PLAN

1" = 20'-0"

NOTES:

1. ALL STATIONING AND DIMENSIONS WERE TAKEN FROM AS-BUILT DRAWINGS BY CONSULTANTS NORTHWEST. VERIFY IN THE FIELD.
2. FOR SURVEY DATA SEE SHEET #6.

PROFILE

1" = 20'-0"

NOTE

FOR GENERAL NOTES SEE SHEET 4

APPROVED John T. Merrifield
MOFFATT NICHOL & BONNEY, INC.
CIVIL & STRUCTURAL ENGINEERS
PORTLAND, OREGON

REGISTERED PROFESSIONAL ENGINEER #13720 OREGON JULY 16 1987 DOUGLAS J. STEWART
Douglas J. Stewart

PLAN & PROFILE

BRIDGE REHABILITATION

CITY OF DAYTON

DAYTON, OREGON

MOFFATT. NICHOL & BONNEY. INC.
ENGINEERS
PORTLAND OREGON

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ELEVATIONS – SECTIONS – PLANS

BRIDGE REHABILITATION

CITY OF DAYTON

DAYTON, OREGON

MOFFATT, NICHOL & BONNEY, INC.
ENGINEERS
PORTLAND OREGON

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REGISTERED PROFESSIONAL ENGINEER #13720 OREGON JULY 16, 1967 DOUGLAS J. STEWART

CASCADE A. & E. SUPPLIES CO.

ELEVATIONS – SECTIONS – PLANS

BRIDGE REHABILITATION

CITY OF DAYTON

DAYTON, OREGON

MOFFATT, NICHOL & BONNEY, INC.
ENGINEERS
PORTLAND

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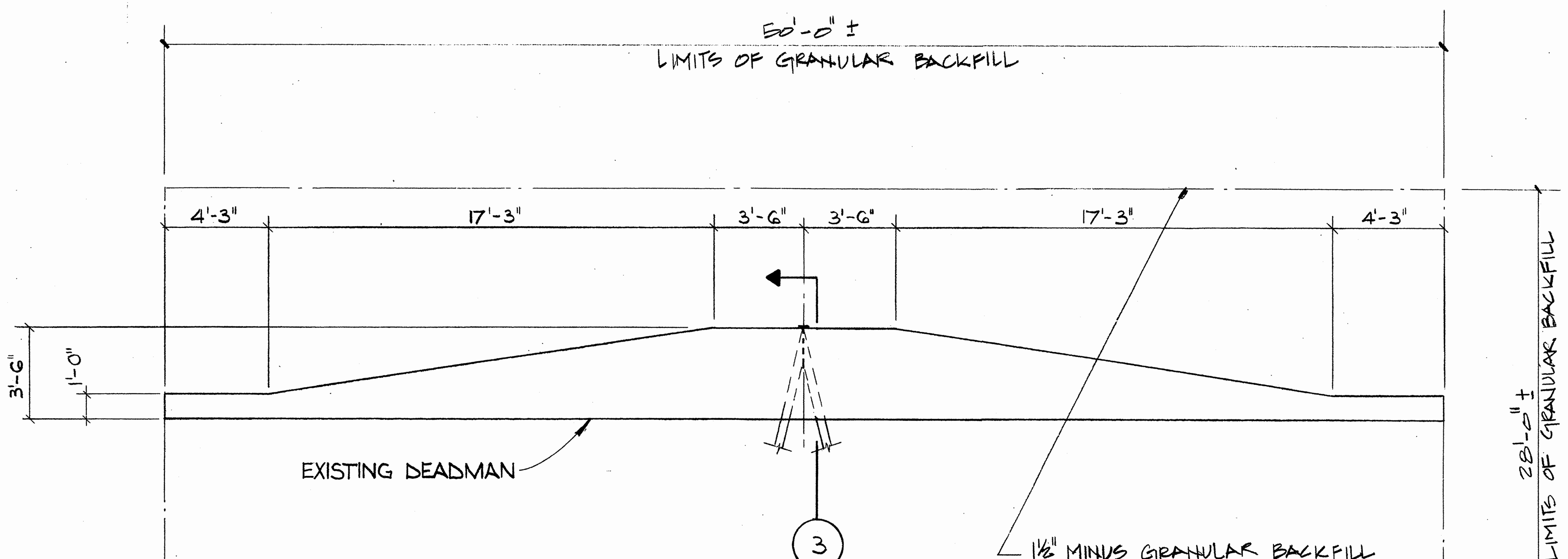
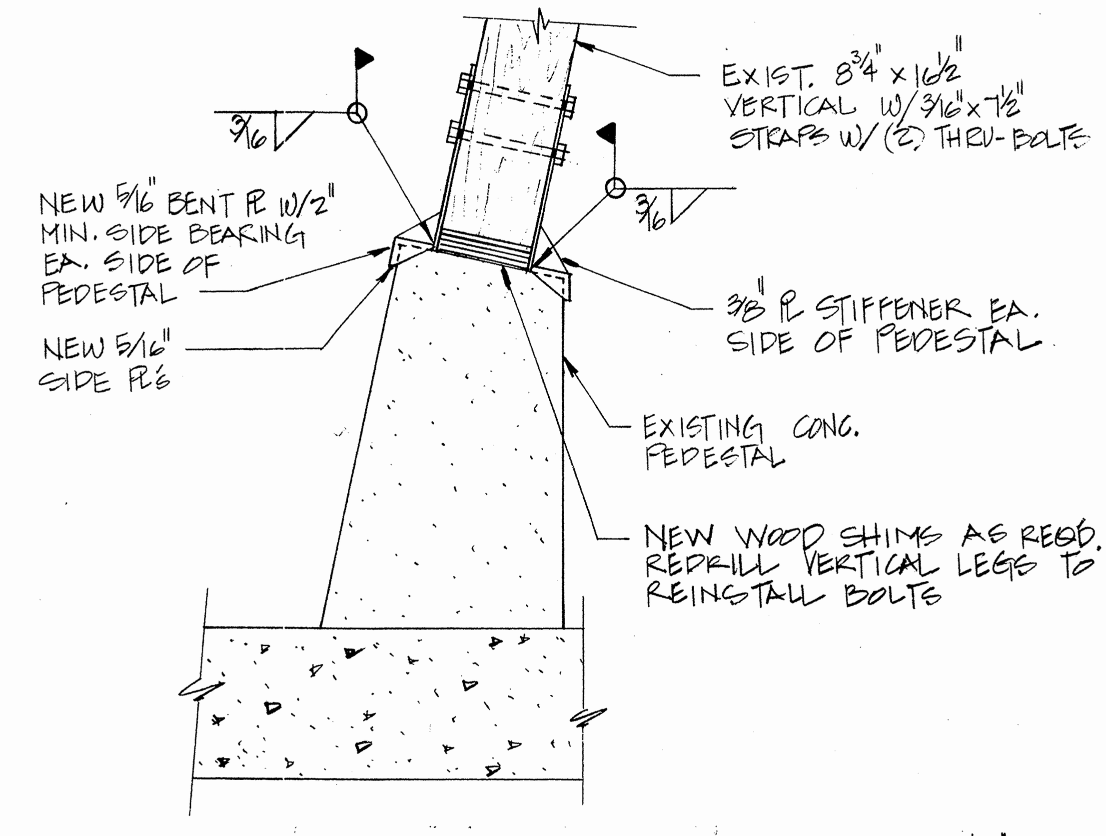
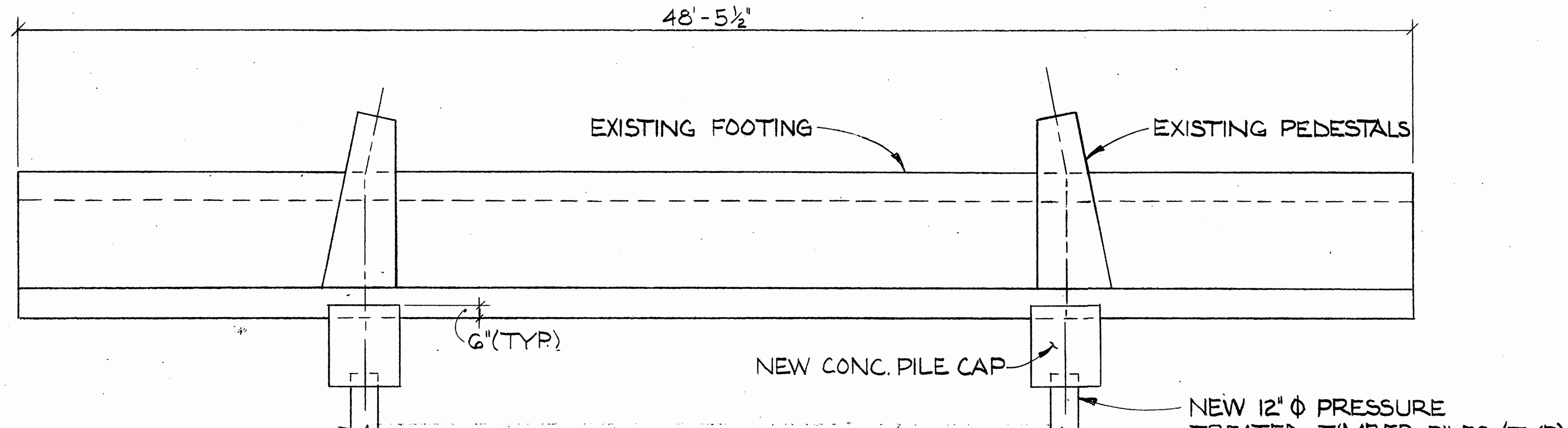
CHECKED BY DJS	DATE 10/86	3553	



