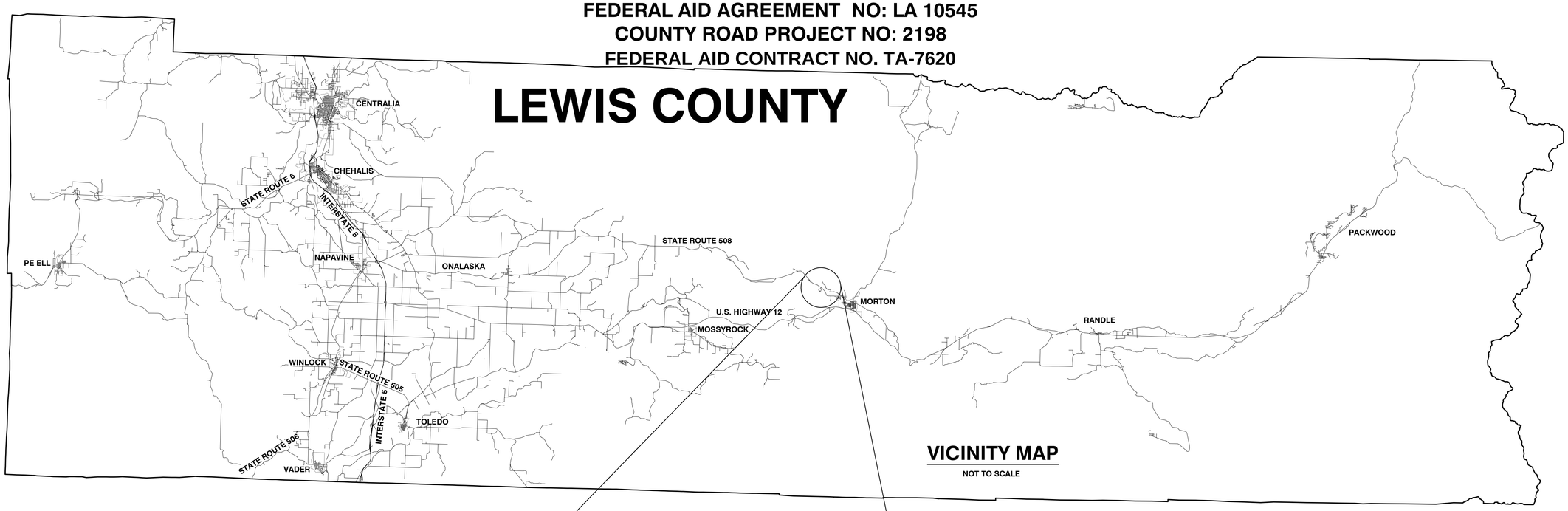
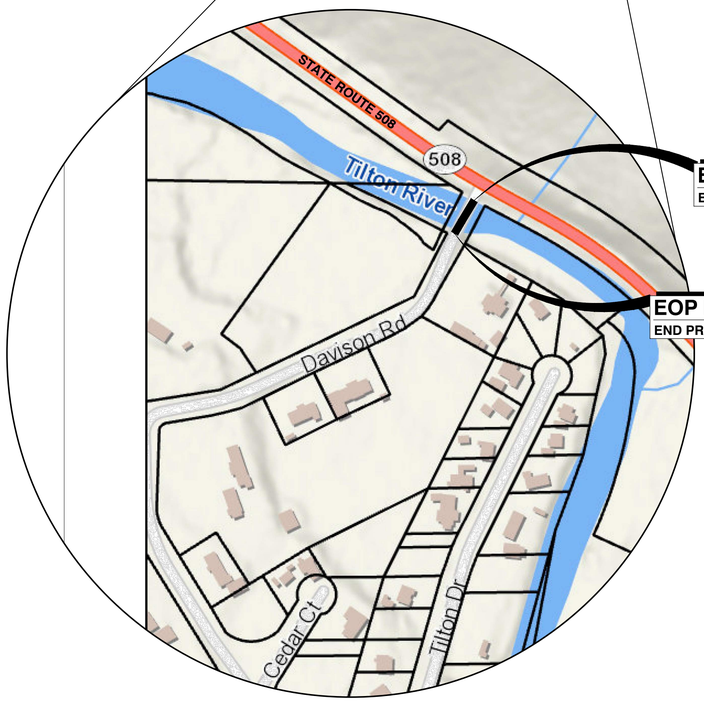
DAVISON RD MP 0.01 BRIDGE REHABILITATION

FEDERAL AID PROJECT NO: BHOS-2021(075)
FEDERAL AID AGREEMENT NO: LA 10545
COUNTY ROAD PROJECT NO: 2198
FEDERAL AID CONTRACT NO. TA-7620

