 1"	2 Each	17'-2" to 2'-2"	—						
B20	1/2" x 1"	2 Each	by 2'-6"	—						
F1	3/8" x 1"	57	9'-8"	VIII	4'-10"	2'-0"	1 1/2"	1'-8"	3 1/2"	3"
F2	3/4" x 1"	6	7'-0"	VIII	2'-8"	1'-7"	2 5/8"	1'-7"	3"	2 1/2"
F3	3/4" x 1"	6	7'-1"	VIII	2'-11"	1'-8"	2 5/8"	1'-6"	3"	2 1/2"
F4	3/8" x 1"	8	7'-10"	VIII	3'-2"	1'-9"	2 1/4"	1'-9"	3 1/2"	3"
F5	3/8" x 1"	8	8'-3"	VIII	3'-5"	1'-9 1/2"	2 1/8"	1'-10 1/2"	3 1/2"	3"
F6	3/8" x 1"	8	8'-8"	VIII	3'-10"	1'-10"	1 5/8"	1'-10"	3 1/2"	3"
F7	3/8" x 1"	8	8'-11"	VIII	4'-1"	1'-11"	1 5/8"	1'-9"	3 1/2"	3"
F8	3/8" x 1"	12	9'-0"	VIII	4'-2"	2'-0"	1 5/8"	1'-8"	3 1/2"	3"
F9	3/8" x 1"	24	8'-2"	V	7'-4"				2 1/2"	2"
F10	3/8" x 1"		6'-1" to 7'-7"		5'-3" to 7'-7"					
F24	1/2" x 1"	2 Each	by 2"	V		by 2"			2 1/2"	2"
F25	1/2" x 1"	24	17'-0"	—						
F26	1/2" x 1"	4	21'-0"	VI	19'-0"	2'-0"				
F27	1/2" x 1"	2	21'-3"	VI	19'-3"	2'-0"				
F28	1/2" x 1"	2	21'-6"	VI	19'-6"	2'-0"				
F29	1/2" x 1"	2	21'-9"	VI	19'-9"	2'-0"				
F30	1/2" x 1"	2	22'-1"	VI	20'-1"	2'-0"				
F31	1/2" x 1"	12	22'-0"	—						
F32	1/2" x 1"	4	24'-0"	—						
F33	1/2" x 1"	2	25'-0"	—						
F34	1/2" x 1"	2	26'-0"	—	Field Bend					
F35	1" x 1"	6	10'-0"	V	8'-8"				4"	3 1/2"
H1	1/2" x 1"	8	8'-7"	VII						
H2	1/2" x 1"	10	2'-8"	—						
R1	1/2" x 1"	30	16'-9"	III	5'-11"	6'-6"	3'-9"	0'-7"		
R2	1/2" x 1"	8	20'-2"	III	6'-8 1/2"	7'-10 1/2"	4'-3"	1'-4"		
R3	1/2" x 1"	32	3'-8"	IV	2'-4"				2"	2"
R10	1/2" x 1"	26	19'-11"	—						
R11	1/2" x 1"	16	3'-8"	—						

	3557	Lin	Ft.	1/2"	†	Bars	@	0.668	Lbs.	Per	Ft.	=	2376	Lbs.
	877	"	"	1/2"	†	"	@	0.850	"	"	"	=	745	"
	414	"	"	3/8"	†	"	@	1.043	"	"	"	=	432	"
	85	"	"	3/4"	†	"	@	1.502	"	"	"	=	128	"
	1405	"	"	7/8"	†	"	@	2.044	"	"	"	=	2872	"
	2012	"	"	1"	†	"	@	2.670	"	"	"	=	5372	"
	1929	"	"	1"	†	"	@	3.400	"	"	"	=	6559	"
							±1% For	Overrun				=	186	"
								TOTAL				=	18,670	Lbs.



HALF ELEVATION ABUTMENT No.