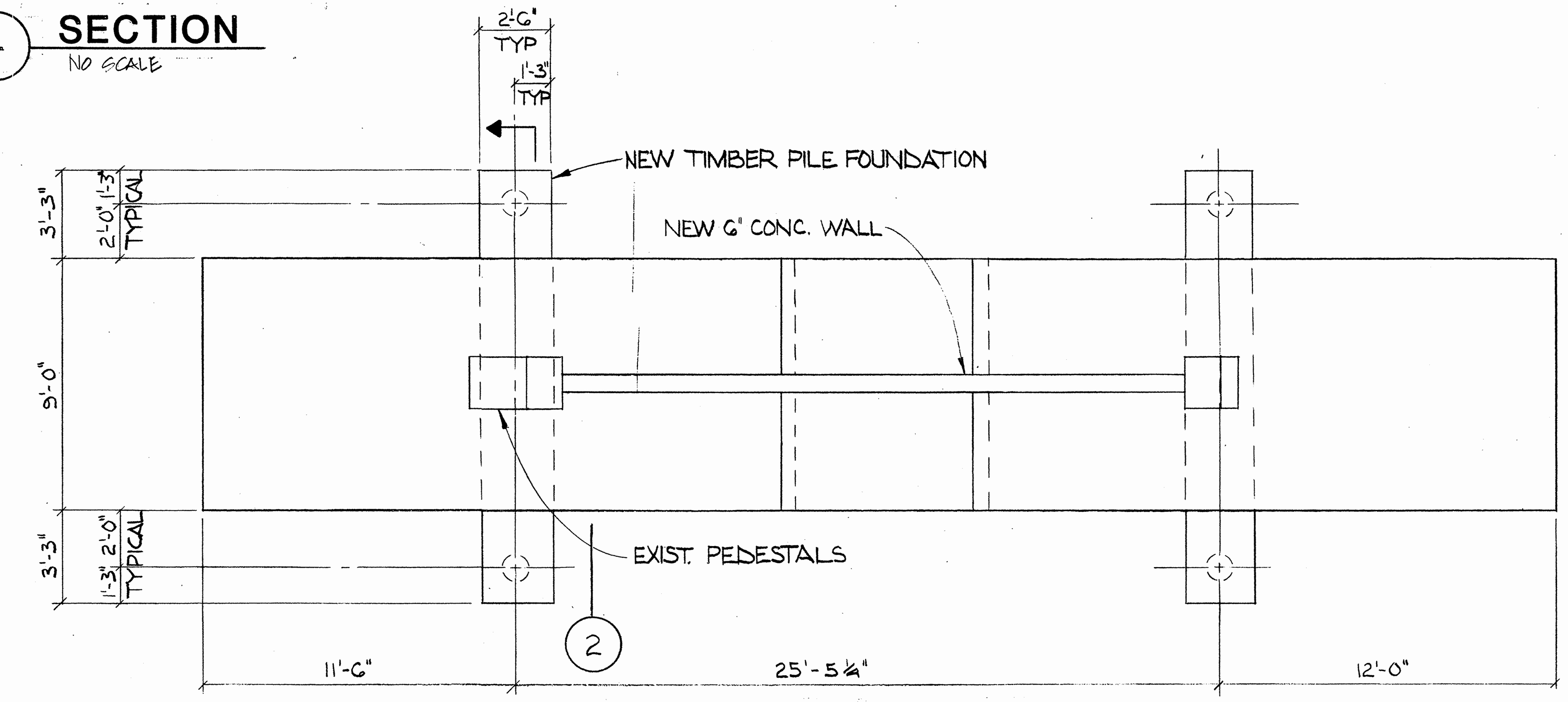
DEADMAN PLAN
¼" = 1'-0"



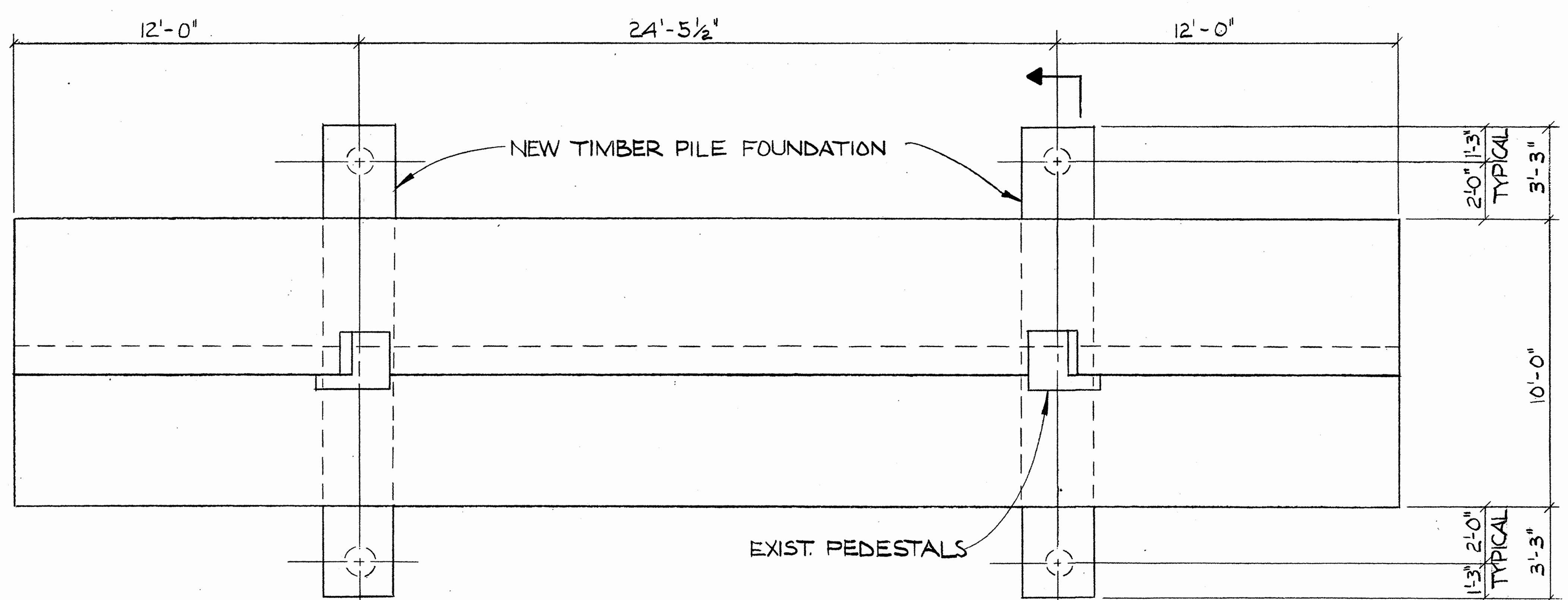
4 SECTION
NO SCALE



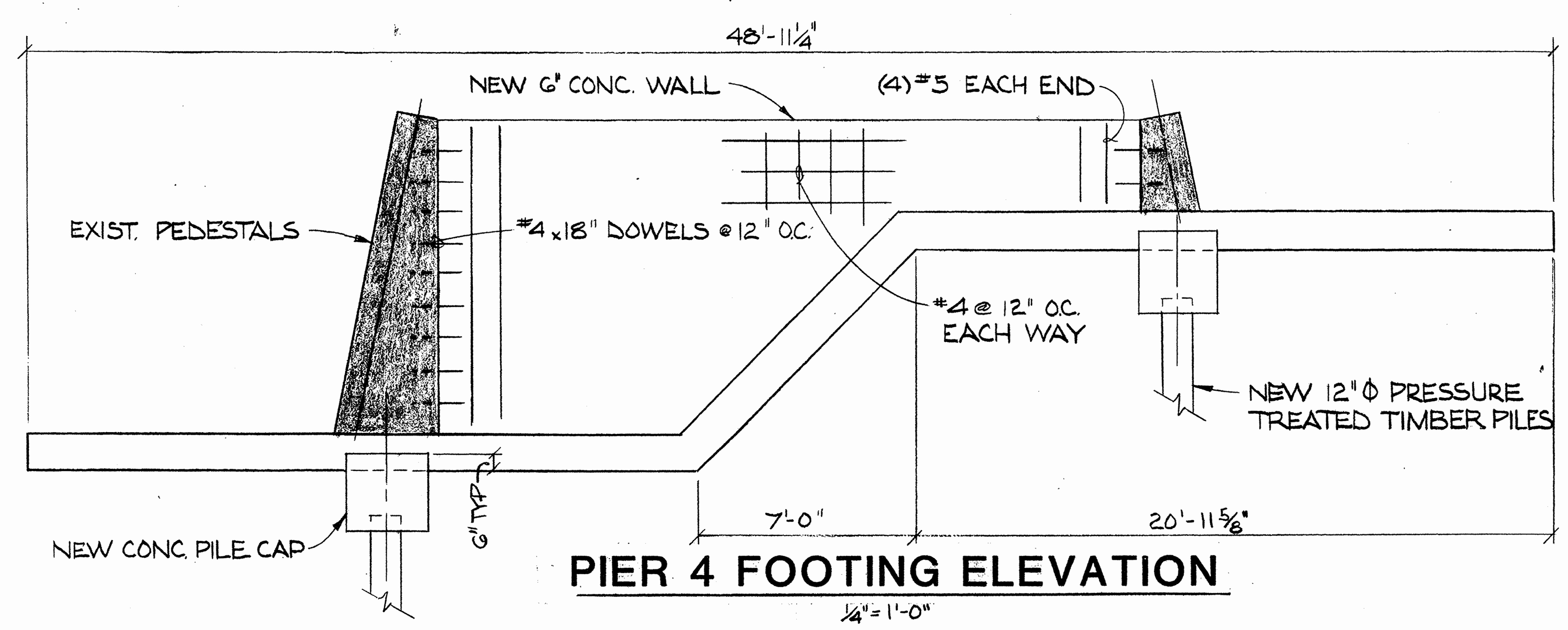
PIER 3 FOOTING ELEVATION
¼" = 1'-0"