LEWIS COUNTY



VICINITY MAP
NOT TO SCALE



BOP PROJECT LOCATION
BEGIN PROJECT: Mile Post 0.00

EOP PROJECT LOCATION
END PROJECT: Mile Post 0.03

LEWIS COUNTY
DEPARTMENT OF PUBLIC WORKS
APPROVED FOR CONSTRUCTION:

M. Vincent Hall — 10/08/2026
Assistant County Engineer — Date

M. VINCENT HALL — STATE OF WASHINGTON — 40730 — REGISTERED PROFESSIONAL ENGINEER

COMMISSIONERS:

SEAN D. SWOPE, DISTRICT 1
LINDSEY R. POLLOCK, DVM, DISTRICT 2
SCOTT J. BRUMMER, DISTRICT 3

Lewis County — Department of Public Works

ENGINEERING-DESIGN SECTION

SHEET INDEX

SHEET NO.	DESCRIPTION
G1	COVER SHEET
G2	LEGEND AND QUANTITIES
C1	MAINTENANCE OF TRAFFIC PLAN 1
C2	MAINTENANCE OF TRAFFIC PLAN 2
S1	BRIDGE PLAN AND ELEVATION
S2	TRUSS REPAIR ELEVATION
S3	TRUSS REPAIR PLAN
S4	EXISTING TYPICAL SECTION
S5	CONSTRUCTION SEQUENCE
S6	RIVET INSPECTION
S7	BOTTOM CHORD REPAIR DETAILS 1
S8	BOTTOM CHORD REPAIR DETAILS 2
S9	BOTTOM CHORD REPAIR DETAILS 3
S10	LATERAL BRACING REPAIR DETAILS
S11	TOP CHORD REPAIR DETAILS
S12	ABUTMENT REPAIR DETAILS
S13	DECK REPLACEMENT DETAILS
S14	EXPANSION JOINT REPLACEMENT DETAILS

Name: kyle.harvey Date: Aug 31, 2026-02:24:00pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-G1_Cover Sheet.dwg

GENERAL NOTES

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, DATED 2026, AND AMENDMENTS, AND PROJECT SPECIAL PROVISIONS.

2. CONSTRUCTION AND WIND LOADING LIMITATIONS DURING PAINTING ACTIVITIES HAVE BEEN DETERMINED IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 10TH EDITION AND CHAPTER 6 OF THE WSDOT BRIDGE DESIGN MANUAL M 23-50.24.

3. THE DIMENSIONS SHOWN ON THE PLANS ARE BASED ON ORIGINAL DESIGN DRAWINGS AND INSPECTIONS. ALL RELEVANT DETAILS AND DIMENSIONS SHALL BE FIELD MEASURED AND VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS AND PROCEEDING WITH CONSTRUCTION.

4. PAINTING SHALL BE COMPLETED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATION SECTION 6-07. ALL STEEL SURFACES REQUIRE FULL PAINT REMOVAL PRIOR TO APPLYING NEW PAINT SYSTEM. SEE WSDOT STANDARD SPECIFICATION SECTION 6-07.3(10)E FOR SURFACE PREPARATION REQUIREMENTS.

5. EXISTING RIVETS SHALL BE INSPECTED AFTER ABRASIVE BLASTING OPERATIONS ARE COMPLETED AND SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH SECTION - LOSS CRITERIA ON SHEET S6.

6. THE CONTRACTOR SHALL PLAN AND CONDUCT THE WORK IN SUCH A MANNER THAT NO OBJECTS OR FOREIGN MATERIALS FALL FROM THE WORK ON THE EXISTING SPANS AND SUPPORTS TO THE RIVER CHANNEL BELOW. THE CONTRACTOR'S PLAN FOR ACCOMPLISHING THIS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. ALL WORK ASSOCIATED WITH THIS CONTAINMENT SYSTEM SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

7. BRIDGE IMPROVEMENTS ARE DESIGNED FOR THE FOLLOWING LIVE LOAD VEHICLES:
   - AASHTO TYPE 3 WITH IMPACT
   - AASHTO TYPE 3S2 WITH IMPACT
   - AASHTO TYPE 3-3 WITH IMPACT
   - SPECIALIZED HAULING VEHICLE SU4 WITH IMPACT
   - SPECIALIZED HAULING VEHICLE SU5 WITH IMPACT
   - SPECIALIZED HAULING VEHICLE SU6 WITH IMPACT
   - SPECIALIZED HAULING VEHICLE SU7 WITH IMPACT
   - EMERGENCY VEHICLE TYPE EV2 WITH IMPACT
   - WA-105 WITH IMPACT