SECTION X-X

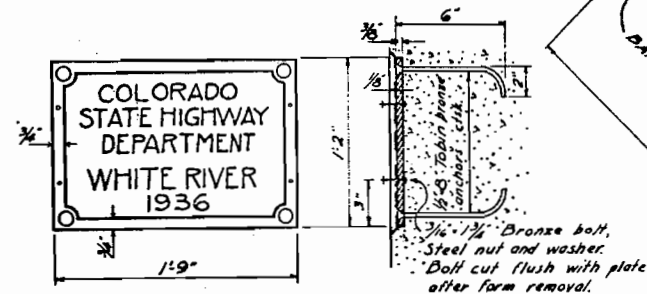
COLORADO
STATE HIGHWAY DEPARTMENT
DETAILS of ABUTMENT No.1
30' CLEAR ROADWAY
2 SPANS @ 100' STEEL LOW TRUSS
Across WHITE RIVER
Sta. 28+12.01 to 30+17.0
Near MEEKER Sec. 29, T. 1 N., R. 94 W.

Designed by RMA Made by RDW Check Design ECH Check Detail	Approved by <i>Carl B. B...</i> Bridge Engineer Date: <i>March 25, 1935</i>
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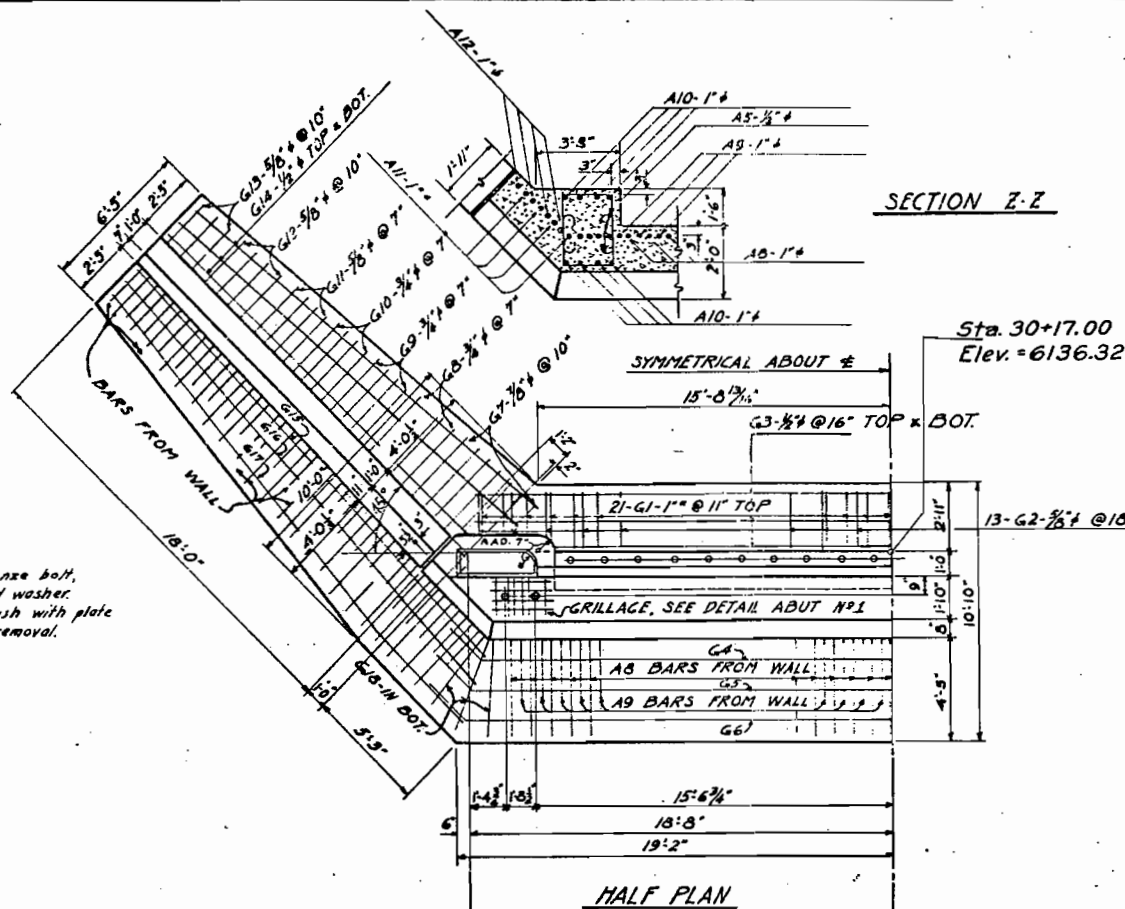
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	COLO.	187-B	5	