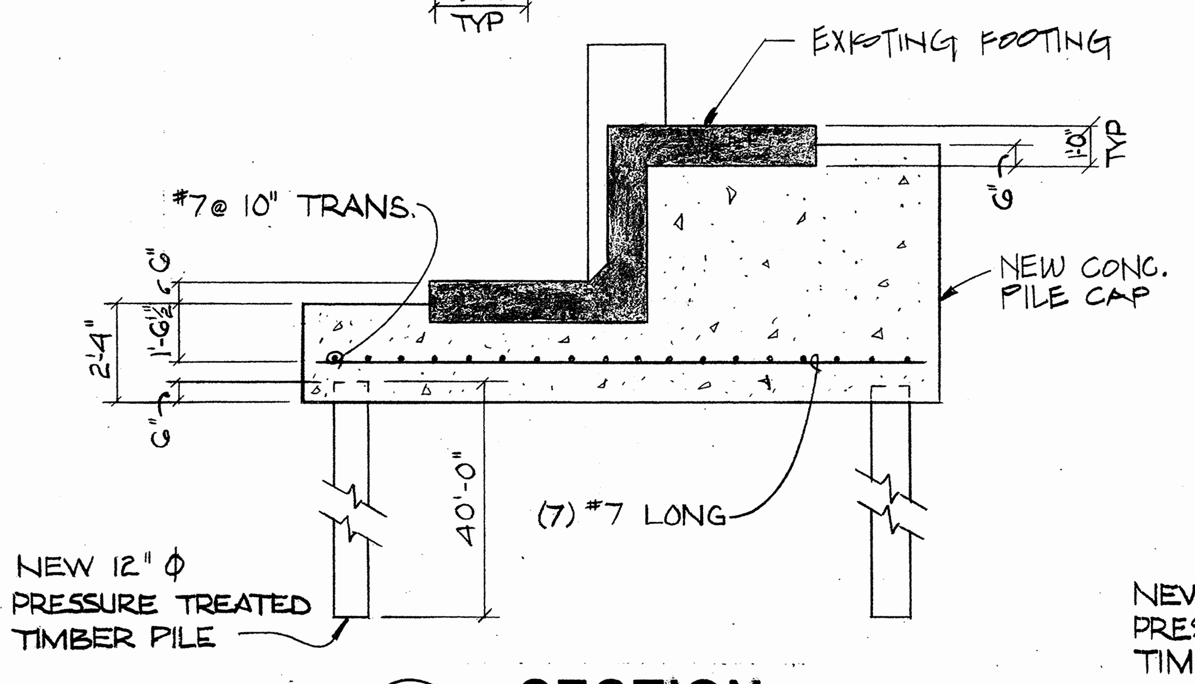
PIER 4 FOOTING PLAN
¼" = 1'-0"



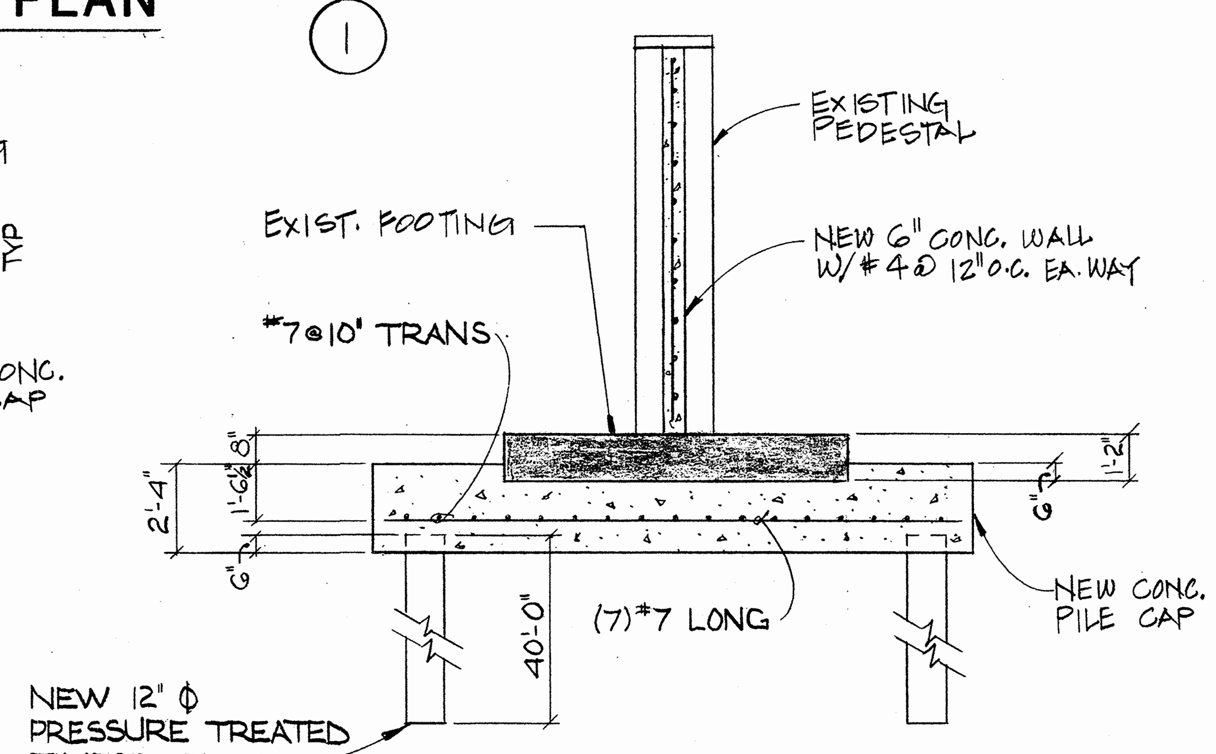
PIER 3 FOOTING PLAN
¼" = 1'-0"



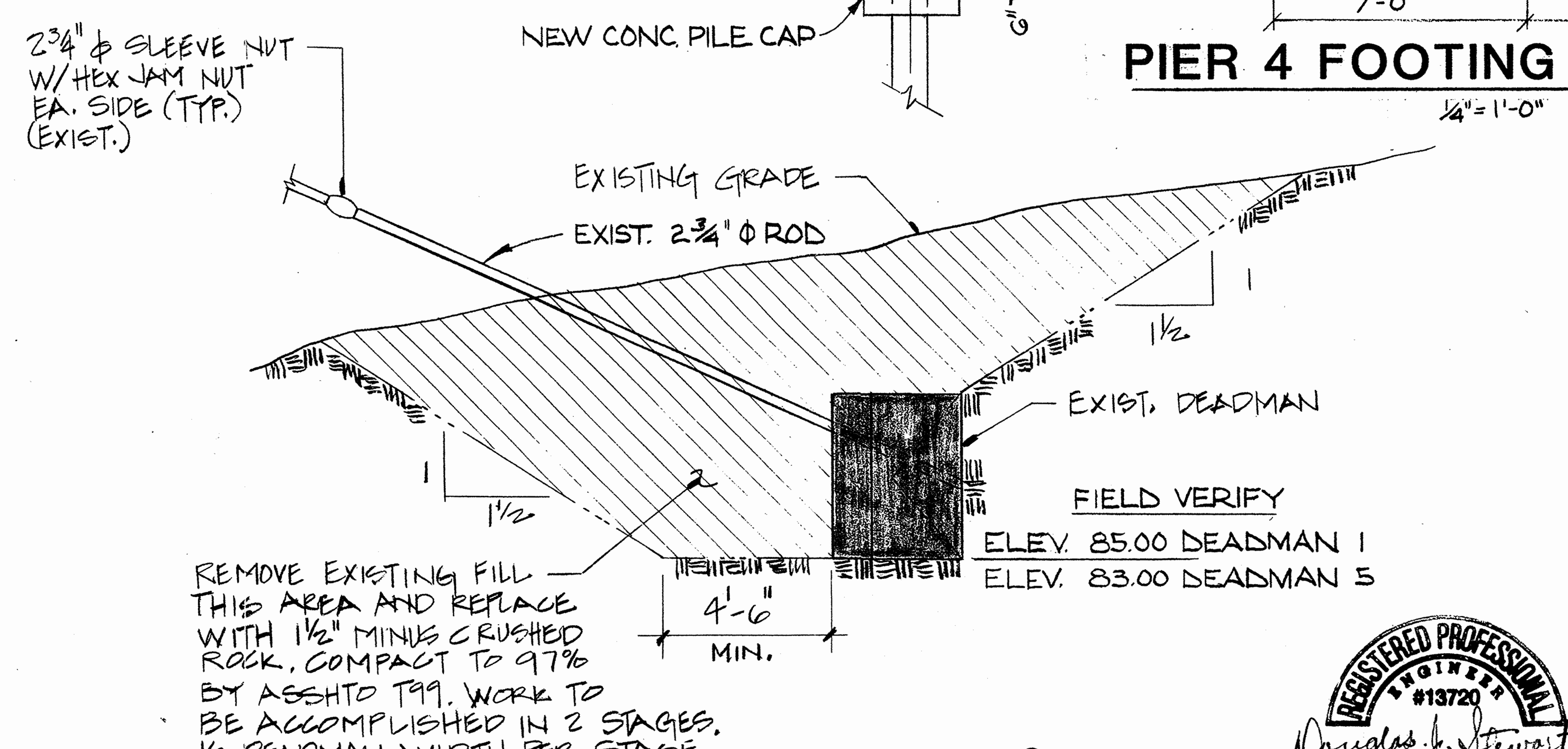
PIER 4 FOOTING ELEVATION
¼" = 1'-0"



1 SECTION
¼" = 1'-0"



2 SECTION
¼" = 1'-0"



3 SECTION
¼" = 1'-0"

APPROVED [signature] MOFFATT, NICHOL & BONNEY, INC. CIVIL & STRUCTURAL ENGINEERS PORTLAND, OREGON

REGISTERED PROFESSIONAL ENGINEER #13720 OREGON JULY 16, 1967 DOUGLAS J. STEWART [signature]

