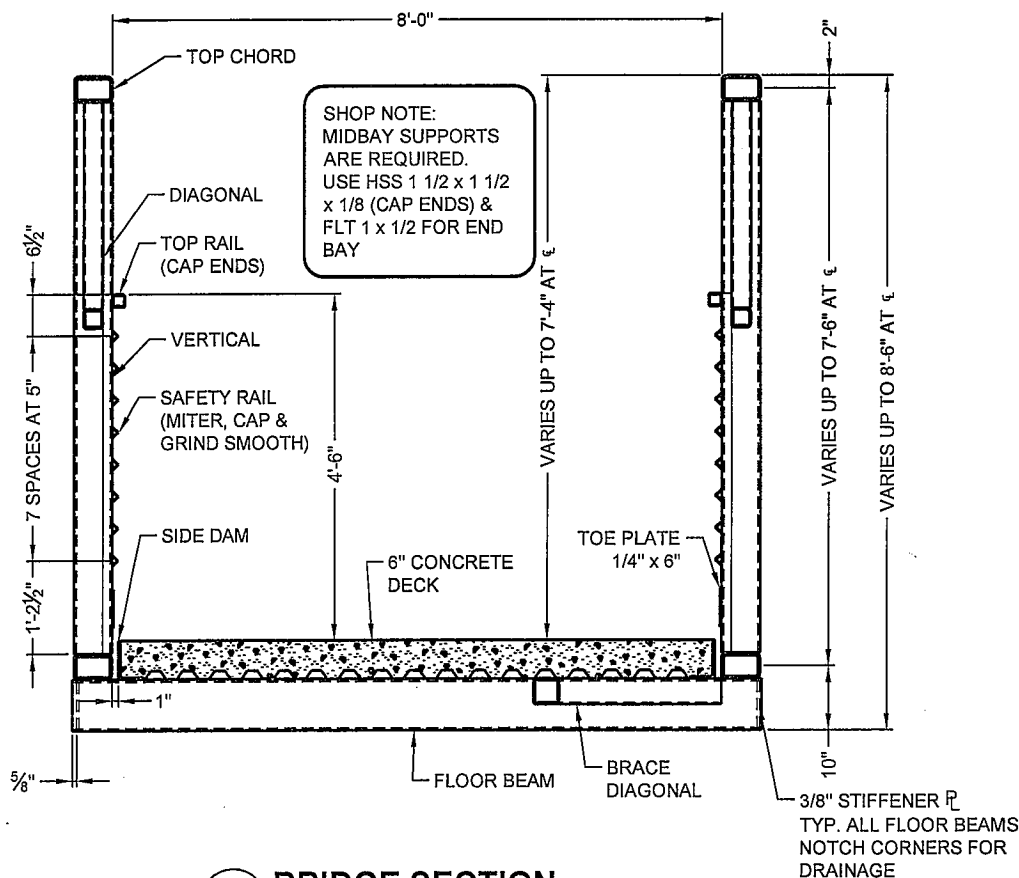


BRIDGE ELEVATION

SPACING OF SAFETY RAIL AND TOE PLATE PRODUCE OPENINGS OF LESS THAN 4" UP TO A HEIGHT OF 54".