REFERENCE DRAWINGS

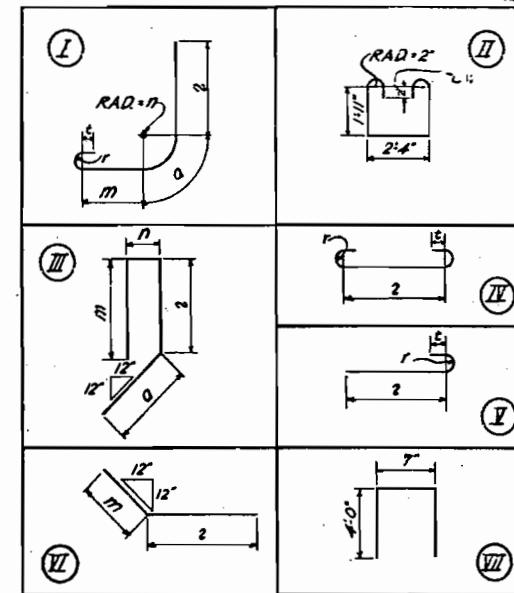
Sheet No. 3 Details of Pier No. 2, General Lay-out & Summary of Quantities.
Sheet No. 4 Details of Abutment No. 1.
Sheet No. 6 Details of 100' Steel Low Truss.



BRONZE NAME PLATE
ONE REQUIRED



BENDING DIAGRAMS



BAR LIST FOR ABUTMENT No. 3

WTS.