FOUNDATION DETAILS

BRIDGE REHABILITATION

CITY OF DAYTON

DAYTON, OREGON

MOFFATT, NICHOL & BONNEY, INC.
ENGINEERS
PORTLAND OREGON

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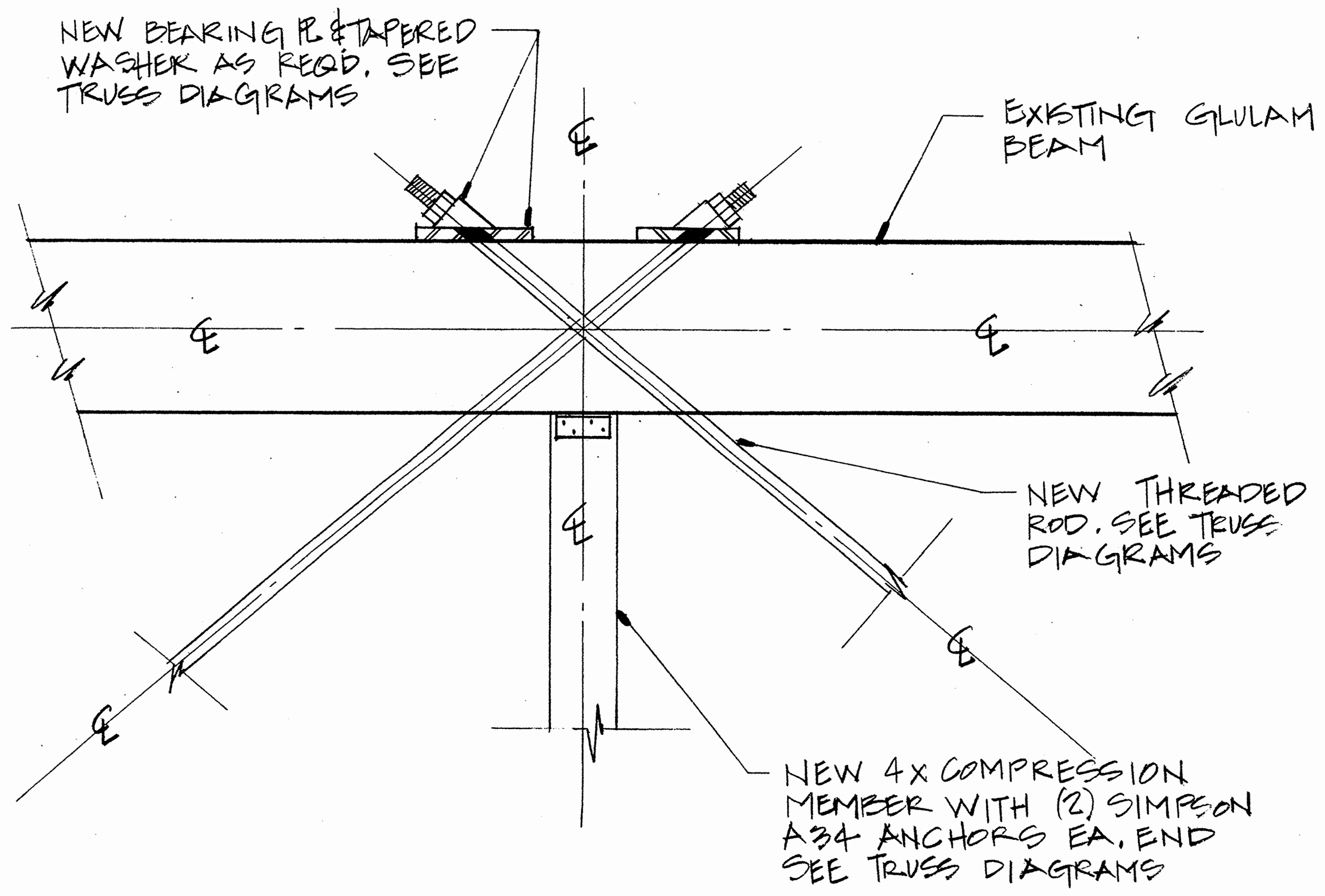
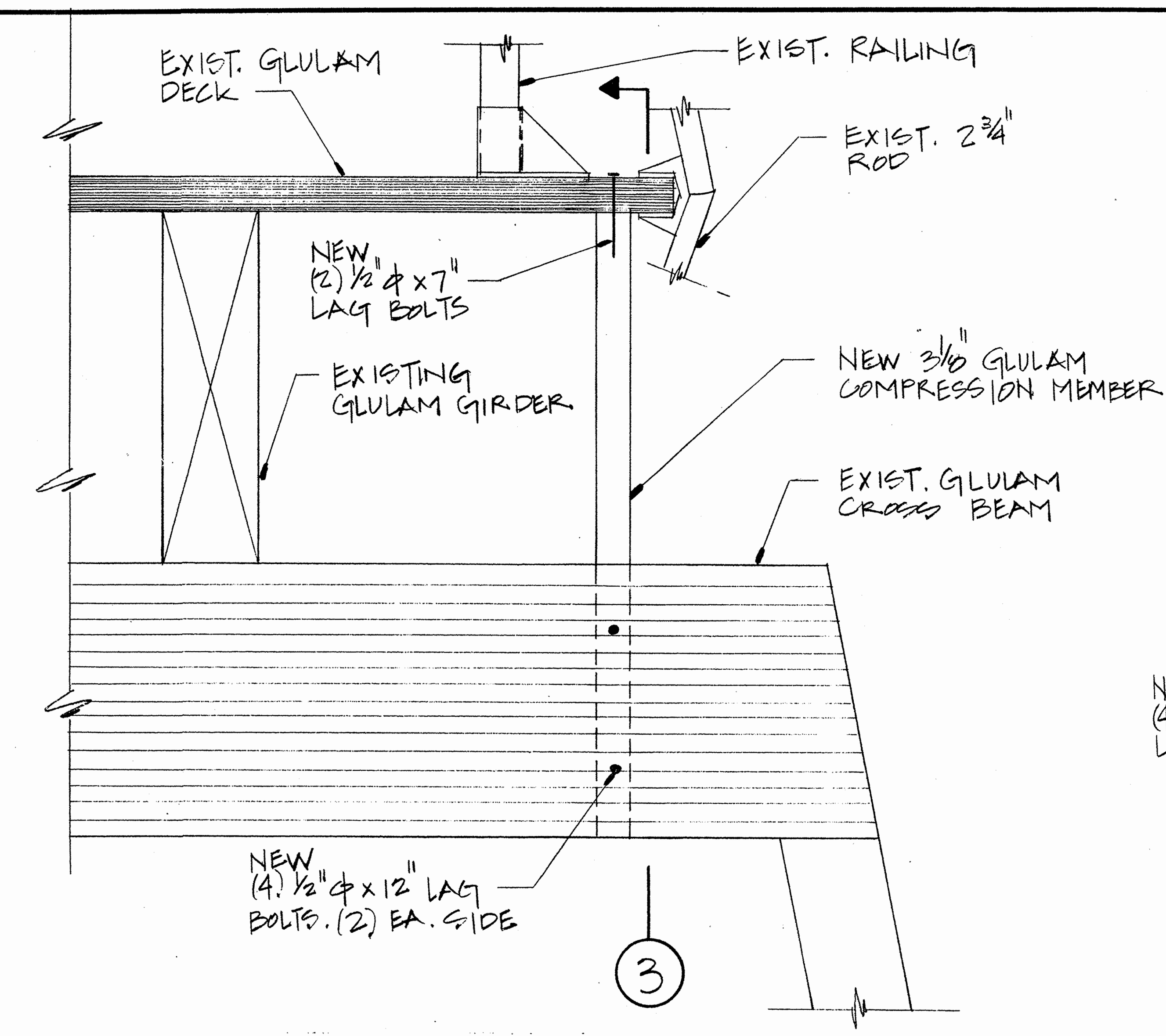
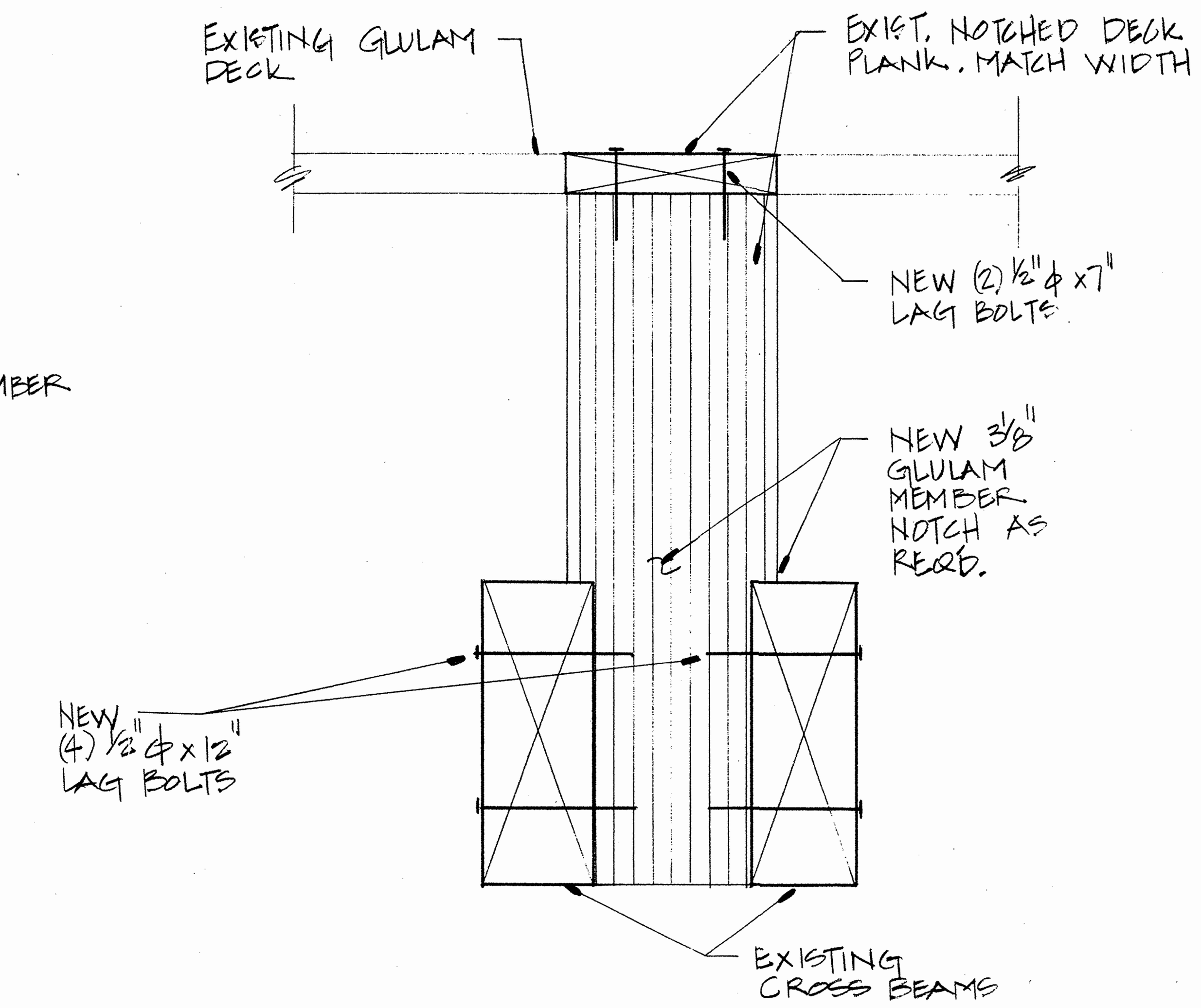