1 BRIDGE SECTION
2

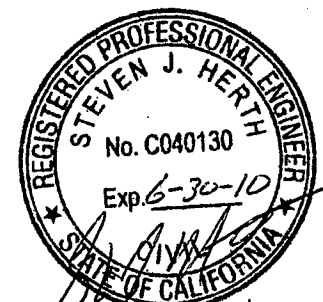
GENERAL NOTES

- DESIGN STRESSES ARE IN ACCORDANCE WITH THE MANUAL OF STEEL CONSTRUCTION FOR ALLOWABLE STRESS DESIGN AS ADOPTED BY THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC), 9th EDITION. (ALSO MEETS OR EXCEEDS 2007 CBC)
- BRIDGE MEMBERS ARE FABRICATED FROM HIGH STRENGTH, LOW ALLOY, ENHANCED ATMOSPHERIC CORROSION RESISTANT ASTM A847 COLD-FORMED WELDED SQUARE AND RECTANGULAR TUBING, AND ASTM A588, ASTM A606, OR ASTM A242 PLATE AND STRUCTURAL SHAPES (Fy=50,000 PSI).
- CONCRETE DECK: GALVANIZED FORM DECK SUPPLIED BY CONTECH. CONCRETE, REINFORCING AND EXPANSION MATERIAL SUPPLIED BY OTHERS. SEE CONCRETE DECK SHEET.
- THE GAS METAL ARC WELDING PROCESS OR FLUX CORED ARC WELDING PROCESS WILL BE USED.
- ALL TOP AND BOTTOM CHORD SHOP SPLICES TO BE COMPLETE PENETRATION TYPE WELDS. WELD BETWEEN TOP CHORD AND END VERTICAL SHALL BE COMPLETE PENETRATION TYPE WELDS ON BOTH SIDES WITH A PARTIAL PENETRATION GROOVE WELD ON THE TOP SIDE AND A FILLET WELD ON THE BOTTOM SIDE.
- UNLESS OTHERWISE NOTED, WELDED CONNECTIONS SHALL BE FILLET WELDS (OR HAVE THE EFFECTIVE THROAT OF A FILLET WELD) OF A SIZE EQUAL TO THE THICKNESS OF THE LIGHTEST GAGE MEMBER IN THE CONNECTION. WELDS SHALL BE APPLIED AS FOLLOWS:
 - BOTH ENDS OF VERTICALS, DIAGONALS, AND FLOOR BEAMS SHALL BE WELDED ALL AROUND.
 - BRACE DIAGONALS WILL BE WELDED ALL AROUND.
 - MISCELLANEOUS NON-STRUCTURAL MEMBERS WILL BE STITCH WELDED TO THEIR SUPPORTING MEMBERS.
- BRIDGE DESIGN WAS ONLY BASED ON COMBINATIONS OF THE FOLLOWING LOADS WHICH WILL PRODUCE MAXIMUM CRITICAL MEMBER STRESSES.
 - 100 PSF UNIFORM LIVE LOADING ON THE FULL DECK AREA OR ONE 8,000 POUND VEHICLE LOAD. THE VEHICLE LOAD SHALL BE DISTRIBUTED AS A FOUR-WHEEL VEHICLE WITH 60% OF THE LOAD ON THE REAR WHEELS. THE WHEEL TRACK WIDTH OF THE VEHICLE SHALL BE 5'-0" AND THE WHEEL BASE SHALL BE 8'-6". THE VEHICLE SHALL BE POSITIONED SO AS TO PRODUCE THE MAXIMUM STRESS IN EACH MEMBER, INCLUDING DECKING.
 - 25 PSF WIND LOAD ON THE FULL HEIGHT OF THE BRIDGE, AS IF ENCLOSED. (MEETS OR EXCEEDS 2007 CBC)
 - 20 PSF UPWARD FORCE APPLIED AT THE WINDWARD QUARTER POINT OF THE TRANSVERSE BRIDGE WIDTH (AASHTO 3.15.3).
 - SEISMIC LOADING PER CALTRANS SDC (SEE NOTE).
- CLEANING: ALL EXPOSED SURFACES OF STEEL SHALL BE CLEANED IN ACCORDANCE WITH STEEL STRUCTURES PAINTING COUNCIL SURFACES PREPARATION SPECIFICATIONS NO. 7 BRUSH-OFF BLAST CLEANING. SSPC-SP7-LATEST EDITION.

SCHEDULE OF MEMBERS	
TOP CHORD	HSS 6 x 4 x 3/8
BOTTOM CHORD	HSS 6 x 4 x 3/8
VERTICAL	HSS 6 X 6 x 1/4
VERTICAL STUB	HSS 3 x 2 x 1/4
DIAGONAL	HSS 3 x 3 x 1/4 ★
BRACE DIAGONAL	HSS 4 x 4 x 1/4 ★★
FLOOR BEAM	HSS 8 x 6 x 3/8
END FLOOR BEAM	HSS 10 x 6 x 3/8
SIDE DAM	L 6 x 4 x 5/16
TOP RAIL	HSS 2 x 2 x 3/16
SAFETY RAIL	L 1 1/4 x 1 1/4 x 1/8