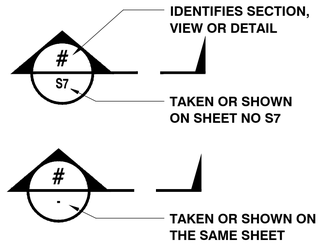
8. ALL STEEL ELEMENTS SHALL CONFORM TO:

PLATES AND ROLLED SHAPES:	ASTM A992 (50 KSI)
BOLTS:	ASTM F3125 GRADE A325, TYPE 1
NUTS:	ASTM A563
WASHERS:	ASTM F436

9. ALL CONCRETE ELEMENTS SHALL CONFORM TO:

CONCRETE:	CLASS 4000
REINFORCEMENT:	ASTM A706 GRADE 60
CHAMFER	3/4 INCH

LEGEND



ABBREVIATIONS

@	AT
±	PLUS OR MINUS
BK	BACK
BOT	BOTTOM
BTWN	BETWEEN
CL	CENTERLINE
EX	EXISTING
GR	GRADE
HMA	HOT MIX ASPHALT
MT	MAGNETIC PARTICLE TESTING
NO.	NUMBER
NTS	NOT TO SCALE
OHWM	ORDINARY HIGH WATER MARK
PL	PLATE
PSF	POUNDS PER SQUARE FOOT
TYP	TYPICAL

Name: kyle.harvey Date: Aug 31, 2026-02:26:30pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-G2_Legend & Quantities.dwg

Lewis County
Department of Public Works
57 W. MAIN ST.
CHEHALIS WA 98532
PHONE # (360) 740-1123
FAX # (360) 740-2719

DESIGNED BY : AGC
DRAWN BY : TLP
CHECKED BY : AJG
DATE : 09-02-2026

NO.	DATE	REVISION	BY	APP.

DAVISON RD MP 0.01
BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

LEGEND AND QUANTITIES

G2
2 OF 18

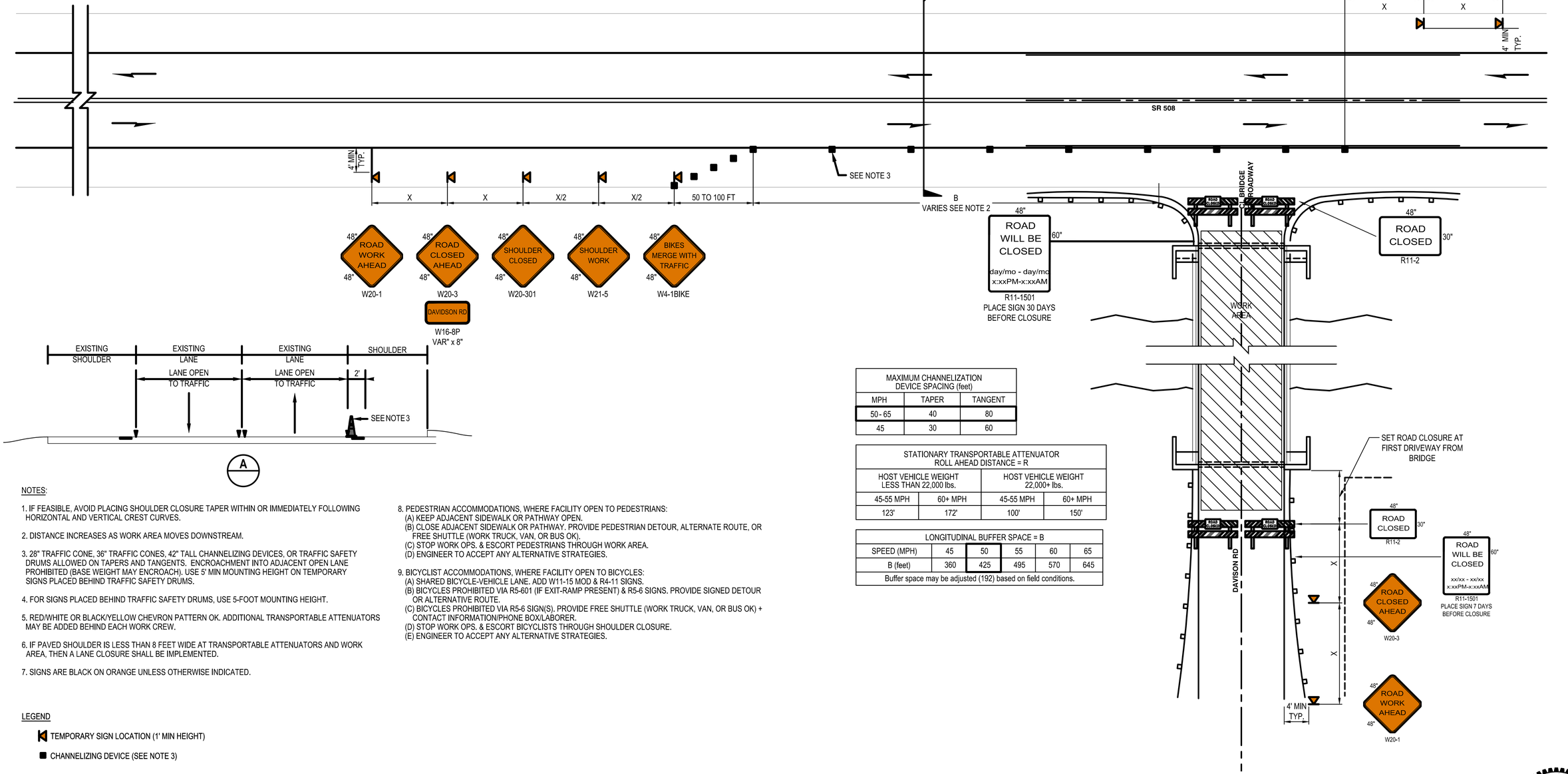
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www.kpff.com