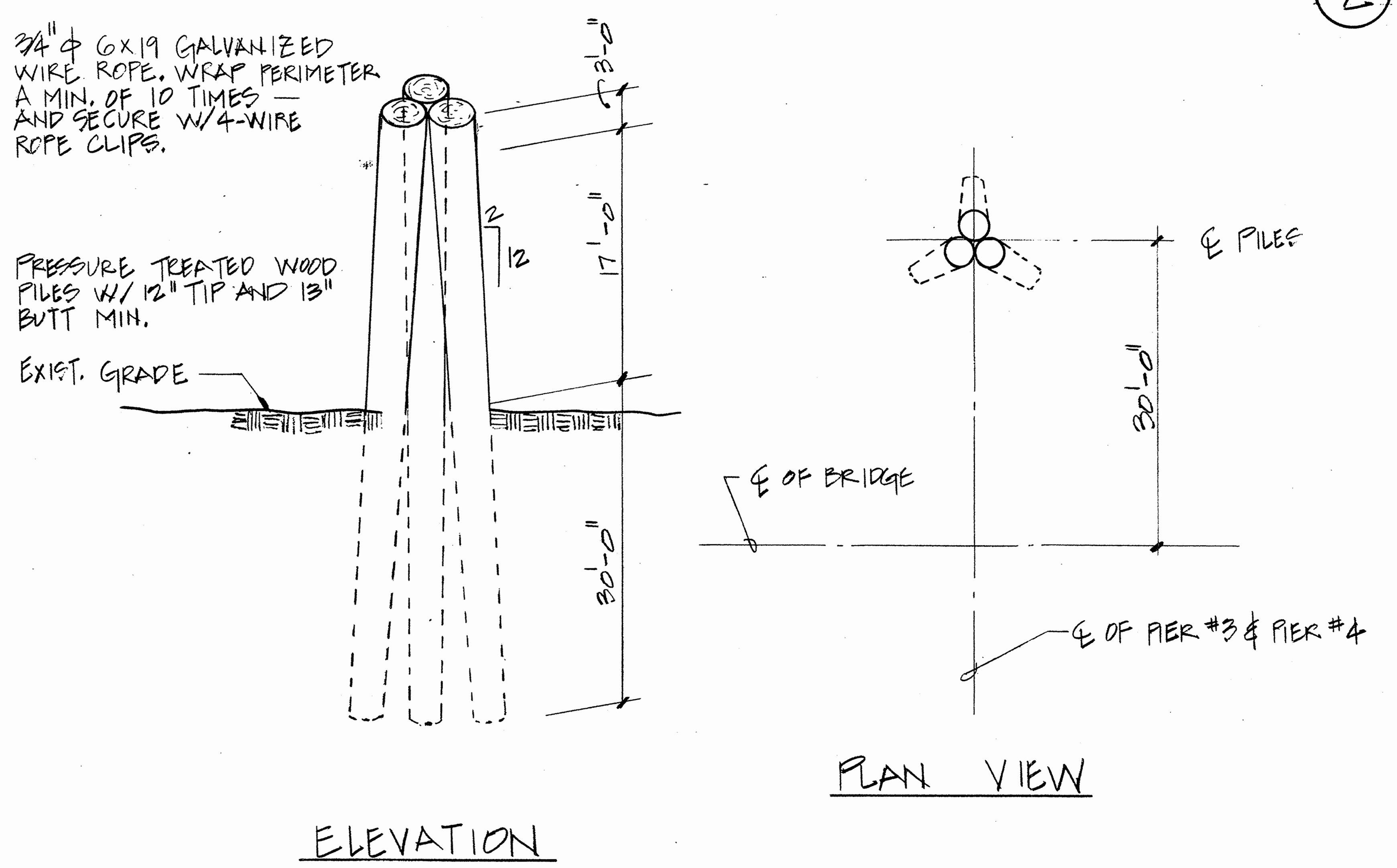
1 DETAIL
1½" = 1'-0"



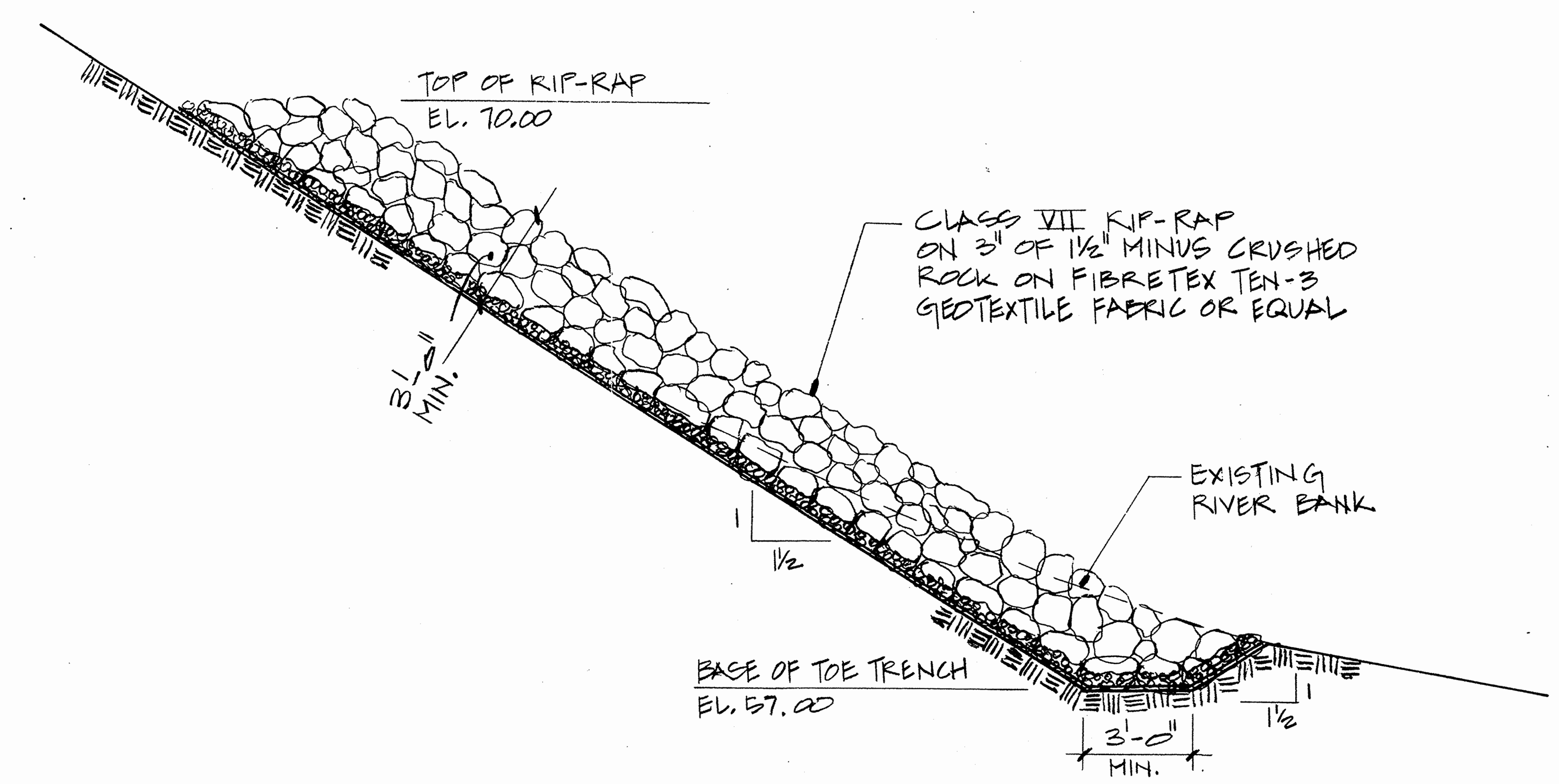
2 SECTION
1" = 1'-0"



3 SECTION
1" = 1'-0"



4 THREE PILE DOLPHIN DETAILS
NO SCALE



5 RIP-RAP DETAIL
NO SCALE

GENERAL NOTES

GENERAL
Verify all existing conditions in the field. Notify Engineer of any discrepancies.

These design drawings present the structural concepts of this project and are not intended to serve as Contractor's shop drawings. Therefore, certain items may not be completely detailed on these drawings. Such items shall be constructed to same standards as shown on these design drawings.

ORIGINAL DESIGN DRAWINGS
Sheets 9-14A of the original Design Drawings for the 5-span pedestrian/utilities bridge which is being rehabilitated under this Contract are available for review at either the City of Dayton or at Moffatt, Nichol & Bonney.

These Drawings are for information only and are not considered As-built Drawings, therefore their accuracy is not known.

The Contractor shall verify in the field all actual conditions.

SPECIAL INSPECTIONS
The following items require special inspection in accordance with the provisions of Section 306 of the 1985 Oregon State Building Code.
- Concrete Placement
- Reinforcing Steel
- Welding
- Grading, excavation and filling

CODES AND STANDARDS
- Oregon State Building Code, 1985 Edition
- Uniform Building Code, 1985 Edition
- American Concrete Institute ACI 318
- American Institute of Steel Construction
- Manual of Steel Construction 8th Edition
- American Welding Society
- American Iron and Steel Institute
- American Institute of Timber Construction

DESIGN LOADS
- Seismic Zone 2
- Wind 80 mph, Exposure B
- Bridge Deck Live Load 50 psf

FOUNDATIONS
- Maximum design foundation pressure as per soils report by Cornforth Consultants
- All footings and foundation walls shall bear on undisturbed material or Engineered fill
- All excavations shall be kept dry during concrete pouring.

CONCRETE
28 day concrete strengths and minimum cement content:
All Concrete f'c = 3000 psi 5-1/2 sack
Maximum concrete slump 4 inches
Air entrain all concrete exposed to weather 4 to 6% by volume
All reinforcing steel - ASTM A 615, Grade 60
Wire mesh ASTM A 185
Unless otherwise noted, reinforcing bars shall be lapped 48 diameters or a minimum of 24 inches.