- ★ USE HSS 5 x 3 x 1/4 & DOUBLE MITER END BAY ONLY (TYP. BOTH ENDS DOUBLE MITER ALL DIAGONALS ON BOTTOM CHORD SINGLE MITER TO VERTICAL ON TOP)
- ★★ USE HSS 6 x 4 x 1/4 END BRACE DIAGONAL ONLY. TYP. BOTH ENDS OF BRIDGE

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75'-0" x 8'-0"
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PEDESTRIAN BRIDGE
CAMP MEEKER, CA

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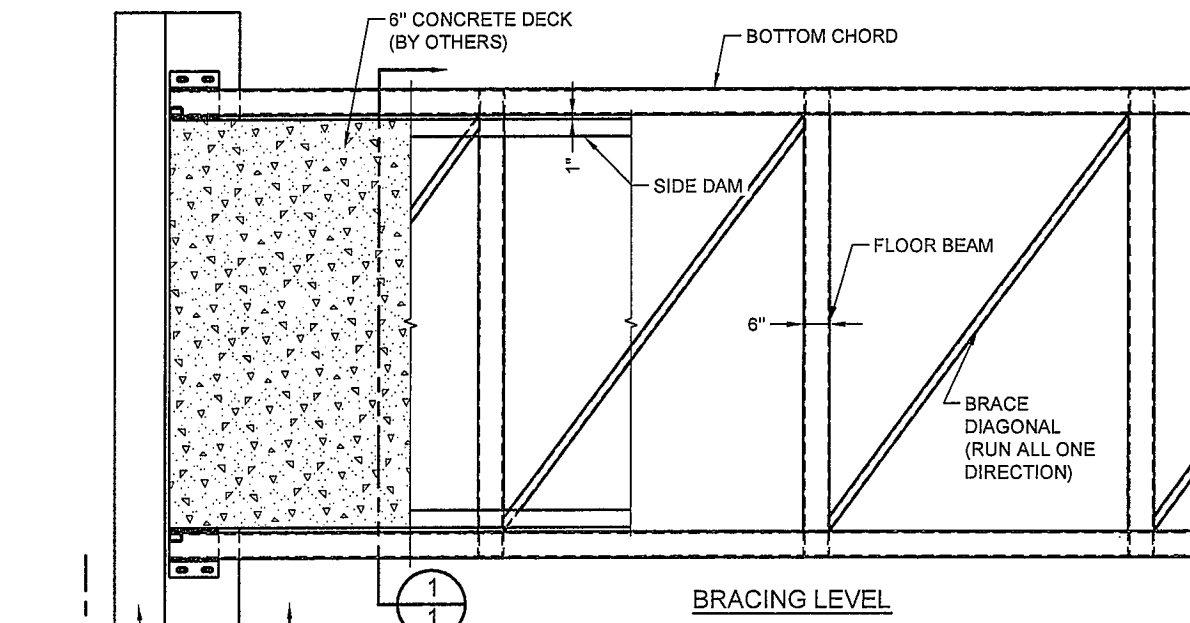
CONTINENTAL
BRIDGE

