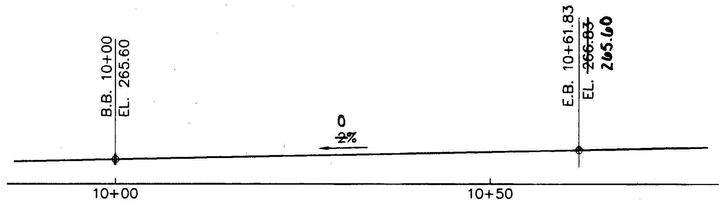
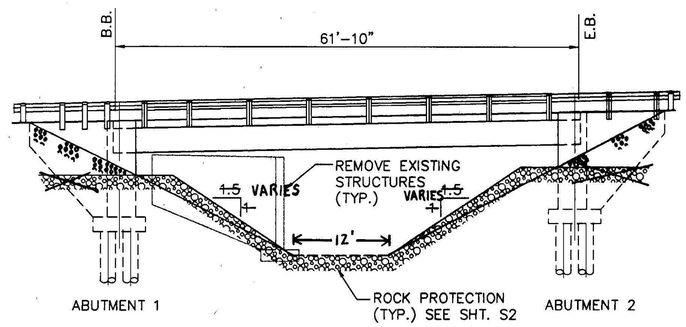
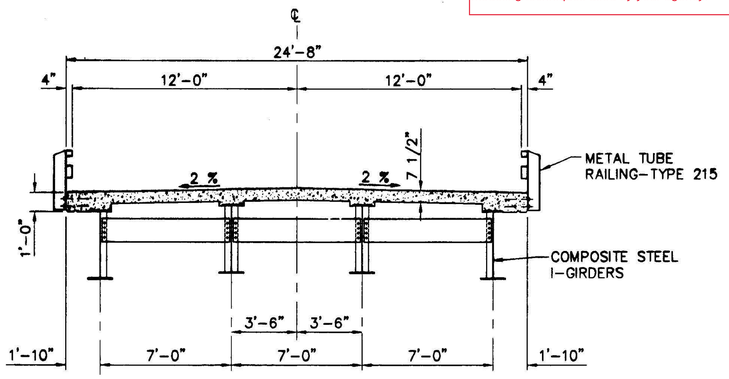


PROFILE GRADE
SCALE: 1"=10'



ELEVATION
SCALE: 1"=10'

CHANNEL FLOW MATCHED TO UP AND DOWN STREAM BEYOND PROJECT LIMITS

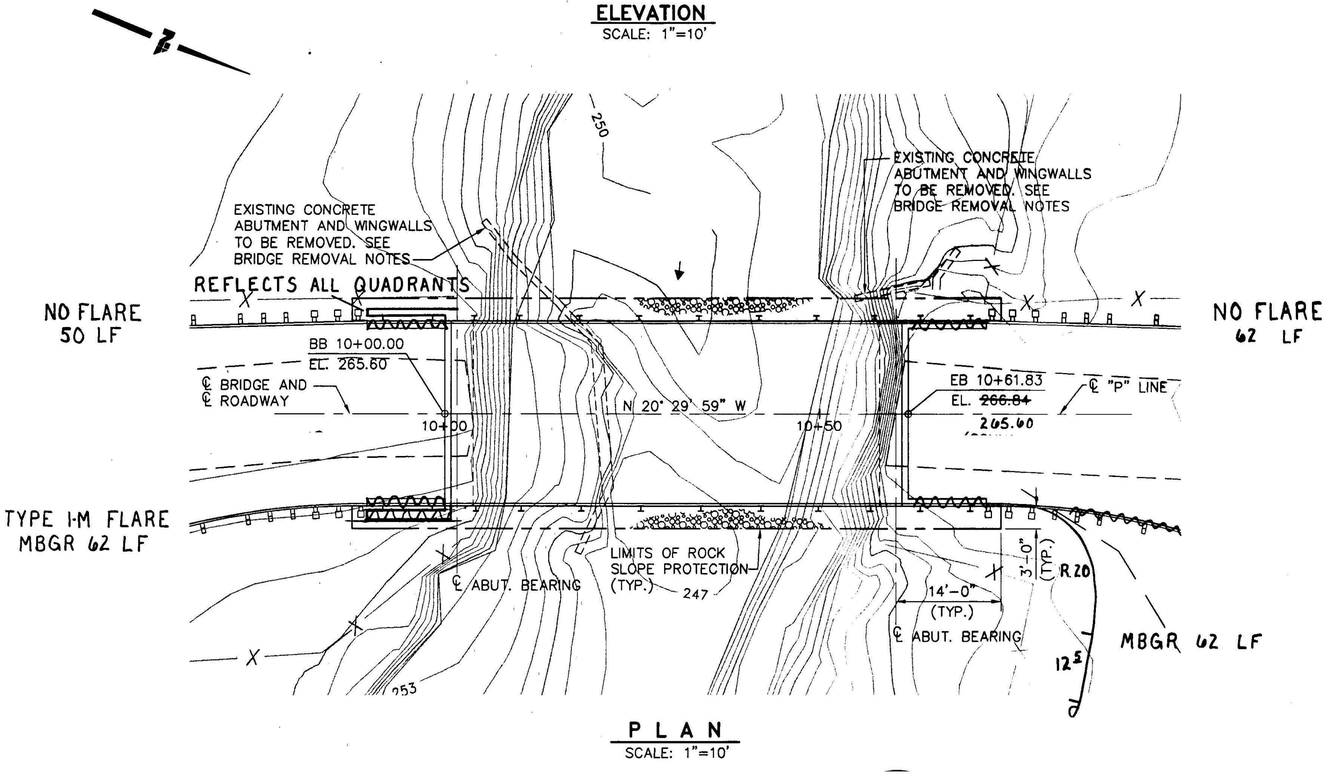


TYPICAL SECTION
SCALE: 1/4"=1'-0"

PILE DATA TABLE

LOCATION	TYPE	DESIGN LOADING (SERVICE LOAD)	NOMINAL RESISTANCE		DESIGN TIP ELEVATIONS	SPECIFIED TIP ELEVATION
			COMPRESSION	TENSION		
ABUT. 1	24" CIDH	45 TONS	180 KIPS	70 KIPS	229 (1)(4) 227 (2)(4) 227 (3)(4)	227
ABUT. 2	24" CIDH	45 TONS	180 KIPS	70 KIPS	229 (1)(4) 227 (2)(4) 227 (3)(4)	227

PILE TIP ELEVATION IS CONTROLLED BY THE FOLLOWING DEMANDS: (1) COMPRESSION, (2) TENSION, (3) LATERAL, (4) ASSUMED PROJECTED SCOUR/EROSION TO ELEV. 241.