DATA LIST FOR ADJUSTMENT N 2

	MARK	SIZE	NO.	LENGTH	TYPE	2	3	4	5	6	7	8	9	10
I	A5	1/2"	52	7'-6"	I									
	A6	1/2"	22	21'-2"	II	18'-2"	3'-0"							
	A8	1"	44	15'-6"	I	7'-11"	4'-2"	2'-1"	4"	3 1/2"	1'-4"			
	A9	1"	44	18'-11"	I	13'-3"	2'-3"	2'-1"	4"	3 1/2"	1'-4"			
	A10	1"	16	13'-0"	—									
	A11	1"	8	15'-0"	I	7'-11"	3'-8"	2'-1"	4"	3 1/2"	1'-4"			
	A12	1"	8	18'-5"	I	13'-3"	1'-9"	2'-1"	4"	3 1/2"	1'-4"			
	B15	1/2"	2 eo.	14'-6" to	—									
	B20			2'-0" to										
	B20			2'-6"										
	B21	1/2"	24	17'-6"										
II	C1	3/4"	4	9'-3"	I	4'-6"	1'-10"	2'-1"	3"	2 1/2"	1'-4"			
	C2	3/8"	6	9'-11"	I	4'-6"	2'-2"	2'-1"	3 1/2"	3"	1'-4"			
	C3	3/8"	8	10'-2"	I	4'-6"	2'-5"	2'-1"	3 1/2"	3"	1'-4"			
	C4	1"	10	13'-3"	I	7'-0"	2'-10"	2'-1"	4"	3 1/2"	1'-4"			
	C5	1"	8	13'-9"	I	7'-0"	3'-4"	2'-1"	4"	3 1/2"	1'-4"			
	C6	1"	6	23'-6"	I	18'-4"	1'-9"	2'-1"	4"	3 1/2"	1'-4"			
	C7	1"	6	22'-6"	I	17'-4"	1'-9"	2'-1"	4"	3 1/2"	1'-4"			
	C8	3/8"	6	20'-9"	I	15'-9"	1'-9"	2'-1"	3 1/2"	3"	1'-4"			
	C9	3/8"	6	19'-4"	I	14'-4"	1'-9"	2'-1"	3 1/2"	3"	1'-4"			
	C10	3/8"	6	18'-11"	I	13'-11"	1'-9"	2'-1"	3 1/2"	3"	1'-4"			
	C11	3/4"	6	17'-4"	I	12'-6"	1'-9"	2'-1"	3"	2 1/2"	1'-4"			
III	G1	1"	41	9'-3"	II	7'-11"			4"	3 1/2"				
	G2	3/8"	25	7'-1"	II	6'-3"			2 1/2"	2"				
	G3	1/2"	16	19'-0"	—									
	G4	1/2"	2	21'-0"	VI	19'-0"	2'-0"							
	G5	1/2"	2	21'-6"	VI	19'-6"	2'-0"							
	G6	1/2"	2	21'-9"	VI	19'-9"	2'-0"							
	G7	3/8"	14	8'-0"	I	6'-10"			3 1/2"	3"				
	G8	3/4"	8	7'-1"	I	6'-1"			3"	2 1/2"				
	G9	3/4"	8	6'-10"	I	5'-10"			3"	2 1/2"				
	G10	3/8"	8	5'-9"	I	4'-11"			2 1/2"	2"				
	G11	3/8"	8	5'-6"	I	4'-8"			2 1/2"	2"				
	G12	3/8"	8	5'-3"	I	4'-5"			2 1/2"	2"				
IV	G13	3/8"	6	5'-0"	I	4'-2"			2 1/2"	2"				
	G14	1/2"	12	20'-0"	—									
	G15	1/2"	4	22'-0"	—									
	G16	1/2"	2	23'-0"	—									
	G17	1/2"	2	23'-6"	—									
	G18	1"	6	9'-2"	II	7'-10"			4"	3 1/2"				
	H1	1/2"	8	8'-7"	VII									
	H2	1/2"	12	2'-8"	—									
	R1	1/2"	30	16'-9"	III	5'-11"	6'-6"	3'-9"					0'-7"	
	R2	1/2"	10	20'-6"	III	6'-9"	8'-0"	4'-6"					1'-3"	
	R3	1/2"	32	3'-8"	III	2'-4"					2"	2"		
	R10	1/2"	24	19'-11"	—									
	R11	1/2"	14	3'-6"	—									

FIELD BEND

BAR SUMMARY

2755 LIN. FT.	1/2" BARS	@ 0.668 LBS. PER. FT.	= 1840"
925	3/4" BARS	@ 0.850	= 787
339	5/8" BARS	@ 1.043	= 354
253	3/8" BARS	@ 1.502	= 380
606	1" BARS	@ 2.044	= 1240
1761	1 1/2" BARS	@ 2.670	= 4703
1181	2" BARS	@ 3.400	= 4016
		1% ± FOR OVER-RUN	= 130
		TOTAL	= 13450"

LOADING DATA.
LIVE LOAD-A.A.S.H.O. AUG. 1935 CLASS A. (H-15)
DEAD LOAD-ASSUMES 15 LBS. PER SQ. FT.
ADDITIONAL WEARING SURFACE WHICH INCLUDES THE 1/4" CONCRETE MONOLITHIC WEARING SURFACE SHOWN.

COLORADO
STATE HIGHWAY DEPARTMENT
ABUTMENT No. 3 AND
BAR LIST
Across White River
Sta. 26+12.2 to 30+17.4
Near Meeker Sec. 20 T. 1N. R. 94 W.

Designed by R.M.A.
Made by K.T.D.
Check Design W.W.D.
Check Detail W.W.D.

Approved by P.D. Bailey
Bridge Engineer
Date: March 28, 1936

GENERAL NOTES
ALL WORK SHALL BE DONE ACCORDING TO THE STANDARD SPECIFICATIONS OF THE COLORADO STATE HIGHWAY DEPARTMENT.
ALL CONCRETE SHALL BE CLASS "A".
FORMS FOR CONCRETE SURFACES EXPOSED IN THE FINISHED WORK SHALL BE CONSTRUCTED OF SHIPLAP OR TONGUE AND GROOVE LUMBER 3/4" UNLESS FACED WITH PANEL BOARD.
CONCRETE GIRDERS, FLOOR SLABS AND CURBS SHALL BE POURED MONOLITHICALLY.
FOOTINGS IN ROCK SHALL BE PIGGED OUT TO THE ROCK AND NOT FORMED.
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.