AARON WINSTON OLSEN
STATE OF WASHINGTON
22005948
REGISTERED
PROFESSIONAL ENGINEER

RECOMMENDED SIGN SPACING = X (1)		
RURAL HIGHWAYS	60-65 MPH	800' *
RURAL ROADS	45-55 MPH	500' *
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		

SHOULDER CLOSURE TAPER LENGTH = L/3						
SHOULDER WIDTH	SPEED (MPH)	45	50	55	60	65
< 8'	L/3 (feet)	USE LANE CLOSURE INSTEAD				
8'		120	160	160	160	200
10'		150	200	200	200	240



MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50 - 65	40	80
45	30	60

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R			
HOST VEHICLE WEIGHT LESS THAN 22,000 lbs.		HOST VEHICLE WEIGHT 22,000+ lbs.	
45-55 MPH	60+ MPH	45-55 MPH	60+ MPH
123'	172'	100'	150'

LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	45	50	55	60	65
B (feet)	360	425	495	570	645
Buffer space may be adjusted (192) based on field conditions.					

NOTES:

1. IF FEASIBLE, AVOID PLACING SHOULDER CLOSURE TAPER WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL AND VERTICAL CREST CURVES.
2. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
3. 28" TRAFFIC CONE, 36" TRAFFIC CONES, 42" TALL CHANNELIZING DEVICES, OR TRAFFIC SAFETY DRUMS ALLOWED ON TAPERS AND TANGENTS. ENCROACHMENT INTO ADJACENT OPEN LANE PROHIBITED (BASE WEIGHT MAY ENCROACH). USE 5' MIN MOUNTING HEIGHT ON TEMPORARY SIGNS PLACED BEHIND TRAFFIC SAFETY DRUMS.
4. FOR SIGNS PLACED BEHIND TRAFFIC SAFETY DRUMS, USE 5-FOOT MOUNTING HEIGHT.
5. RED/WHITE OR BLACK/YELLOW CHEVRON PATTERN OK. ADDITIONAL TRANSPORTABLE ATTENUATORS MAY BE ADDED BEHIND EACH WORK CREW.
6. IF PAVED SHOULDER IS LESS THAN 8 FEET WIDE AT TRANSPORTABLE ATTENUATORS AND WORK AREA, THEN A LANE CLOSURE SHALL BE IMPLEMENTED.
7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
8. PEDESTRIAN ACCOMMODATIONS, WHERE FACILITY OPEN TO PEDESTRIANS:
   (A) KEEP ADJACENT SIDEWALK OR PATHWAY OPEN.
   (B) CLOSE ADJACENT SIDEWALK OR PATHWAY. PROVIDE PEDESTRIAN DETOUR, ALTERNATE ROUTE, OR FREE SHUTTLE (WORK TRUCK, VAN, OR BUS OK).
   (C) STOP WORK OPS. & ESCORT PEDESTRIANS THROUGH WORK AREA.
   (D) ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES.
9. BICYCLIST ACCOMMODATIONS, WHERE FACILITY OPEN TO BICYCLES:
   (A) SHARED BICYCLE-VEHICLE LANE. ADD W11-15 MOD & R4-11 SIGNS.
   (B) BICYCLES PROHIBITED VIA R5-601 (IF EXIT-RAMP PRESENT) & R5-6 SIGNS. PROVIDE SIGNED DETOUR OR ALTERNATIVE ROUTE.
   (C) BICYCLES PROHIBITED VIA R5-6 SIGN(S), PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS OK) + CONTACT INFORMATION/PHONE BOX/LABORER.
   (D) STOP WORK OPS. & ESCORT BICYCLISTS THROUGH SHOULDER CLOSURE.
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LEGEND

TEMPORARY SIGN LOCATION (1' MIN HEIGHT)

CHANNELIZING DEVICE (SEE NOTE 3)

Lewis County Department of Public Works
57 W. MAIN ST.
CHEHALIS WA 98532
PHONE # (360) 740-1123
FAX # (360) 740-2719

DESIGNED BY : TES
DRAWN BY : TES
CHECKED BY : KAI
DATE : 09-02-2026

NO.	DATE	REVISION	BY	APP.