DATE: 6/5/09
DESIGNED: DAN DRAWN: CMA
CHECKED: DAN APPROVED: SJH
PROJECT NUMBER: 91039Y
SHEET: 1 OF 3

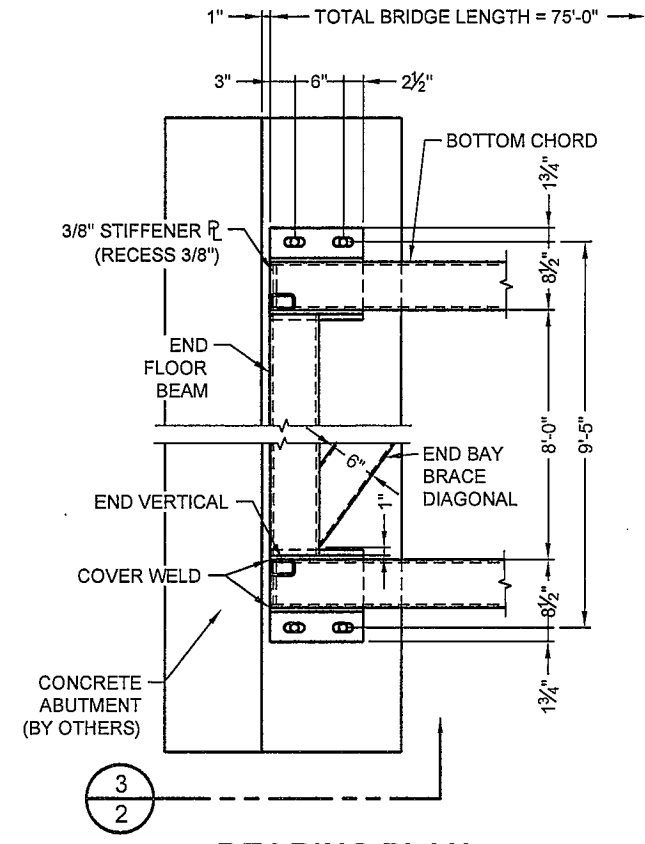
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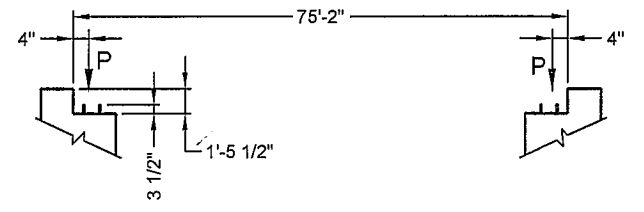
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BRIDGE PLAN



BEARING PLAN



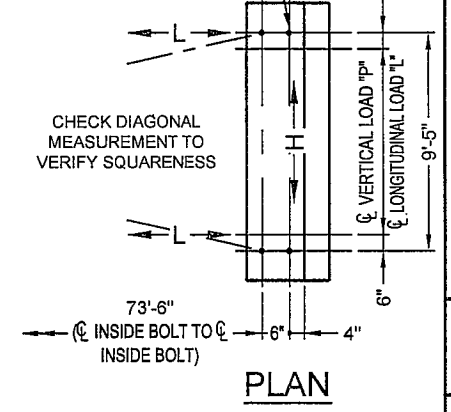
ANCHOR BOLT ELEVATION

COMBINE REACTIONS AS PER LOCAL OR GOVERNING BUILDING CODES AS REQUIRED

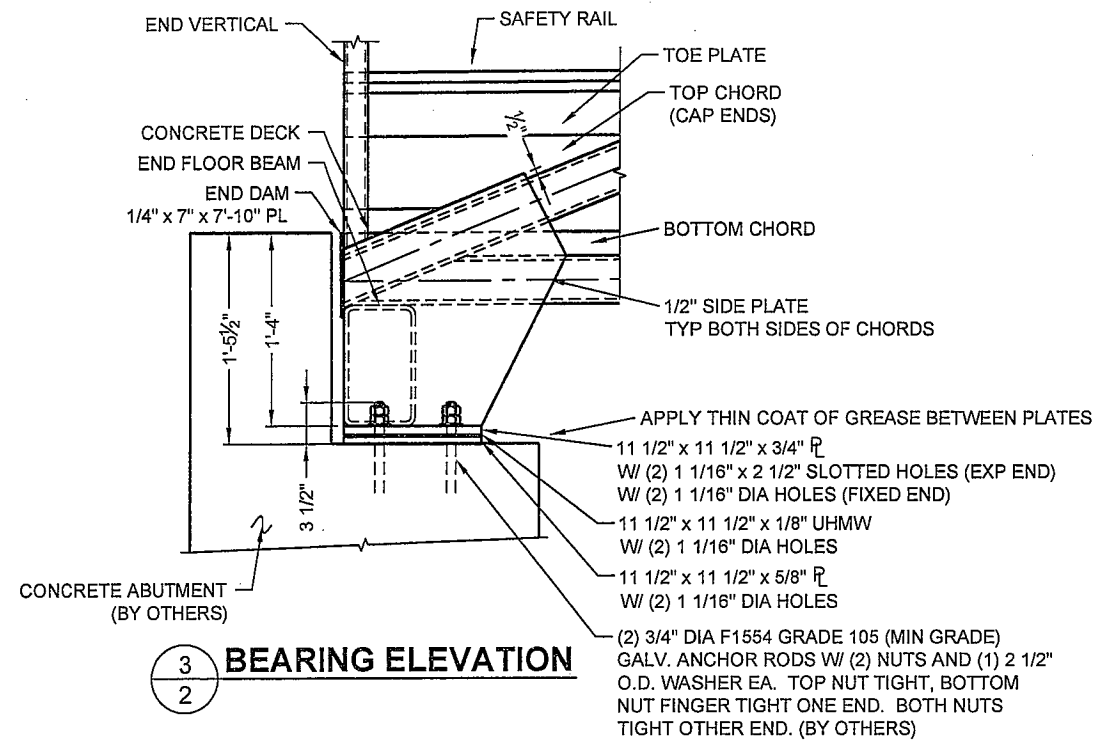
	BRIDGE REACTIONS		
		+ DOWNWARD LOAD - UPWARD LOAD	
DEAD LOAD ②	14,675		
UNIFORM LIVE LOAD	15,000		
VEHICLE LOAD	4,000		
WIND UPLIFT 20 PSF	-5,085		
WIND WINDWARD	-1,688		
WIND LEEWARD		7,970	
THERMAL ②			2,205
SEISMIC	SEE NOTE		