HALF FRONT ELEVATION
ABUTMENT No. 3

SECTION O-O

REFERENCE DRAWINGS
DETAILS OF PIER No.2, SUMMARY OF
QUANTITIES.&GENERAL LAYOUT-SHEET*3.
DETAILS OF ABUTMENT No.1-SHEET *4.
DETAILS OF ABUTMENT No.3-SHEET *5.

CAST IRON NAME PLATE

2 REQUIRED
LETTERS & BORDER TO BE RAISED $\frac{1}{8}$ "
PLACE ONE ON RIGHT HAND END POST
AT EACH END OF BRIDGE

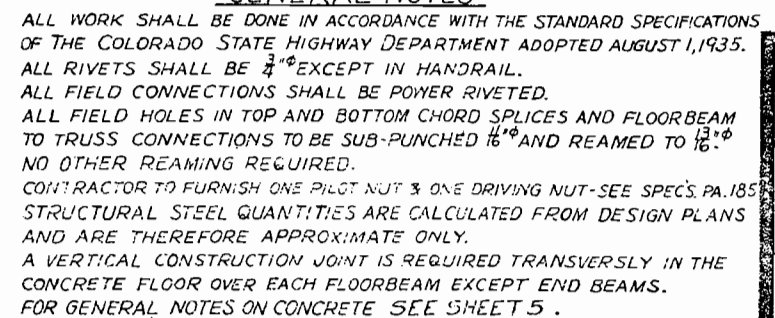


Diagram of a roof truss with 6 panels. The diagram shows a series of vertical posts and horizontal beams. The roof is divided into 6 panels, each 16'-8" wide. The total width is 100'-0". The roof pitch is 10:12. The diagram includes various dimensions and calculations for the roof structure.

Dimensions and Calculations:

- Panel Width: 16'-8"
- Total Width: 100'-0"
- Roof Pitch: 10:12
- Roof Slope Angles: 16'-8", 17'-0", 19'-8", 10'-0", 13'-8"
- Vertical Post Heights (from left to right):
 - 14'-6"
 - 14'-0"
 - 14'-0"
 - 14'-0"
 - 14'-0"
 - 14'-0"
- Horizontal Beam Lengths (from left to right):
 - 16'-8"
 - 16'-8"
 - 16'-8"
 - 16'-8"
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 - 16'-8"
- Roof Truss Members (from left to right):
 - 16'-8"
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- Vertical Post Spacing (from left to right):
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- Roof Truss Members (from left to right):
 - 16'-8"
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COLORADO
STATE HIGHWAY DEPARTMENT
100 FT. SPAN STEEL WELD TRUSS
30 FT. CLEAR ROADWAY
CONCRETE FLOOR

Across **WHITE RIVER**
Sta. 28+12.01 to 30+17.00
Near **MEEKER** Sec. 29 T. 1 N., R. 94 W.