PLAN
SCALE: 1"=10'

GENERAL NOTES - LOAD FACTOR DESIGN

DESIGN: BRIDGE DESIGN SPECIFICATIONS (1983 AASHTO WITH INTERIMS AND REVISIONS

DEAD LOADING: INCLUDES 35 PSF FOR FUTURE WEARING SURFACE

LIVE LOADING: HS 20-44

SEISMIC LOADING: PEAK ROCK ACCELERATION = 0.7g
ATC-32 ARS CURVE, FIG R3-3
SOIL PROFILE = TYPE B

REINFORCED CONCRETE: fy = 60,000 psi
fc = 3,250 psi
n = 9

STRUCTURAL STEEL: fy = 36,000 psi

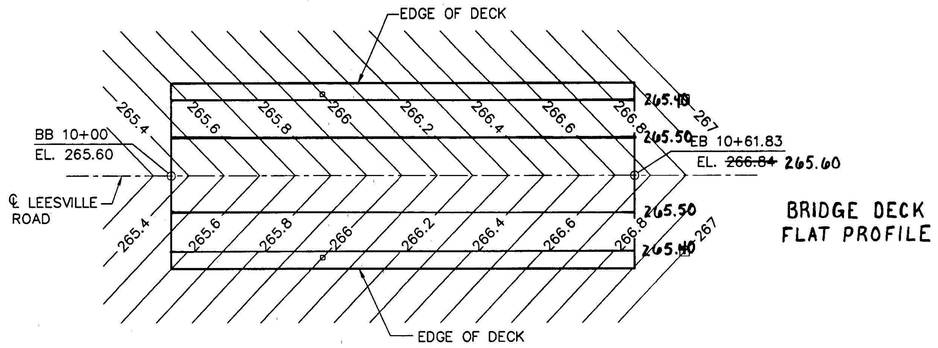
BRIDGE REMOVAL NOTES

1. CONTRACTOR SHALL VERIFY EXISTING CONDITION AND DIMENSIONS PRIOR TO REMOVAL.
2. CONTRACTOR SHALL REMOVE ALL COMPONENTS OF THE EXISTING BRIDGE INCLUDING ABUTMENTS, WINGWALL AND ALL FOUNDATION.
3. CONTRACTOR IS RESPONSIBLE TO PROPERLY DISPOSE OF ALL MATERIALS IN ACCORDANCE WITH COUNTY REQUIREMENTS.

STANDARD PLANS DATED JULY 1992

A10A	ABBREVIATIONS
A10B	SYMBOLS
A62C	LIMITS OF PAYMENT FOR EXCAVATION BACKFILL - BRIDGE
A77	METAL BEAM GUARD RAILING
B0-3	BRIDGE DETAIL
B3-8	RETAINING WALL DETAILS NO. 1
B6-21	JOINT SEALS

INDEX OF PLANS

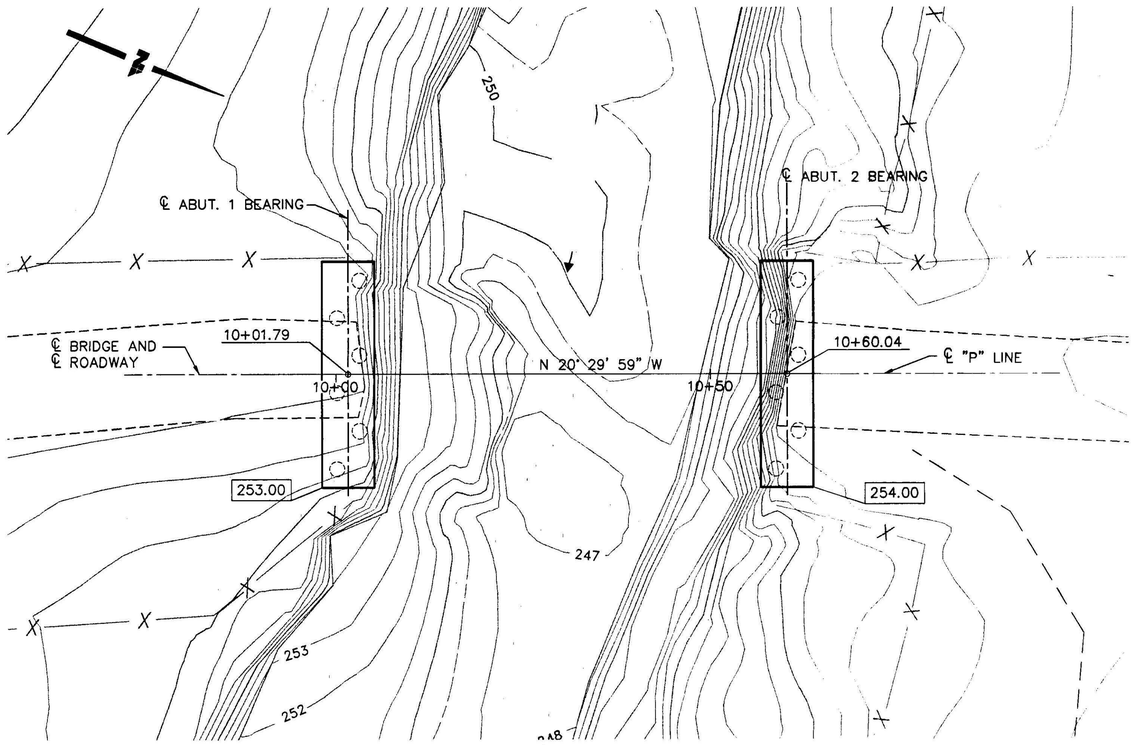


BRIDGE DECK FLAT PROFILE

DECK CONTOUR PLAN
SCALE: 1/4"=1'-0"

NOTES:
1. CONTOUR INTERVAL = 0.1 FOOT.
2. CONTOUR SHOW IS FOR INFORMATION ONLY.