DAVISON RD MP 0.01 BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

MAINTENANCE OF TRAFFIC PLAN 1

C1
3 OF 18

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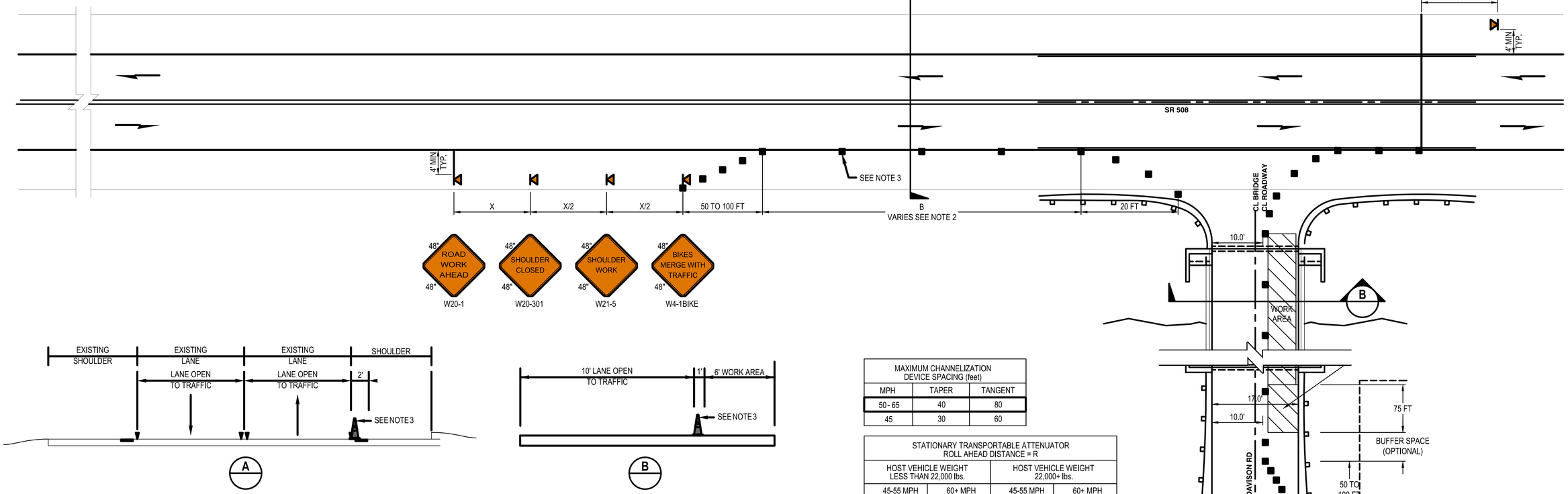
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206.622.5822
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JUSTIN G. MATTHEWS STATE OF WASHINGTON 40656 REGISTERED PROFESSIONAL ENGINEER
09/02/26

Name: theo.schmitt Date: Sep 02, 2026-04:31:37pm File: \\kpff.com\Civil\2400001-2409999\2400033 Davison Rd Bridge Rehabilitation\CADD\Design\DRB-C1.dwg

RECOMMENDED SIGN SPACING = X (1)		
RURAL HIGHWAYS	60-65 MPH	800' *
RURAL ROADS	45-55 MPH	500' *
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		

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8'		120	160	160	160	200
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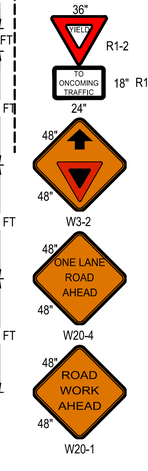




MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
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LEGEND

- TEMPORARY SIGN LOCATION (1' MIN HEIGHT)
- CHANNELIZING DEVICE (SEE NOTE 3)

Lewis County
Department of Public Works
57 W. MAIN ST.
CHEHALIS WA 98532
PHONE # (360) 740-1123
FAX # (360) 740-2719

DESIGNED BY : TES
DRAWN BY : TES
CHECKED BY : KAI
DATE : 09-02-2026

NO.	DATE	REVISION	BY	APP.