- ① BRIDGE LIFTING WEIGHT: 22,100 LBS
- ② BRIDGE FINAL WEIGHT: 58,700 LBS
- ① DOES NOT INCLUDE WEIGHT OF CONCRETE DECK
- ② INCLUDES WEIGHT OF CONCRETE DECK

(8) Ø3/4" ASTM F1554 GRADE 105 GALV. ANCHOR RODS W/(2) NUTS AND (1) 2" O.D. WASHER EACH. (BY OTHERS)



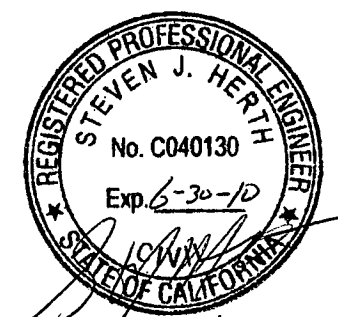
PLAN



BEARING ELEVATION

NOTE: THIS BRIDGE HAS BEEN DESIGNED FOR SEISMIC FORCES BASED ON CALTRANS CRITERIA WITH A PEAK ROCK ACCELERATION OF 0.5g. THE LATERAL DESIGN FORCE (1.3W) WAS BASED ON THE CALTRANS ELASTIC RESPONSE SPECTRAL CURVES FOR A SOIL PROFILE TYPE D (FIGURE B.9 ARS CURVE IN CALTRANS SEISMIC DESIGN CRITERIA). IT SHALL BE THE RESPONSIBILITY OF THE FOUNDATION ENGINEER TO DETERMINE THE FORCES WHICH ARE USED FOR FOUNDATION DESIGN, VERIFICATION OF ANCHOR BOLT SIZES, AND DESIGN OF ANCHOR BOLT EMBEDMENTS IN THE FOUNDATION. THESE FORCES ARE DETERMINED BASED ON LOCAL SITE CONDITIONS, THE FOUNDATION SYSTEM USED, AND THE BRIDGE DEAD LOAD. THE ENTIRE LONGITUDINAL SEISMIC LOAD IS ASSUMED TO ACT ONLY THROUGH THE ANCHOR BOLTS AT THE FIXED END OF THE BRIDGE ONLY.