STRUCTURAL STEEL
- All structural steel shall conform to ASTM A 36
- All bolts shall be A 307 unless shown otherwise
- All welding shall conform to AWS Specification, latest edition
- All tie rods shall be A36 threaded rods.

LUMBER
- Framing and structural lumber shall be pressure treated Douglas Fir No. 2 and better
- "Simpson" joist hangers and accessories indicated. "Silver" or "Bowman" are approved equals.
- Glued laminated timbers shall conform to AITC 117, Standard Specifications for Glued Laminated Timber of Douglas Fir, Combination symbol 24F-V4 (24F-V8 at cantilevered beams), Industrial Grade, and shall be pressure treated.
- All bolt heads and nuts which bear on wood shall be provided with a standard cut washer.

APPROVED John T. Merrifield
MOFFATT, NICHOL & BONNEY, INC.
CIVIL & STRUCTURAL ENGINEERS
PORTLAND, OREGON

REGISTERED PROFESSIONAL ENGINEER #13720 OREGON JULY 16, 1967 DOUGLAS J. STEWART
Douglas J. Stewart

NOTES & DETAILS

BRIDGE REHABILITATION

CITY OF DAYTON

DAYTON, OREGON

MOFFATT, NICHOL & BONNEY, INC.
ENGINEERS
PORTLAND OREGON

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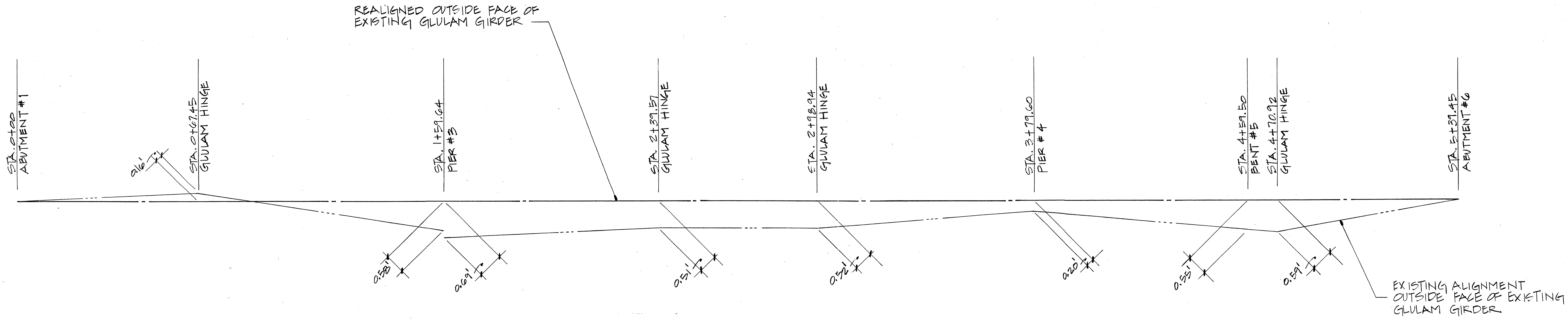
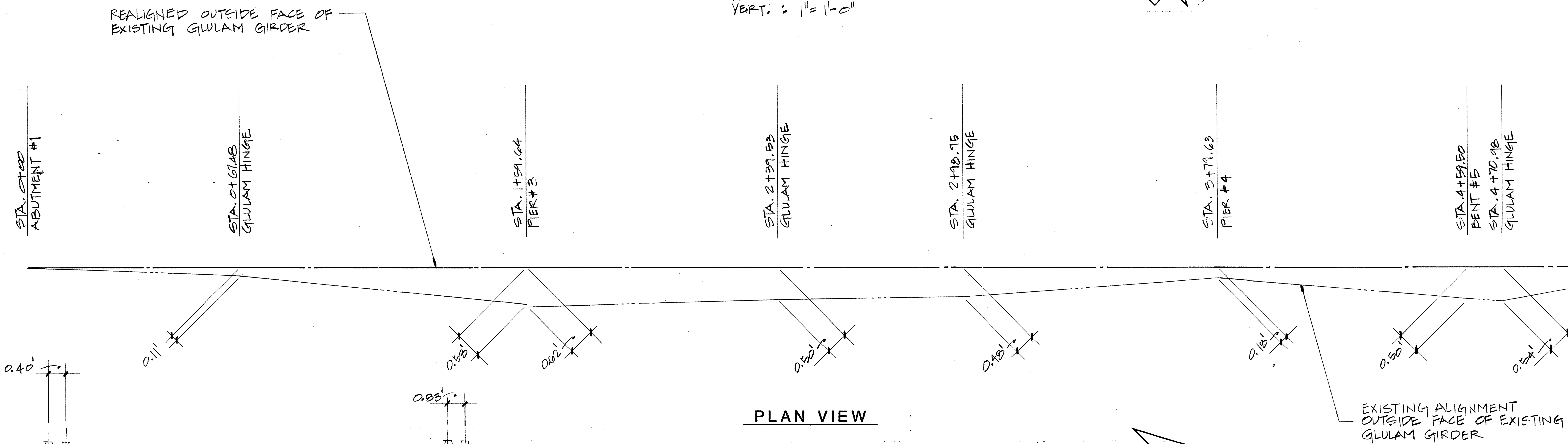


PLAN VIEW

ALIGNMENT OF NORTH GLULAM GIRDER

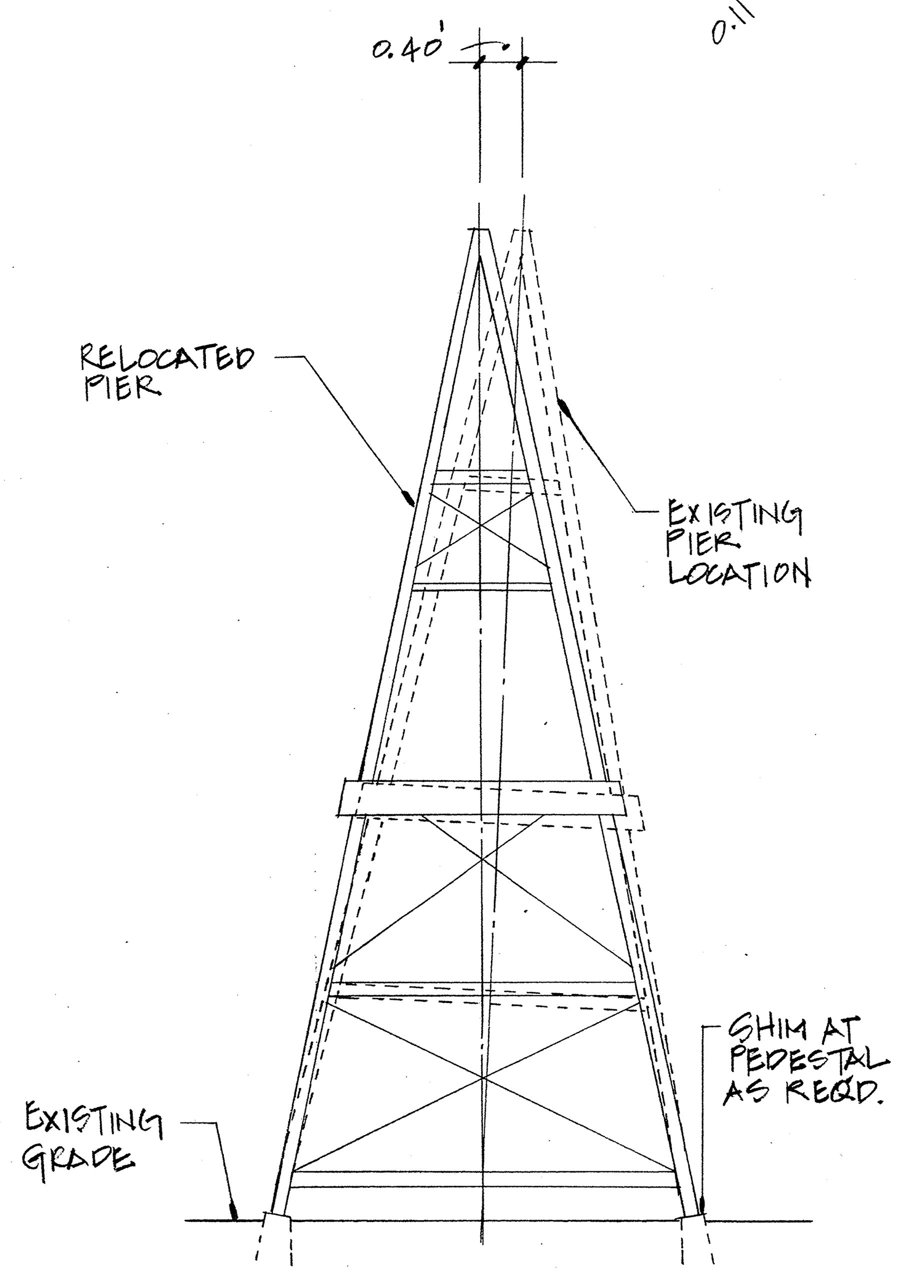
HORIZ.: 1" = 20'-0"
VERT.: 1" = 1'-0"