DAVISON RD MP 0.01 BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

MAINTENANCE OF TRAFFIC PLAN 2

C2
4 OF 18

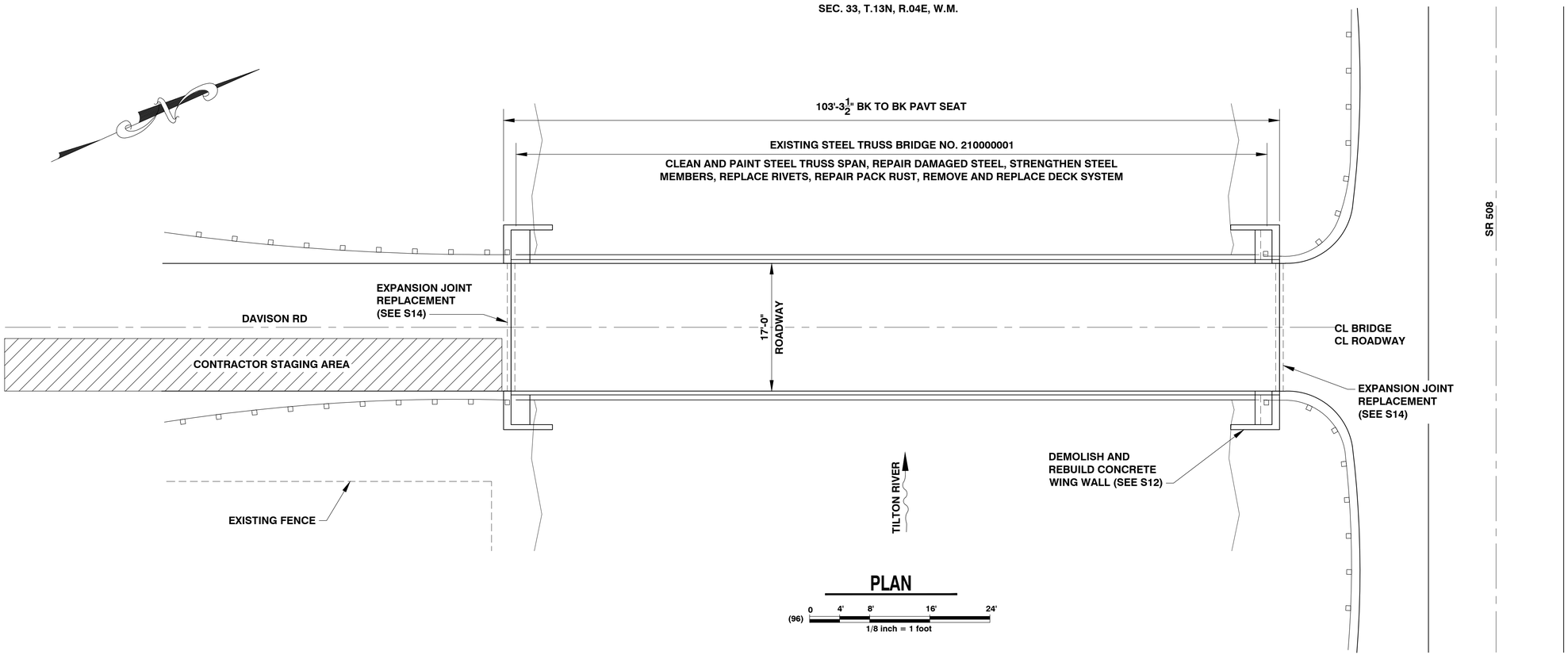
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JUSTIN G. MATTERN
STATE OF WASHINGTON
40855
REGISTERED
PROFESSIONAL ENGINEER
09/02/26

Name: theo.schmitt Date: Sep 02, 2026-04:36:51pm File: \\kpff.com\Civil\2400001-2409999\2400033 Davison Rd Bridge Rehabilitation\CADD\Design\DRB-C2.dwg

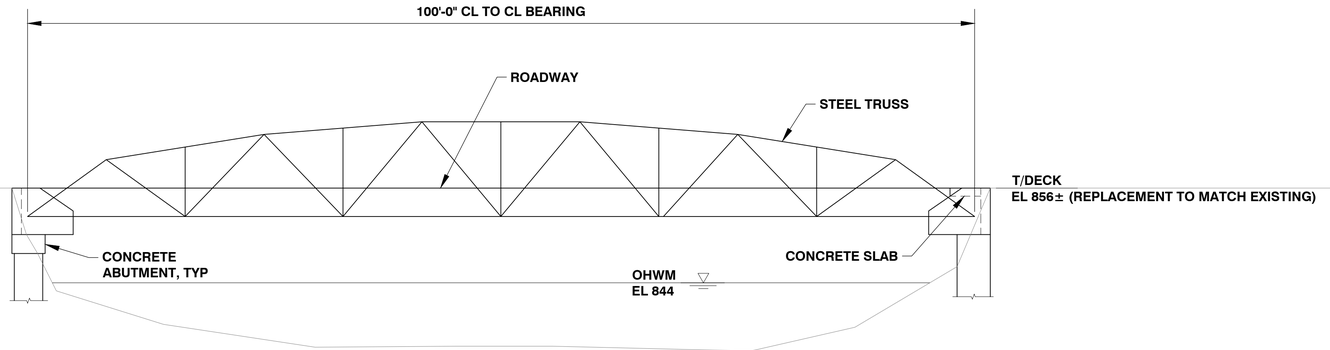
SEC. 33, T.13N, R.04E, W.M.