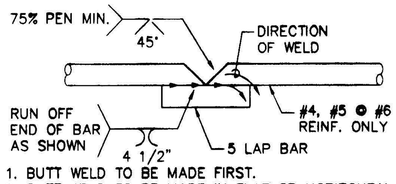
—⊟— INDICATES EVEN FOOT CONTOUR



FOUNDATION PLAN
SCALE: 1"=10'

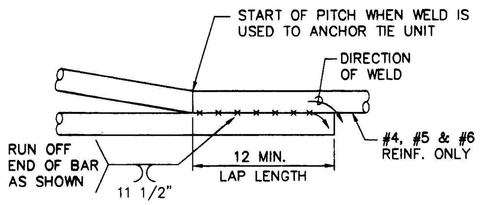
LEGEND

DENOTES BOTTOM OF FOOTING ELEVATION



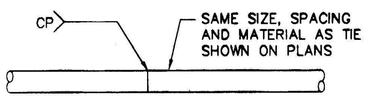
1. BUTT WELD TO BE MADE FIRST.
2. BUTT WELD TO BE MADE IN FLAT OR HORIZONTAL POSITION.
3. LAP BAR TO BE CENTERED ON SPLICE.
4. FLARE WELD TO BE MADE IN DIRECTION SHOWN.
5. LAP BAR EQUAL SIZE TO SPIRAL BAR.

VEE GROOVE WELDED SPLICE



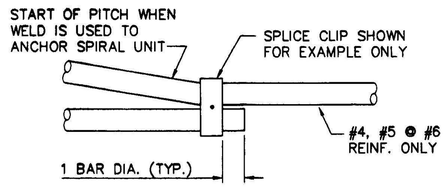
NOTE: FLARE WELD TO BE MADE IN DIRECTIONS SHOWN.

WELDED LAP SPLICE & ANCHOR



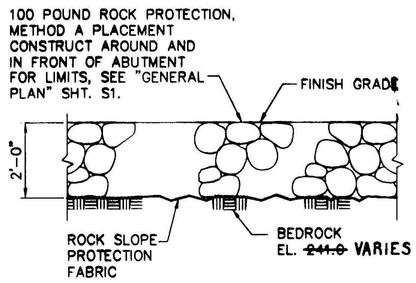
INDIVIDUAL HOOPS, MADE CONTINUOUS WITH 100% PENETRATION WELDS, MAY BE SUBSTITUTED FOR SPIRAL.

BUTT WELDED CONTINUOUS HOOP



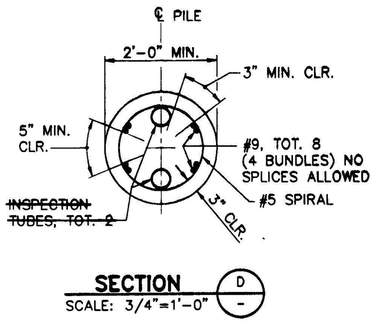
MECHANICAL LAP SPLICE & ANCHOR

BAR SPIRAL SPLICE &SPIRAL ANCHOR & HOOP DETAILS
N.T.S.

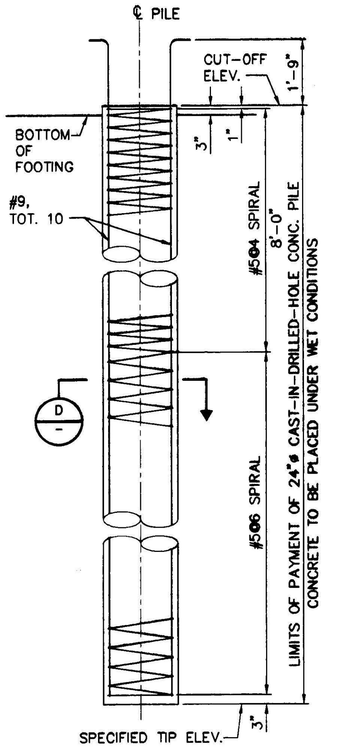


CHANNEL MATCHED TO UP AND DOWN STREAM BEYOND PROJECT LIMITS

ROCK PROTECTION DETAIL
N.T.S.

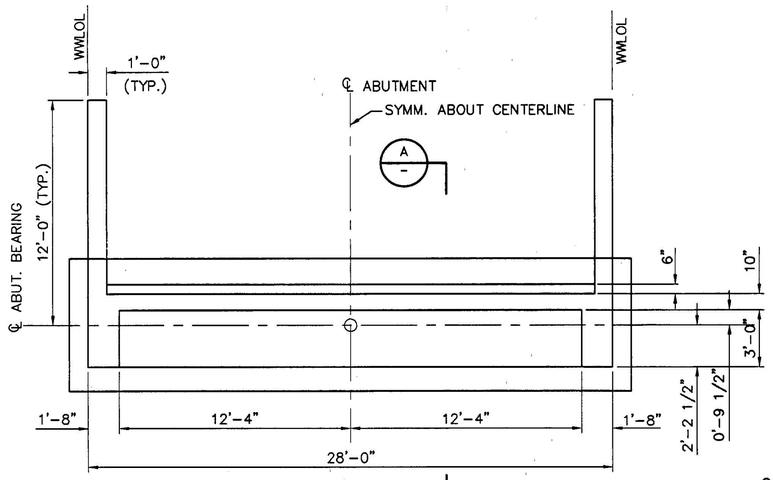


SECTION D
SCALE: 3/4"=1'-0"



24"ø CIDH PILE-45 TON
SCALE: 1/2"=1'-0"

NOTE:
1. FOR SPIRAL SPLICE AND ANCHOR DETAIL, SEE "BAR SPIRAL SPLICE & SPIRAL ANCHOR DETAIL" THIS SHEET.
2. CASING IS EXPECTED TO BE REQUIRED FOR GROUND (CAVING) CONTROL TO SPECIFIED TIP ELEVATION.
3. DE-WATERING AND POURING OF CONCRETE IN OPEN, UNCASED PORTIONS OF PILE EXCAVATIONS IS NOT EXPECTED TO BE FEASIBLE.

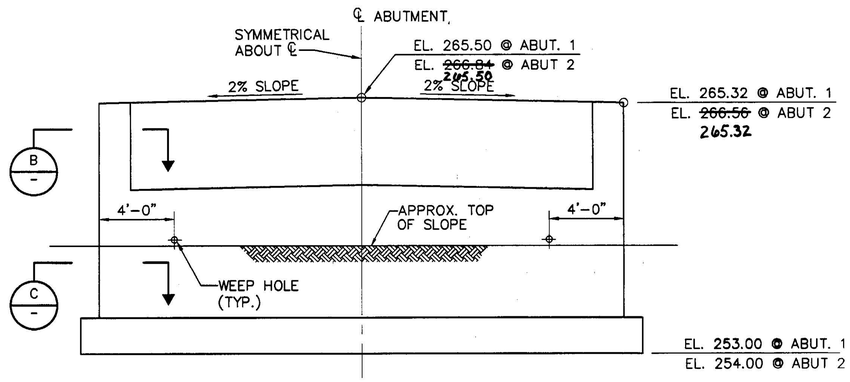


ABUTMENT PLAN (1 AND 2)

SCALE: 1/4"=1'-0"