PLAN VIEW

ALIGNMENT OF SOUTH GLULAM GIRDER

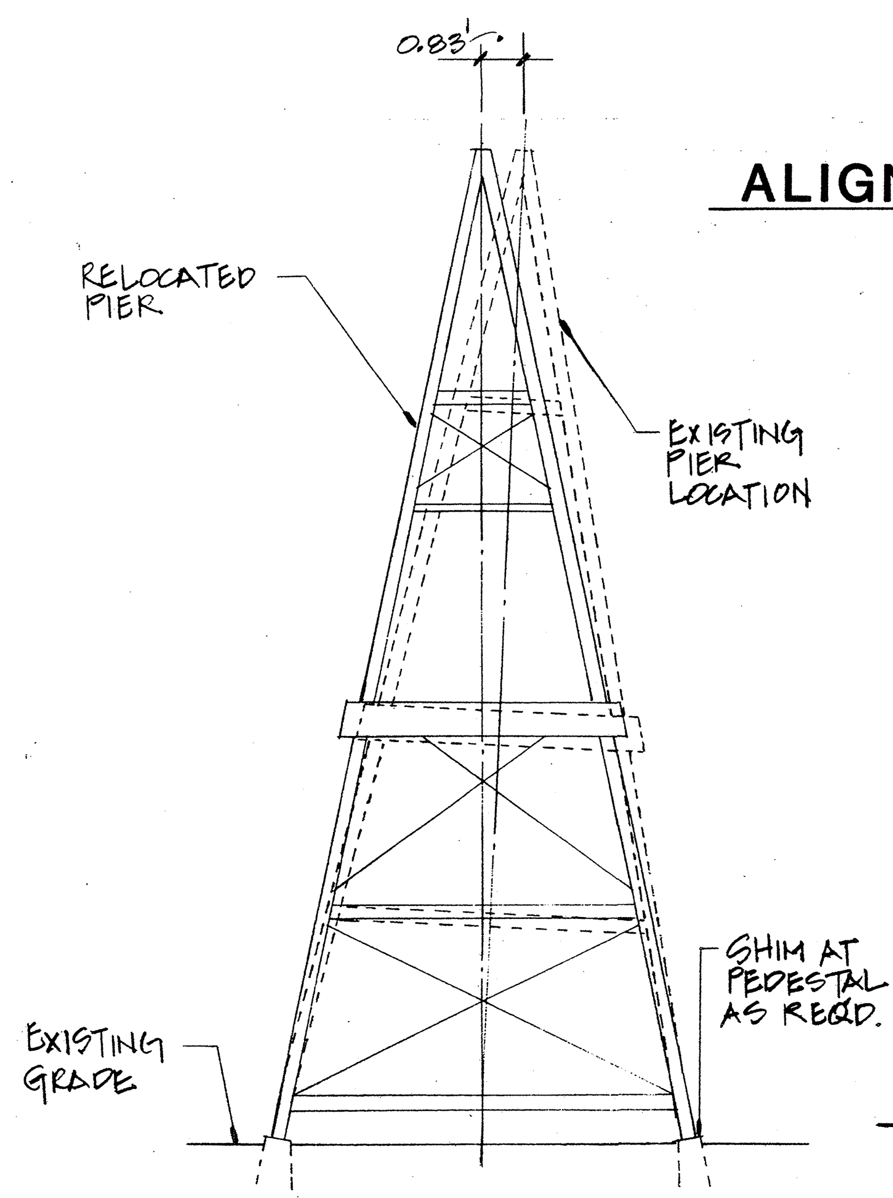
HORIZ.: 1" = 20'-0"
VERT.: 1" = 1'-0"



ELEVATION VIEW
LOOKING NORTH

ALIGNMENT OF PIER # 3

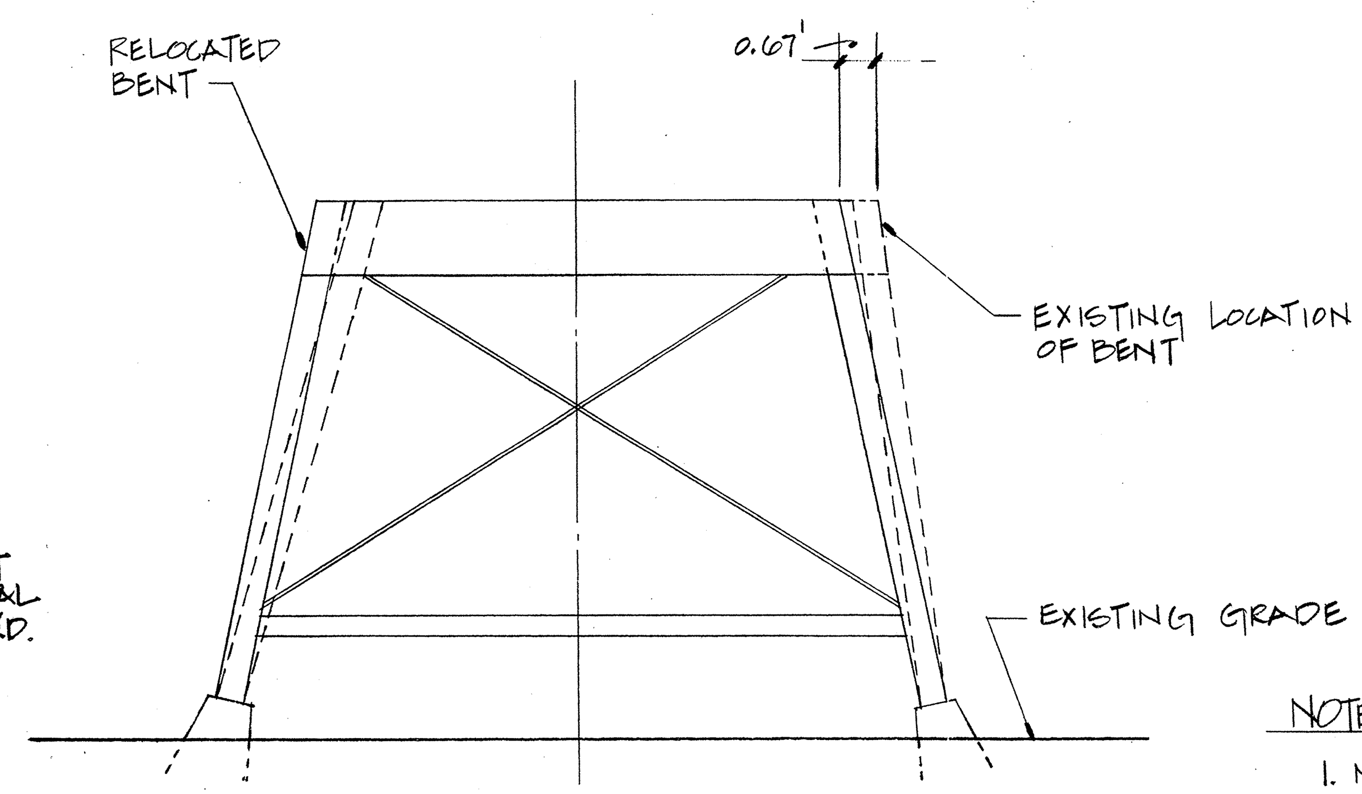
NO SCALE



ELEVATION VIEW
LOOKING NORTH

ALIGNMENT OF PIER # 4

NO SCALE



ELEVATION VIEW
LOOKING NORTH

ALIGNMENT OF BENT # 5

NO SCALE

NOTES:
1. NO ALIGNMENT OF BENT #2 IS REQ'D.

NOTES:
1. INFORMATION ON THIS SHEET IS BASED ON A SURVEY OBTAINED FROM LAYNE CASWELL SURVEYOR, INC. THIS SURVEY IS INCLUDED AS SHEET #6.

APPROVED
MOFFATT, NICHOL & BONNEY, INC.
CIVIL & STRUCTURAL ENGINEERS
PORTLAND, OREGON

REGISTERED PROFESSIONAL ENGINEER #13720 OREGON JULY 16, 1987 DOUGLAS J. STEWART

PLANS & ELEVATIONS			
BRIDGE REHABILITATION CITY OF DAYTON DAYTON, OREGON			
MOFFATT, NICHOL & BONNEY, INC. ENGINEERS PORTLAND OREGON			
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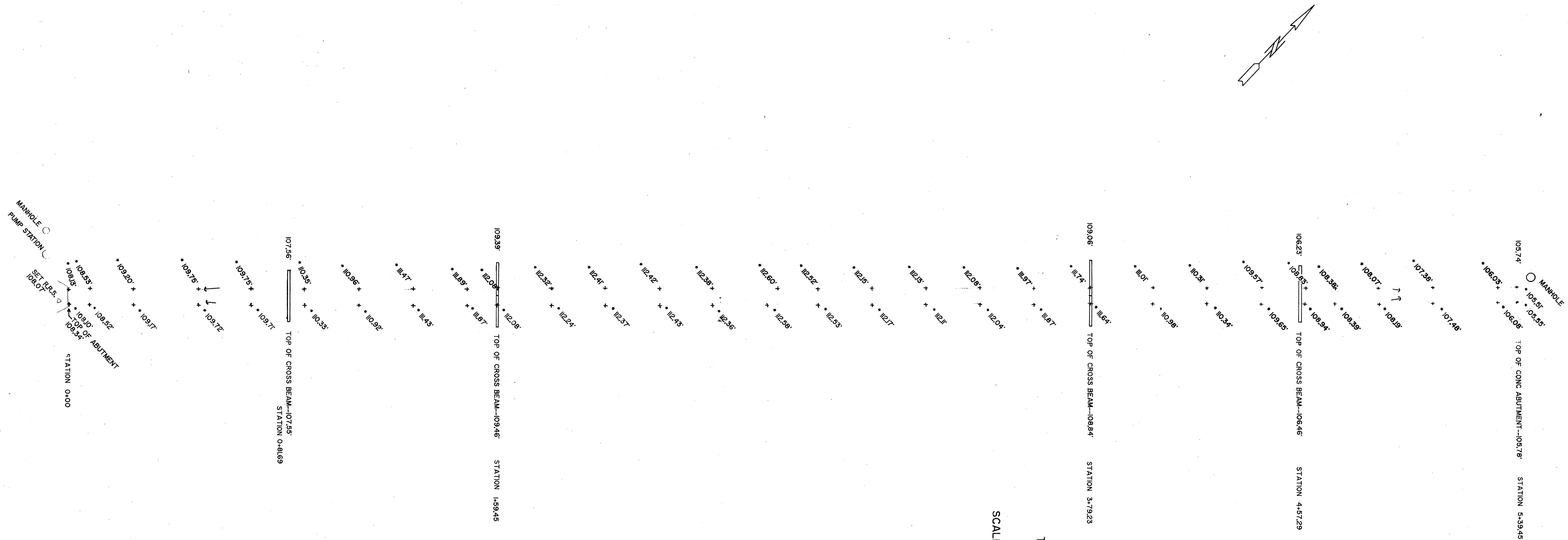
CHECKED BY JTM	DATE 8/87	3705	

US ENGINEERS BENCH MARK
"CAX SOT 1935"
ELEV. EQUALS 115.177 FT.