Designed by **K.B.**
Made by **W. H. M.**
Check Design
Check Detail **W. H. M.**

Approved by **Col. Bailey**
Bridge Engineer
Date: **Jan. 22, 1936**

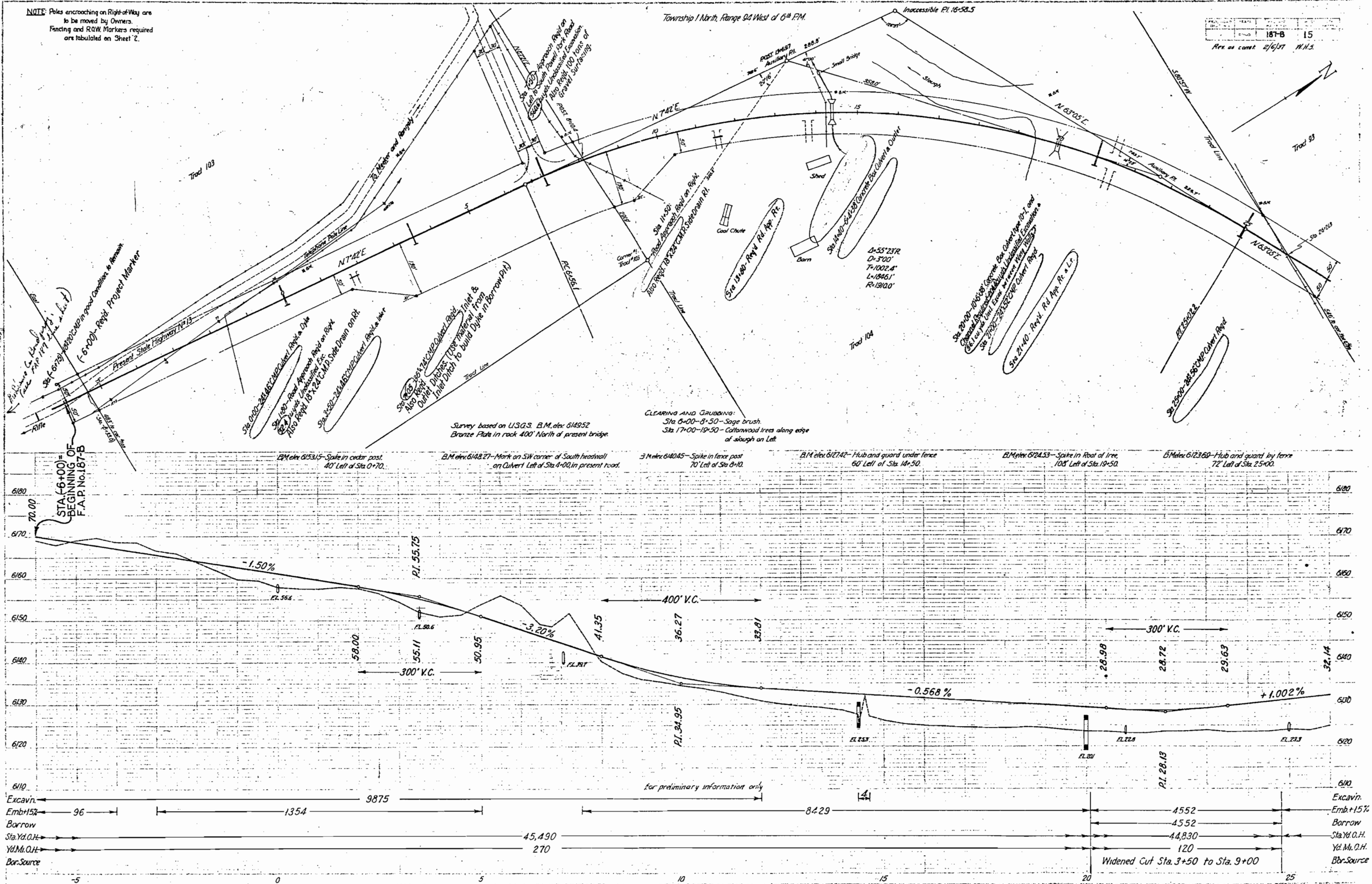
MICROFILMED

4-1085 Apr. 25 May 25	H.E. Richardson Harris & Gaffney
PUB.	DATE ACQ. 1976
	FROM JANINE CHURCH 37 S.W. WAY ENCLAND

4-1085 Apr. 25 May 25	H.E. Richardson Harris & Gaffney
PUB.	DATE ACQ. 1976
	FROM JANINE CHURCH 37 S.W. WAY ENCLAND

FILE NO.	DATE	TIME	15
187-B			

Rev. as corr. 2/6/37 H.H.S.