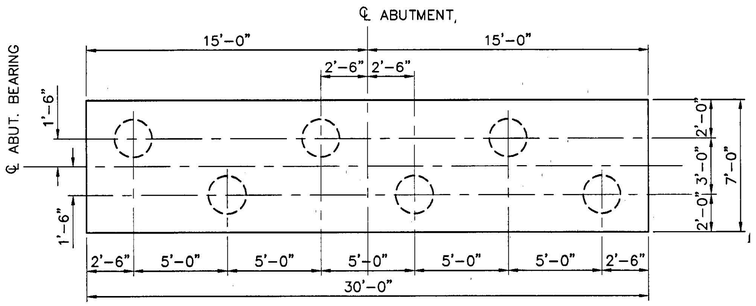
ABUTMENT SEAT ELEVATION @ ℄ GIRDER

GIRDER NO.	GIRDER 1L AND 1R	GIRDER 2
ABUTMENT 1	260.6	261.0
ABUTMENT 2	261.7	262.1



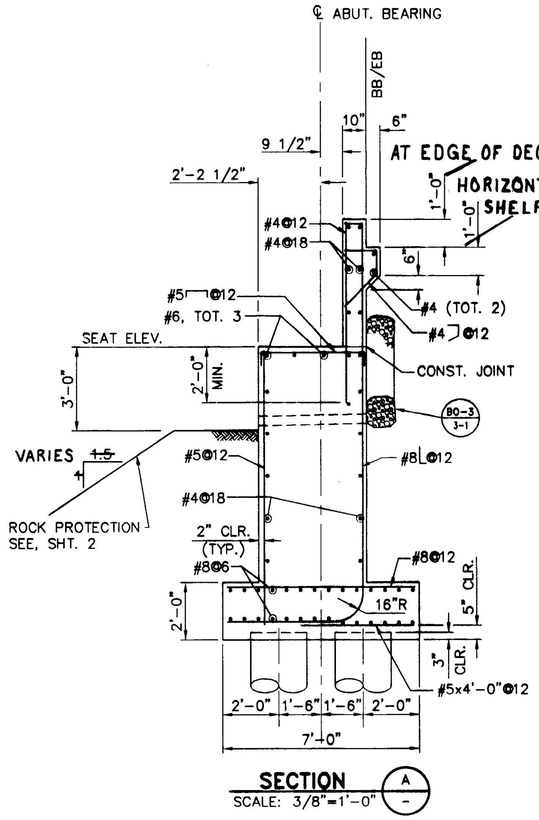
ELEVATION

SCALE: 1/4"=1'-0"



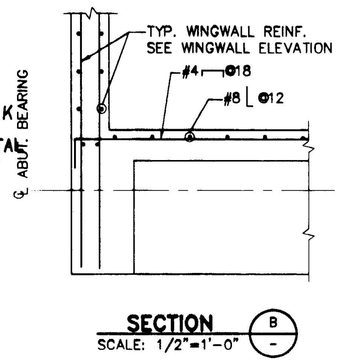
FOUNDATION PLAN

SCALE: 1/4"=1'-0"



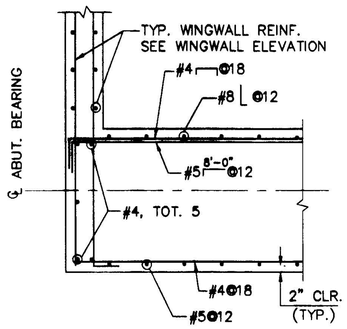
SECTION

SCALE: 3/8"=1'-0" (A)



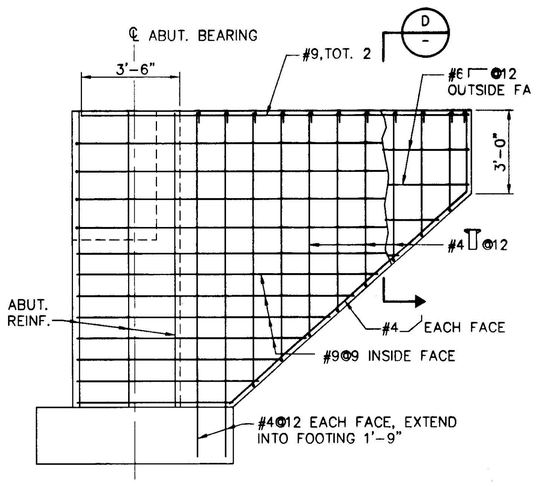
SECTION

SCALE: 1/2"=1'-0" (B)



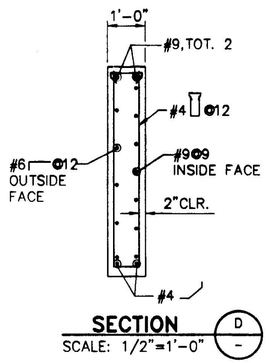
SECTION

SCALE: 1/2"=1'-0" (C)



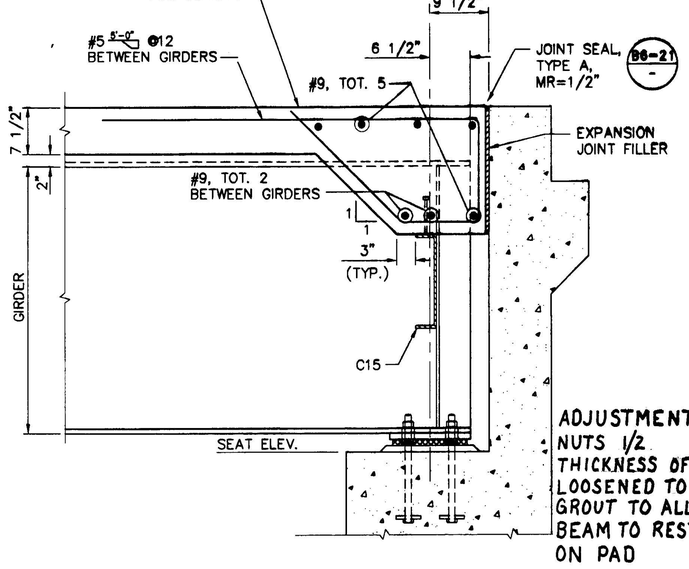
WINGWALL ELEVATION

SCALE: 3/8"=1'-0"