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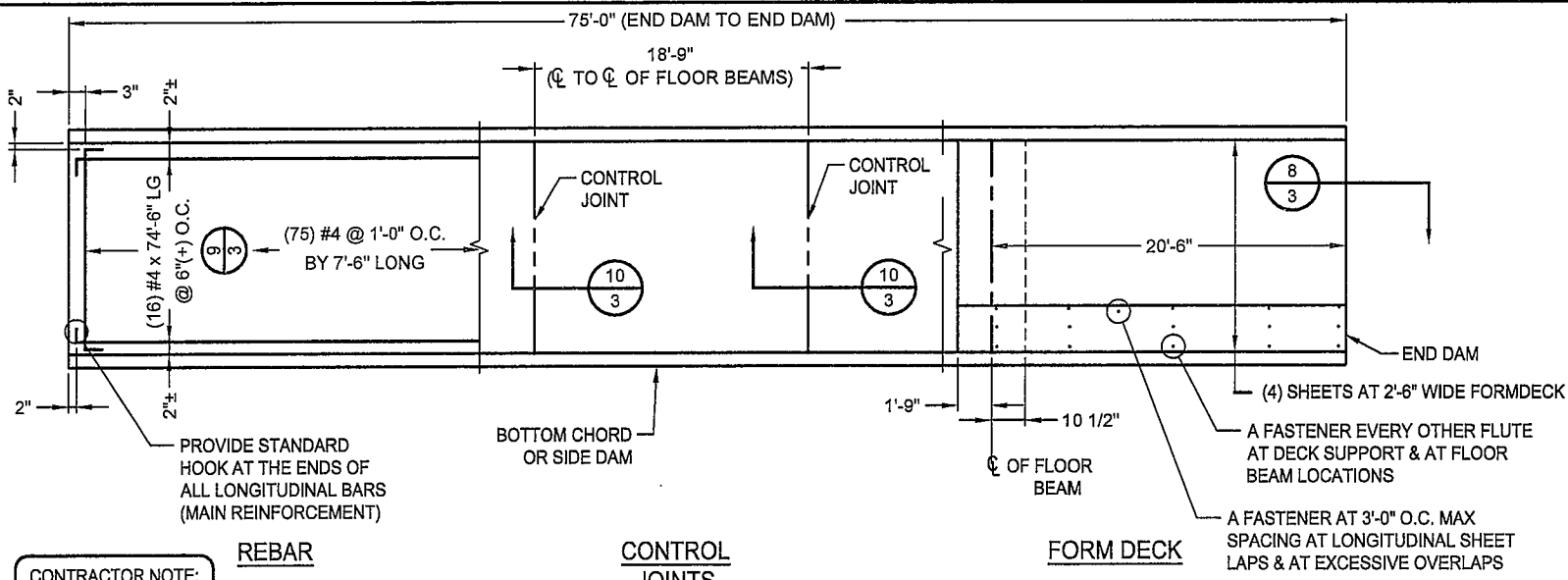
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75'-0" x 8'-0"
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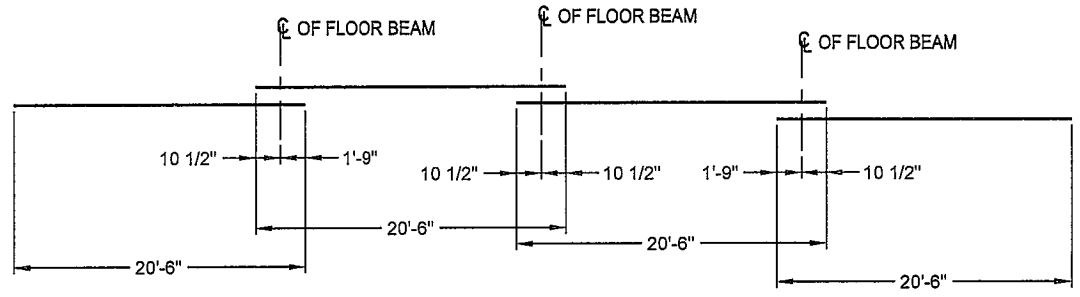
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 SHEET: 2 OF 3