NOTES

1. ASTERICK (*) DENOTES ELEVATION ON TOP OF BEAM UNDER DECKING
2. ELEVATION DATUM BASED ON US ENGINEERS BENCH MARK "CAX SOT 1935"

TOPOGRAPHIC STUDY OF
UTILITY BRIDGE
IN
DAYTON, OREGON
SCALE : 1" = 20' OCTOBER, 1986

LAYNE CASWELL
Registered Land Surveyor
6120 S. W. Lombard Ave.
Beaverton, Oregon 97005

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
ALBERT HERTEL
1896

BRIDGE SURVEY

BRIDGE REHABILITATION

CITY OF DAYTON

DAYTON, OREGON

MOFFATT, NICHOL & BONNEY, INC.
ENGINEERS

PORTLAND OREGON

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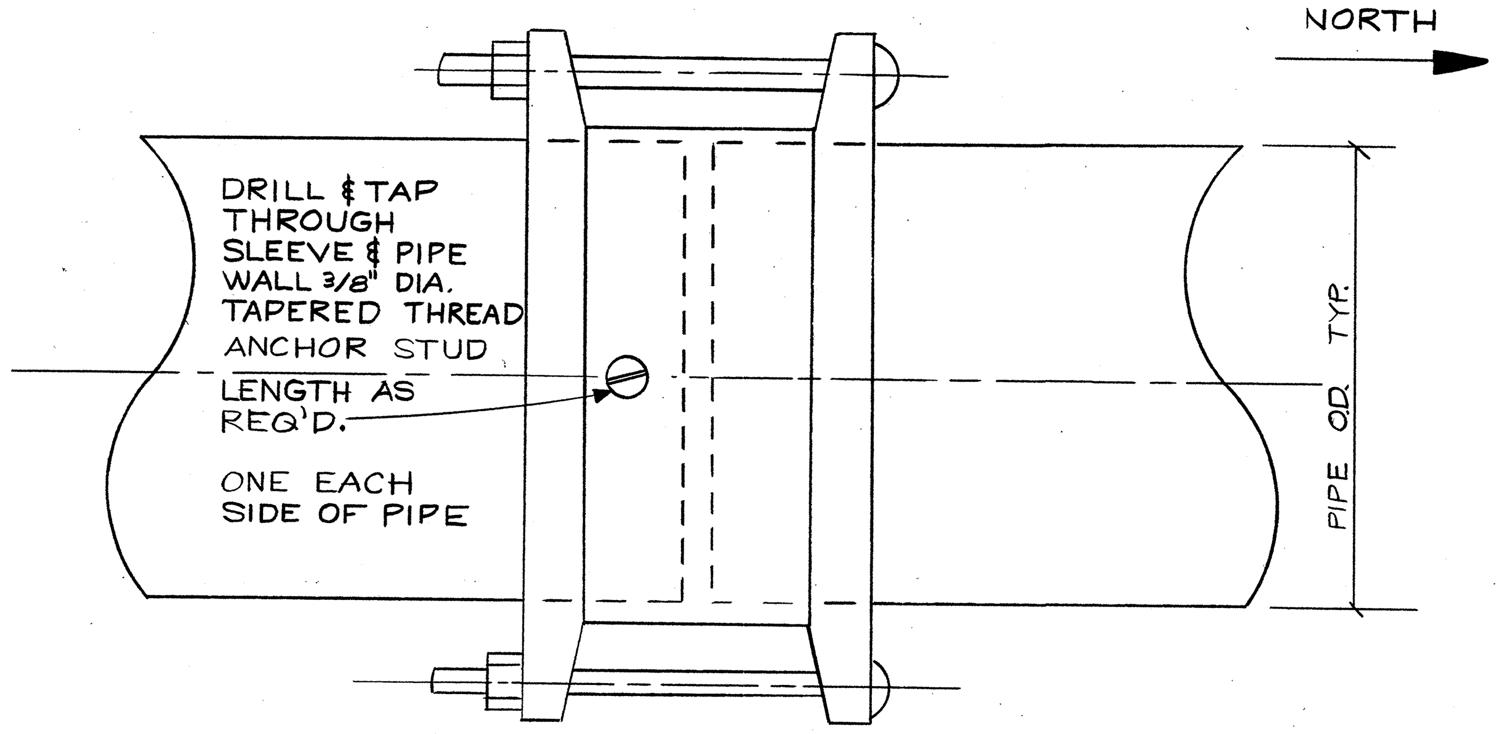
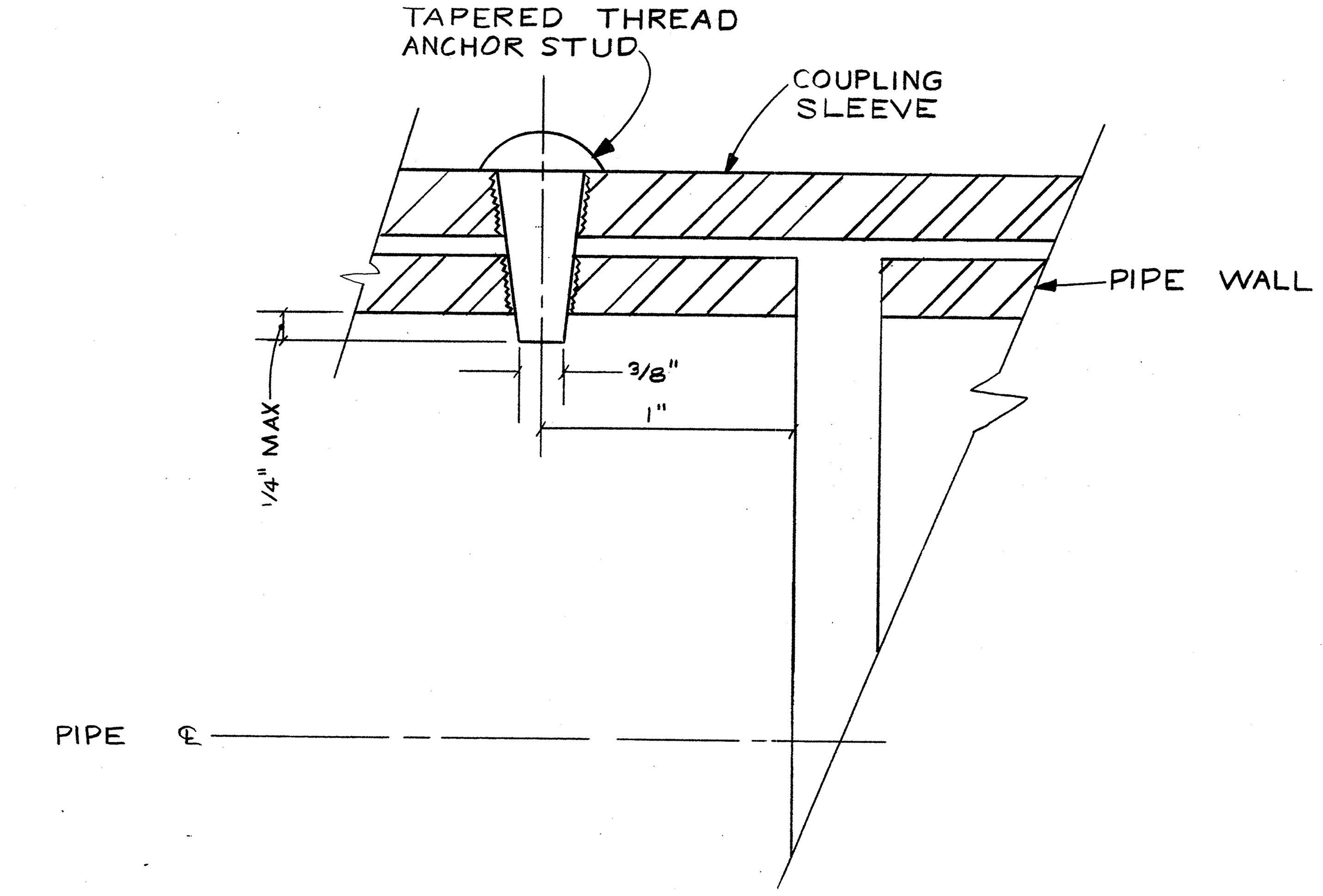
CHECKED BY JTM	DATE 8/87	3705	6



EXISTING COUPLING

TYPICAL

SCALE 1"=2"



ANCHOR STUD DETAIL

NO SCALE

UTILITY LINE REHABILITATION

The CONTRACTOR shall loosen and realign all existing compression couplings to be plumb, true and water tight. All couplings shall then be re-installed according to the manufacturers recommendations.

Rubber gaskets shall be examined and those exhibiting cracks, kinks or excessive wear shall be replaced.

Coupling sleeves and pipe shall be drilled and tapped with a tapered thread straight and true. Teflon thread-sealing tape shall be applied to assure water tightness. CONTRACTOR is responsible for sealing the taps against leakage. CONTRACTOR shall take care not to over-torque the machine bolts resulting in deformation of the sleeve or pipe.

Anchor stud shall be mild steel, tapered thread, 3/8-inch diameter. Length shall not protrude more than 1/4 inch into the pipe barrel.

The stud head shall be coated with bitumastic paint, similar to Koppers Bitumastic 300-M. Any damage or abrasion of the pipe, paint or coatings shall be repaired with like material to the satisfaction of the ENGINEER.

Coupling restraints shall be fixed to the north end of each length of existing steel pipe. Each joint will have one pipe end fixed to the coupling and the other pipe end joined by the compressed gasket of the coupling.

Proprietary tapping arrangements and fittings may be used. Rockwell, Romac or equal.

See Specifications for the requirements of de-activating the utility lines.

APPROVED John T. Merrifield
MOFFATT. NICHOL & BONNEY, INC.
CIVIL & STRUCTURAL ENGINEERS
PORTLAND, OREGON

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS
7460 S.W. HUNZIKER ROAD, SUITE D
PORTLAND, OREGON 97223
PHONE (503) 684-3478

REGISTERED PROFESSIONAL ENGINEER
#13720
Douglas J. Stewart
OREGON
JULY 16, 1987
DOUGLAS J. STEWART

UTILITY LINE DETAILS			
BRIDGE REHABILITATION			
CITY OF DAYTON			
DAYTON, OREGON			
MOFFATT. NICHOL & BONNEY. INC. ENGINEERS PORTLAND OREGON			
DRAWN BY CW	DATE 8/87	DATE OF ISSUE 9-9-87	DRAWING NO.
CHECKED BY DJS	DATE 8/87	3705	7

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