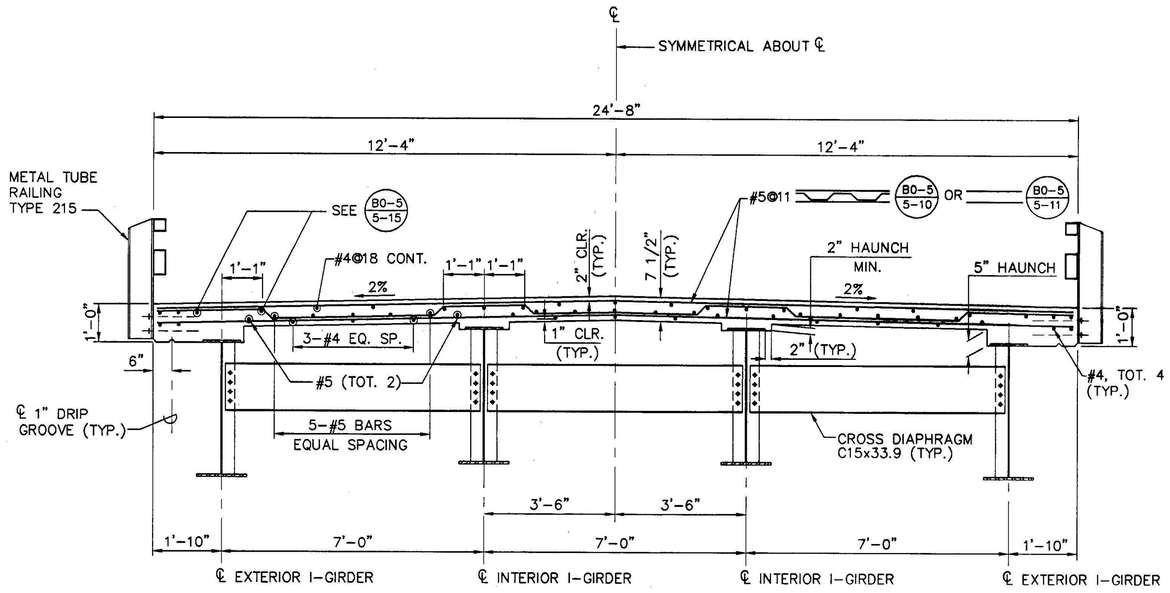
SECTION

SCALE: 1/2"=1'-0" (D)

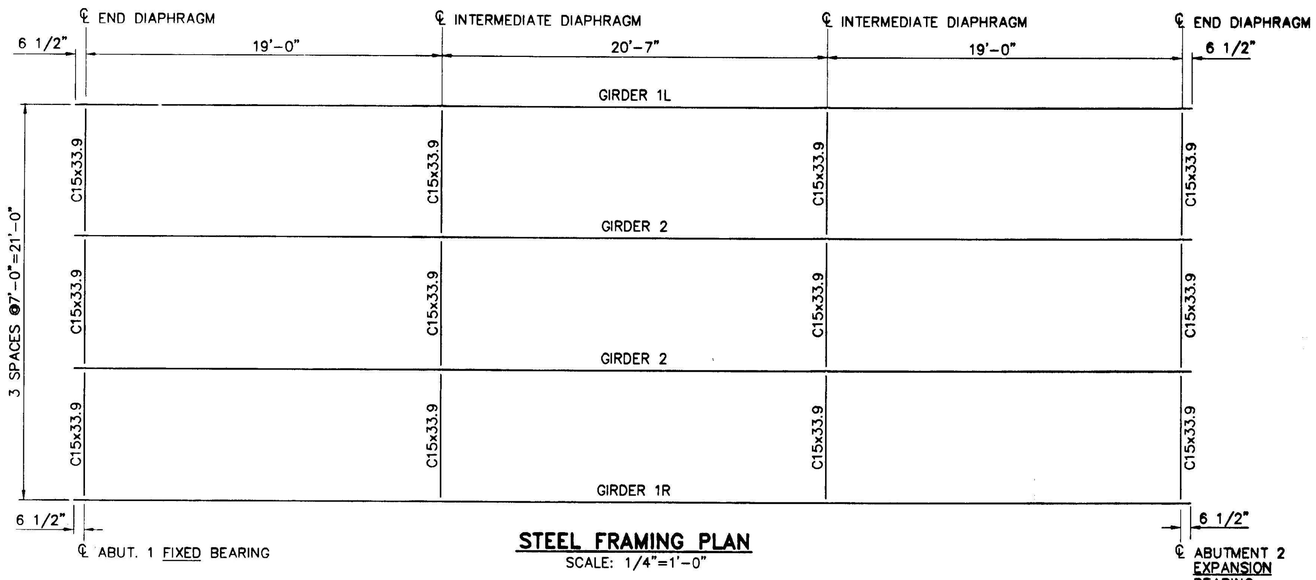


TYPICAL SECTION AT ABUTMENTS

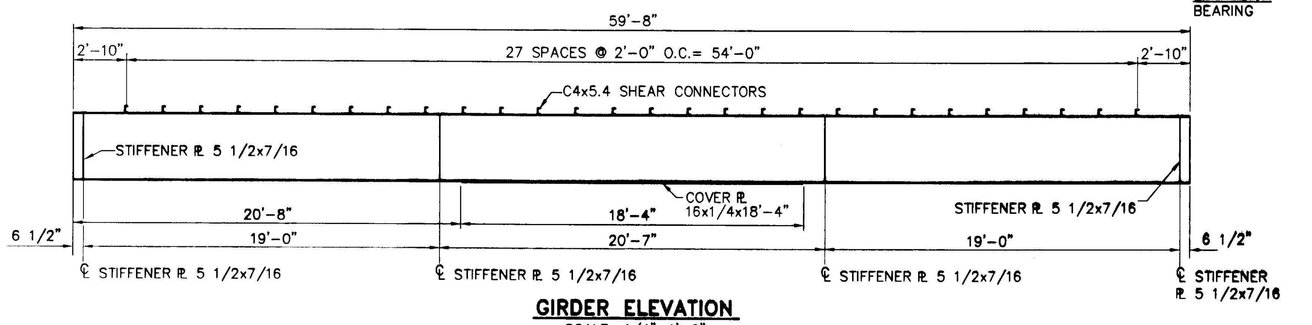
SCALE: 1"=1'-0"



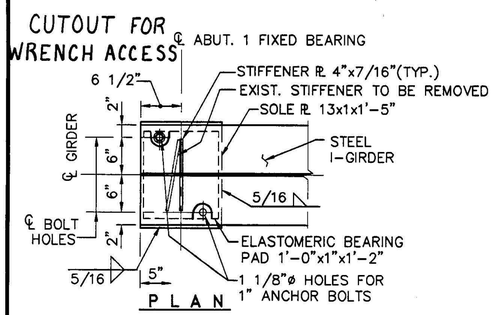
TYPICAL SECTION
SCALE: 1/2"=1'-0"