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DECK SLAB LAYOUT

CONTRACTOR NOTE:
LENGTHS OF REBAR
DO NOT INCLUDE
HOOK LENGTHS



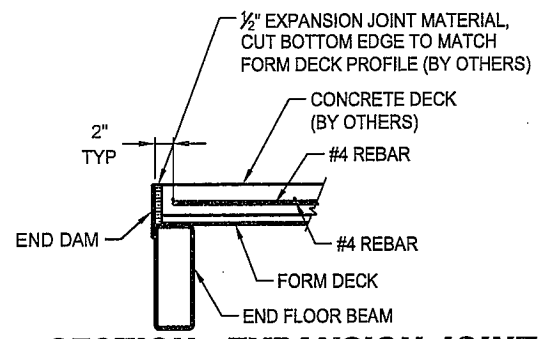
FORM DECK LAYOUT

CAUTION:
WE ARE PROVIDING STAY-IN-PLACE FORM DECKING TO ACCEPT A CONCRETE DECK ON THIS STRUCTURE IN ACCORDANCE WITH THE SPECIFICATIONS AND/OR THE CONTRACT DOCUMENTS. BE AWARE THAT MOST PEDESTRIAN BRIDGE LIABILITY CLAIMS ARE STATISTICALLY SLIP AND FALL CLAIMS. IT IS THE OWNER'S AND/OR THE CONCRETE INSTALLER'S RESPONSIBILITY TO PROVIDE A NON-SKID FINISH ON THE CONCRETE DECK. WE RECOMMEND, AS A MINIMUM, A ROUGHENED BROOM FINISH BE USED ON ALL DECK SURFACES.

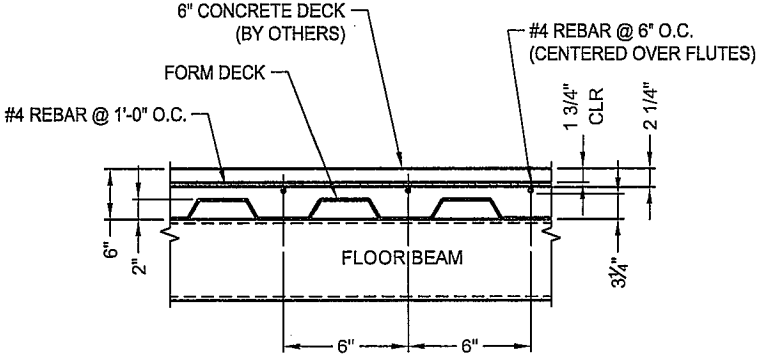
DECK & CONCRETE NOTES

- GALVANIZED FORM DECK SHALL BE UNITED STEEL DECK U2X-20 GAGE. FORM DECK WILL BE SHOP ATTACHED TO FLOOR BEAMS WITH #12-24 X 1 1/4" SELF-DRILLING FASTENERS WITH 1" O.D. WASHERS OR 1" X 3/16" POWER ACTUATED FASTENERS.
- BAR REINFORCEMENT SHALL BE GRADE 60 MINIMUM AND CONFORM TO THE REQUIREMENTS OF ASTM A 615.
- CONCRETE DECK AND REINFORCING TO BE AS SHOWN ON DRAWINGS AND TO BE FURNISHED AND INSTALLED BY OTHERS. THE COMPRESSIVE STRENGTH OF THE CONCRETE (f_c) MUST BE A MINIMUM OF 3,500 PSI (28 DAY STRENGTH). BRIDGE IS DESIGNED FOR REGULAR WEIGHT (145 PCF) CONCRETE WITH A MAXIMUM AGGREGATE SIZE OF 3/4". INSTALL BRIDGE PRIOR TO POURING CONCRETE.
- CONCRETE COVER OF 2 1/4" ABOVE LONGITUDINAL REINFORCEMENT SHALL BE STRICTLY MAINTAINED.
- CONCRETE DESIGN, QUALITY, MIXING, AND PLACING SHALL BE IN ACCORDANCE WITH BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE ACI 318-99 AND SPECIFICATIONS FOR STRUCTURAL CONCRETE ACI 301-99.
- COMPRESSION TEST SPECIMENS SHALL BE TAKEN DURING CONSTRUCTION TO INSURE COMPLIANCE WITH CONCRETE STRENGTH REQUIREMENTS. EVALUATION AND ACCEPTANCE OF THE COMPRESSIVE STRENGTH OF CONCRETE SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF ACI 318-99, CHAPTER 5 "CONCRETE QUALITY, MIXING, AND PLACING." ALL CONCRETE WHICH FAILS TO MEET THE ACI REQUIREMENTS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE COST OF THE CONTRACTOR.
- THE CONTRACTOR MUST EXERCISE CARE TO CONTROL TRAFFIC AND STORAGE OF MATERIALS ON THE FORM DECK BEFORE POURING THE SLAB. SPANS MUST BE PLANKED OR OTHERWISE PROTECTED AGAINST DAMAGE FROM WORKERS WALKING ON THE MATERIAL, CONSTRUCTION TRAFFIC AND CONCRETE PLACING EQUIPMENT.