PLAN

(96) 0 4' 8' 16' 24'

1/8 inch = 1 foot



ELEVATION (LOOKING WEST)

(96) 0 4' 8' 16' 24'

1/8 inch = 1 foot

Name: kyle.harvey Date: Sep 02, 2026-03:09:11pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S1_Plan and Elevation.dwg

Lewis County
Department of Public Works

57 W. MAIN ST.
CHEHALIS WA 98532
PHONE # (360) 740-1123
FAX # (360) 740-2719

DESIGNED BY : AGC
DRAWN BY : TLP
CHECKED BY : AJG
DATE : 09-02-2026

NO.	DATE	REVISION	BY	APP.

DAVISON RD MP 0.01
BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

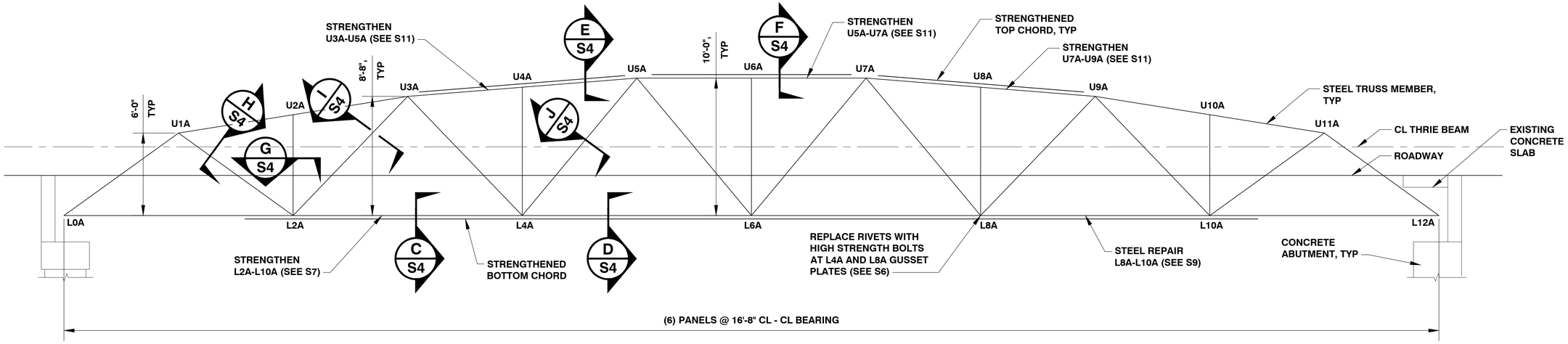
BRIDGE PLAN AND ELEVATION

S1
5 OF 18

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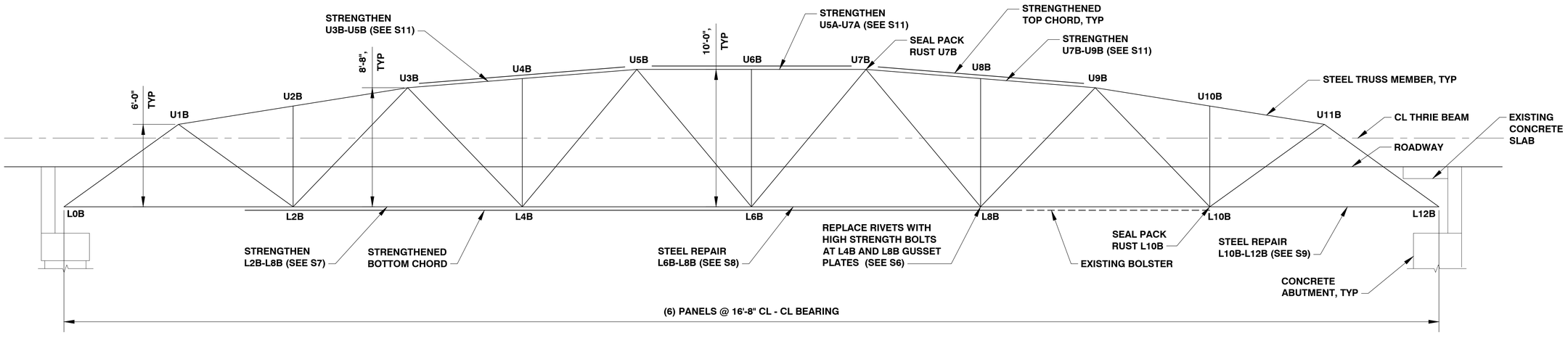
AARON WINSTON OLSON — STATE OF WASHINGTON — 22005586 — REGISTERED PROFESSIONAL ENGINEER — 09-29-2026



INSIDE VIEW OF WEST TRUSS

0 2' 4' 8' 12'

1/4 inch = 1 foot



OUTSIDE VIEW OF EAST TRUSS

0 2' 4' 8' 12'

1/4 inch = 1 foot

NOTES:

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD.