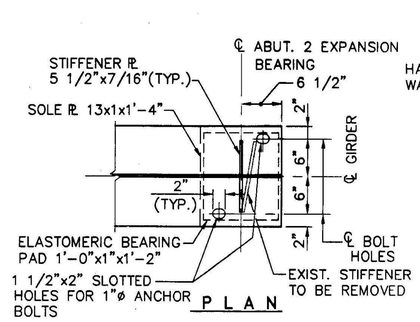
STEEL FRAMING PLAN
SCALE: 1/4"=1'-0"



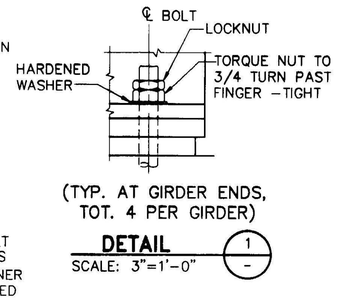
GIRDER ELEVATION
SCALE: 1/4"=1'-0"



PLAN

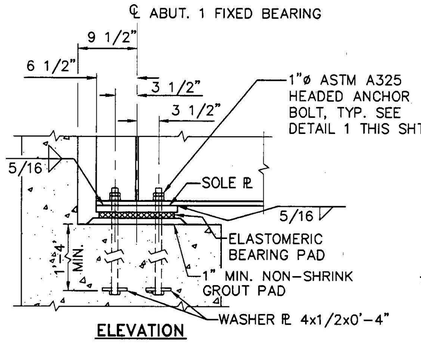


PLAN



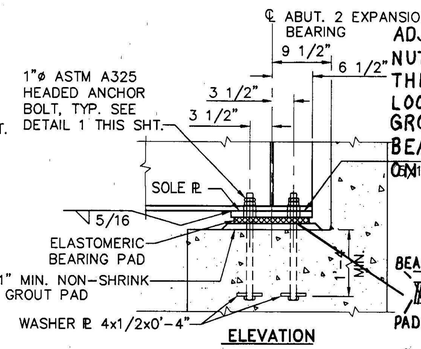
(TYP. AT GIRDER ENDS, TOT. 4 PER GIRDER)

DETAIL 1
SCALE: 3"=1'-0"



ELEVATION

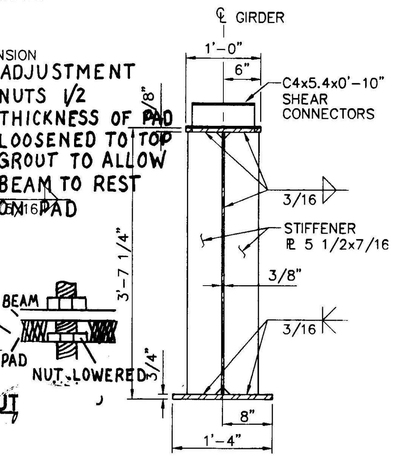
FIXED BEARING AT ABUT. 1
SCALE: 1"=1'-0"



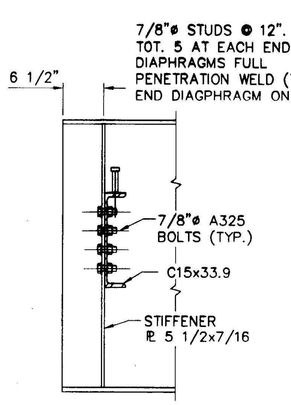
ELEVATION

EXPANSION BEARING AT ABUT
SCALE: 1"=1'-0"

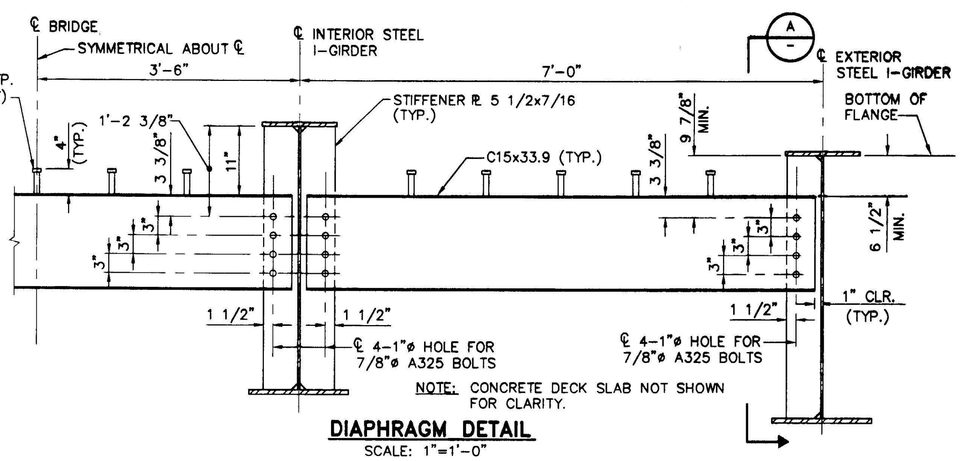
ADJUSTMENT NUTS 1/2 THICKNESS OF PAD LOOSENED TO TOP GROUT TO ALLOW BEAM TO REST ON PAD



STEEL I-GIRDER DETAIL
SCALE: 1"=1'-0"



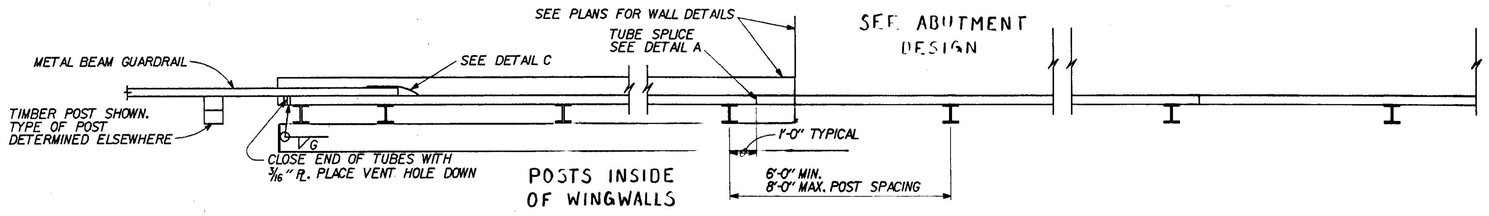
SECTION A-A
SCALE: 1"=1'-0"