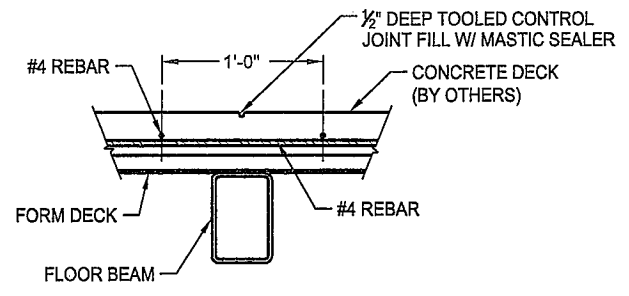
THESE SPECIFICATIONS SHALL BE THE MINIMUM REQUIREMENTS FOR THE BRIDGE DECK SLAB. MORE STRINGENT REQUIREMENTS SPECIFIED BY LOCAL GOVERNING BODIES MAY BE APPLICABLE.



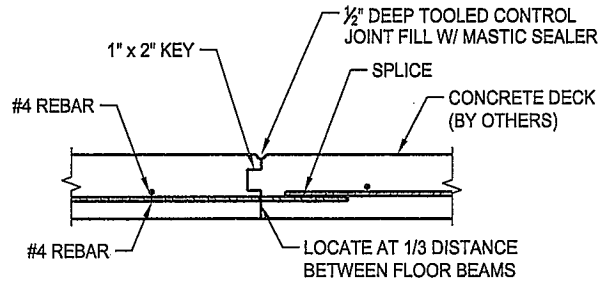
SECTION - EXPANSION JOINT
LOCATE AT EACH END FLOOR BEAM



SLAB REINFORCEMENT DETAIL
f_c = 3,500 PSI (MINIMUM 28 - DAY STRENGTH)
GRADE 60 REINFORCING (f_y = 60,000 PSI)



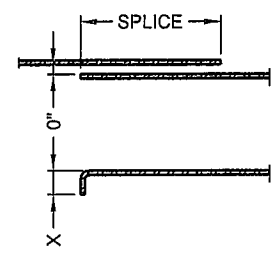
SECTION - CONTROL JOINT



CONSTRUCTION JOINT DETAIL
(AS REQUIRED)

LENGTH (INCHES)		
BAR SIZE	HOOK X	SPLICE
#3	6"	20"
#4	8"	27"
#5	9"	33"
#6	11"	40"

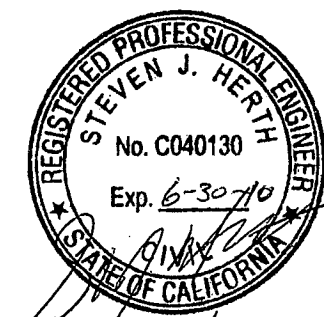
THE TABLES SHOWN ARE FOR f_c = 3,500 PSI (MINIMUM) AND f_y = 60,000 PSI



NOTE:
IF SPLICE IS REQUIRED IN LONGITUDINAL REBARS, LAP SPLICE LENGTH WILL BE AS SHOWN. STAGGER SPLICED REBAR EVERY OTHER LONGITUDINAL BAR AND LOCATE AT 1/2 DISTANCE BETWEEN FLOOR BEAMS.

STANDARD SPLICE AND HOOK LENGTH DETAILS
NORMAL WEIGHT CONCRETE (145 PCF)

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CONTINENTAL BRIDGE

DATE:	6/5/09
DESIGNED:	DAN
DRAWN:	CMA
CHECKED:	DAN
APPROVED:	SJH
PROJECT NUMBER:	91039Y
SHEET:	3 OF 3