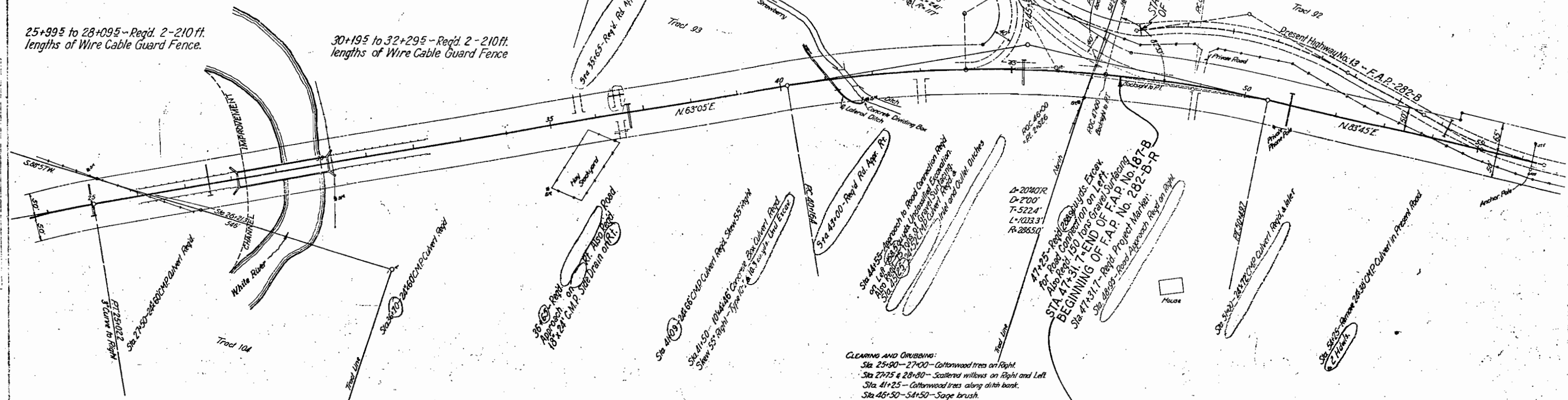
NOTE: Poles encroaching on Right-of-Way are to be moved by owners. Fencing and R.O.W. Markers required are tabulated on Sheet 2.

28+12 to 30+17~Reg'd. Bridge as per details on Sheets No. 3, 4, 5 & 6. Also Reg'd. 2,999 cu. yds. of Excav. for Channel Improvement. Material to be used in Roadway Fill.

25+99.5 to 28+09.5~Reg'd. 2-210 ft. lengths of Wire Cable Guard Fence.

30+19.5 to 32+29.5~Reg'd. 2-210 ft. lengths of Wire Cable Guard Fence.

Township 1 North, Range 94 West of 6° P.M.



STRUCTURE NOTES FOR BRIDGE, STA. 28+12 TO 30+17
STRUCTURE NO. D-5-1

PRESENT STRUCTURE

SPAN 100 ft.
CLEAR ROADWAY 16 ft.
CLEAR WATERWAY 850 sq. ft.
TYPE OF SUPERSTRUCTURE Steel Truss
TYPE OF SUBSTRUCTURE
REQUIREMENTS AS TO REMOVAL Leave

STREAM DATA

DRAINAGE IN SQ. MILES 634
VELOCITY DURING HIGH WATER
ELEVATION OF:
MAXIMUM HIGH WATER 6126.2
LOW WATER
NORMAL STAGE
STREAM BED

DRIFT
SCOUR

PROPOSED STRUCTURE

POSITION REFERRED TO PRESENT STRUCTURE 1 mile upstream
SPAN 2 @ 100 ft.
CLEAR ROADWAY 30 ft.
CLEAR WATERWAY 1830 sq. ft.
TYPE OF SUPERSTRUCTURE 100 ft. low steel truss
TYPE OF SUBSTRUCTURE Closed Conc. Cantl. Abutments - Gravity Conc. Pier
DETOUR STRUCTURE REQUIREMENTS Use old Bridge
RAILROAD SIDING Rifle
HAUL TO BRIDGE SITE 40 miles

NEARBY STRUCTURE ON SAME STREAM

LOCATION 1 mile downstream
WATERWAY 850 sq. ft.
RECORD DURING FLOODS