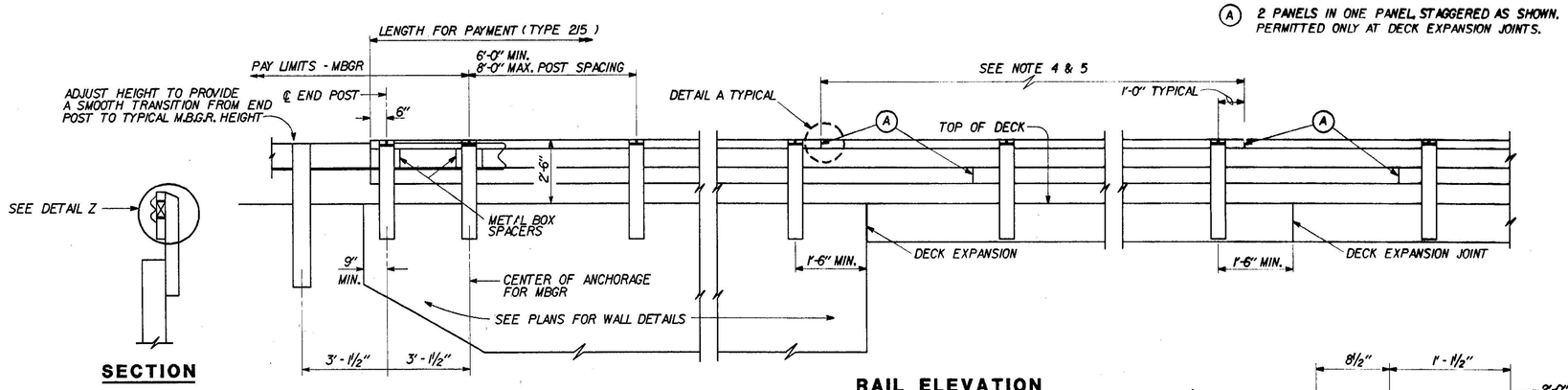
DIAPHRAGM DETAIL
SCALE: 1"=1'-0"

NOTES:

1) STEEL I-GIRDERS ARE STORED AT THE COLUSA COUNTY MAINTENANCE YARD IN WILLIAMS, CA.
2) STIFFENER PLATES ARE NOT REQUIRED ON THE EXTERIOR FACE OF GIRDERS 1L & 1R.
3) SHEAR CONNECTORS ARE C4x5.4.
4) EXISTING INTERIOR I-GIRDERS HAVE ADDITIONAL STIFFENER PLATES 4"x5/16" AT 4'-0" ON CENTER. THESE EXTRA STIFFENER PLATES SHOULD NOT BE REMOVED.
5) THE CONTRACTOR SHALL VERIFY ALL CONTROLLING GIRDER DIMENSIONS BEFORE ORDERING OR FABRICATING ANY MATERIAL
6) HOLES FOR FASTENING C15x33.9 DIAPHRAGM SHALL BE DRILLED AFTER PLACING I-GIRDERS AT THE ABUTMENT.



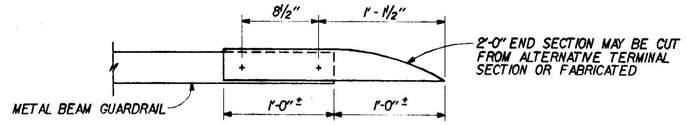
PLAN



SECTION

METAL BEAM APPROACH

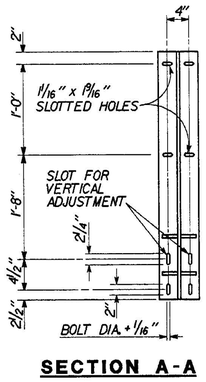
RAIL ELEVATION



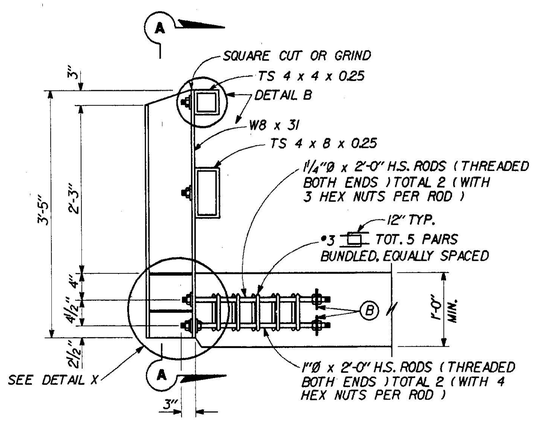
DETAIL C

NOTES:

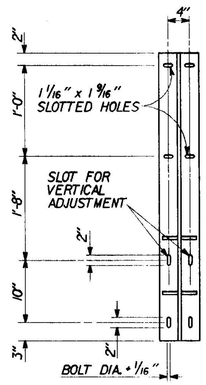
1. POST SHALL BE VERTICAL.
2. TUBING SHALL BE SHOP BENT TO FIT HORIZONTAL CURVE WHEN CURVE RADIUS IS LESS THAN 950'.
3. TUBING SHALL BE PARALLEL TO VERTICAL ALIGNMENT.
4. TUBING SHALL BE CONTINUOUS OVER NOT LESS THAN 3 INTERMEDIATE POSTS, WITH A MINIMUM LENGTH OF 3 PANELS EXCEPT AS NOTED.
5. NO MORE THAN ONE TUBE SPLICE PER PANEL IS PERMITTED, EXCEPT AS NOTED.
6. SPACE POSTS TO PROVIDE 1'-6" MIN. CLEAR BETWEEN EXPANSION JOINTS AND CENTERLINE OF POST.
7. RAIL JOINTS IN TOP AND BOTTOM TUBES AT DECK EXPANSION JOINTS SHALL PROVIDE ALLOWANCE FOR MOVEMENT EQUAL TO WIDTH OF DECK JOINT WITH CORRESPONDING INCREASE IN LENGTH OF SLEEVE.
8. ~~RAILING ON BRIDGE WINGWALLS TO BE PLACED AFTER WALLS ARE BACKFILLED.~~
9. STUD BOLT NUTS SHALL BE TORQUED TO 175 ft-lbs.
10. ANCHOR BOLT NUTS SHALL BE WRENCH TIGHT.
11. GALVANIZE RAIL ASSEMBLY AFTER FABRICATION.
12. DESIGN HEIGHT OF RAIL IS BASED ON A FUTURE OVERLAY OF 3 INCHES MAXIMUM.
13. FOR DETAILS NOT SHOWN, SEE METAL TUBE BRIDGE RAILING - TYPE 215 - SHEET 2



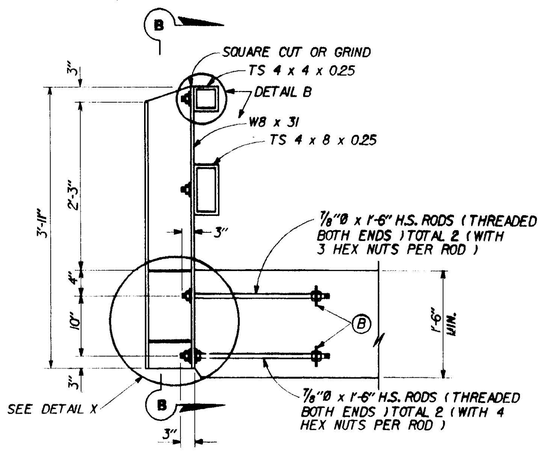
SECTION A-A



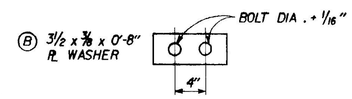
RAIL POST DETAILS - THIN SLAB

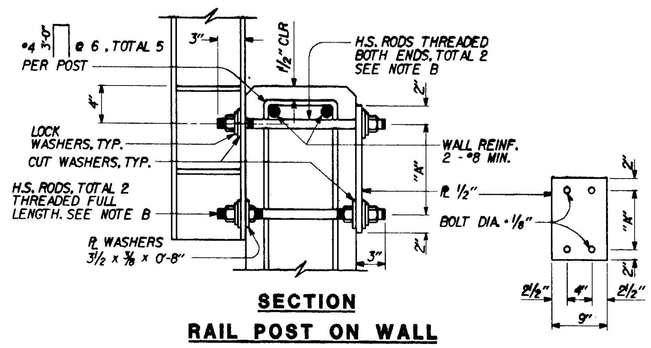


SECTION B-B



RAIL POST DETAILS - THICK SLAB

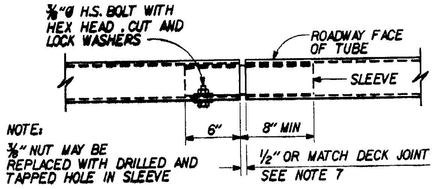




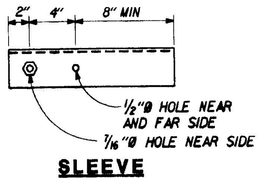
SECTION

RAIL POST ON WALL

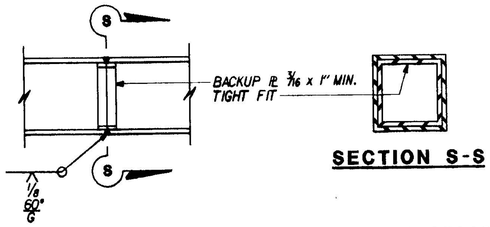
NOTE B: WHEN "A" = 4½" MIN.- TOP RODS ARE 1¼"Ø BOTTOM RODS ARE 1"Ø
WHEN "A" = 10" MIN.- RODS ARE ⅞"Ø



PLAN



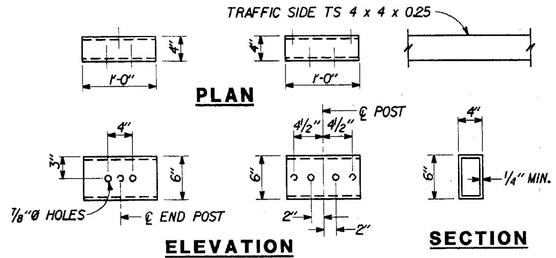
SLEEVE



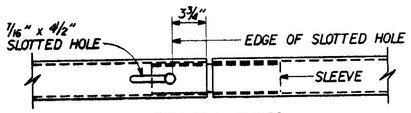
SECTION S-S

SHOP FABRICATION - WELDED TUBE SPLICE

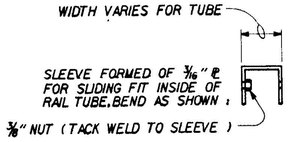
TS 4 x 4 x 0.25 SHOWN, TS 4 x 8 x 0.25 SIMILAR



METAL BOX SPACERS

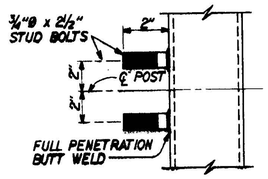


ELEVATION

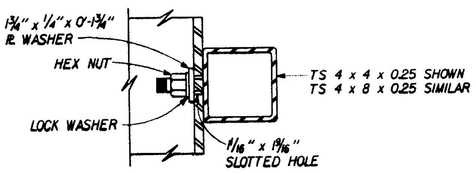


DETAIL A - TUBE SPLICE

TS 4 x 4 x 0.25 SHOWN, TS 4 x 8 x 0.25 SIMILAR



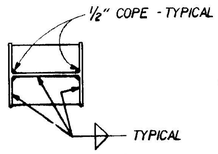
PLAN



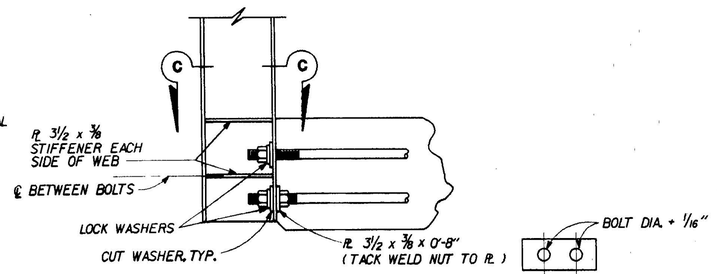
SECTION

DETAIL B

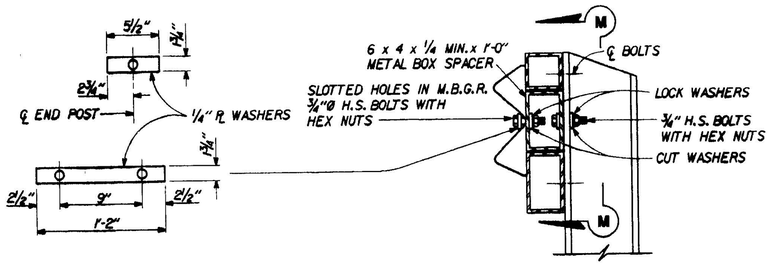
TS 4 x 4 x 0.25 SHOWN, TS 4 x 8 x 0.25 SIMILAR



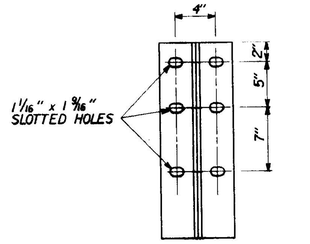
SECTION C-C



DETAIL X



DETAIL Z



SECTION M-M

NOTE: FOR DETAILS NOT SHOWN, SEE METAL TUBE BRIDGE RAILING - TYPE 215 - SHEET 1