Lewis County
Department of Public Works

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CHEHALIS WA 98532
PHONE # (360) 740-1123
FAX # (360) 740-2719

DESIGNED BY : AGC
DRAWN BY : TLP
CHECKED BY : AJG
DATE : 09-02-2026

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COUNTY ROAD PROJECT NO: 2198

TRUSS REPAIR ELEVATION

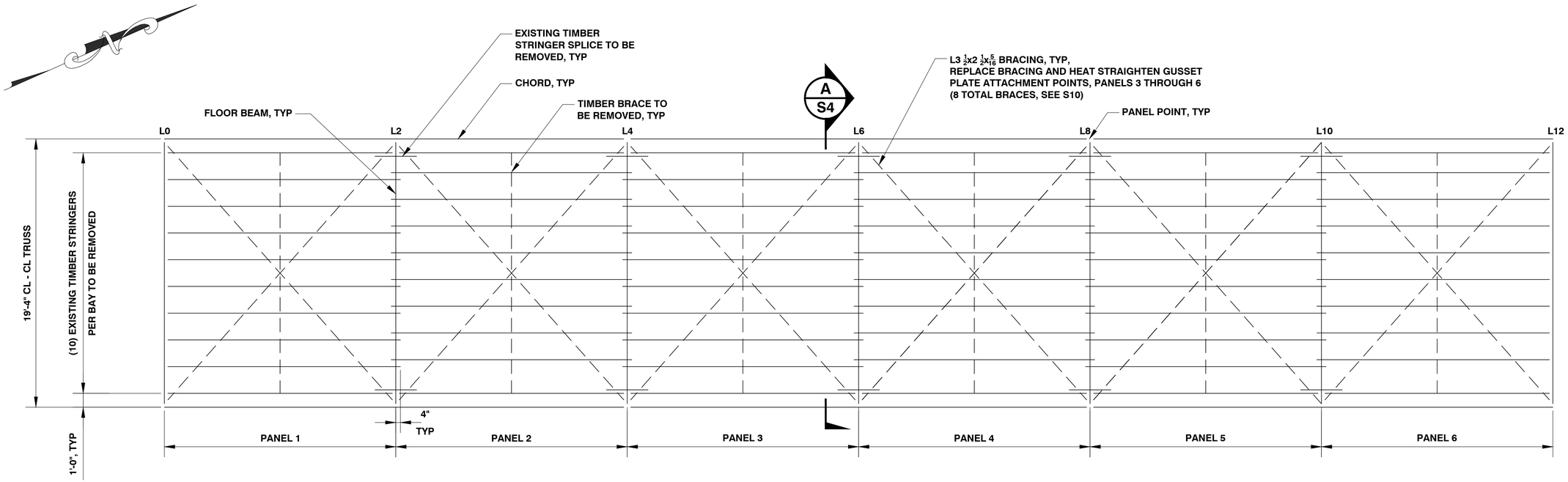
S2
6 OF 18

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ANDREW WINSTON OLSON
STATE OF WASHINGTON
22005585
REGISTERED
09-29-2026
PROFESSIONAL ENGINEER

Name: kyle.harvey Date: Aug 31, 2026-02:33:11pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S2_Truss Repair Elevation.dwg



EXISTING FRAMING PLAN

0 2' 4' 8' 12'

1/4 inch = 1 foot



BELOW DECK FRAMING - EXISTING CONDITION

1
-

NTS

NOTES:

1. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD.
2. TYPICAL EXISTING STRINGER SPACING IS 2'-0". SPACING BETWEEN EXTERIOR AND FIRST INTERIOR STRINGER VARIES BETWEEN BAYS BY THE WIDTH OF THE STRINGER.
3. TIMBER DECK AND STRINGERS TO BE REPLACED. SEE S13 FOR DECK AND STRINGER REPLACEMENT DETAILS.
4. CONTRACTOR TO SUBMIT DEMOLITION PLAN TO ENGINEER.

Lewis County
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FAX # (360) 740-2719

DESIGNED BY : AGC
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BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

TRUSS REPAIR PLAN

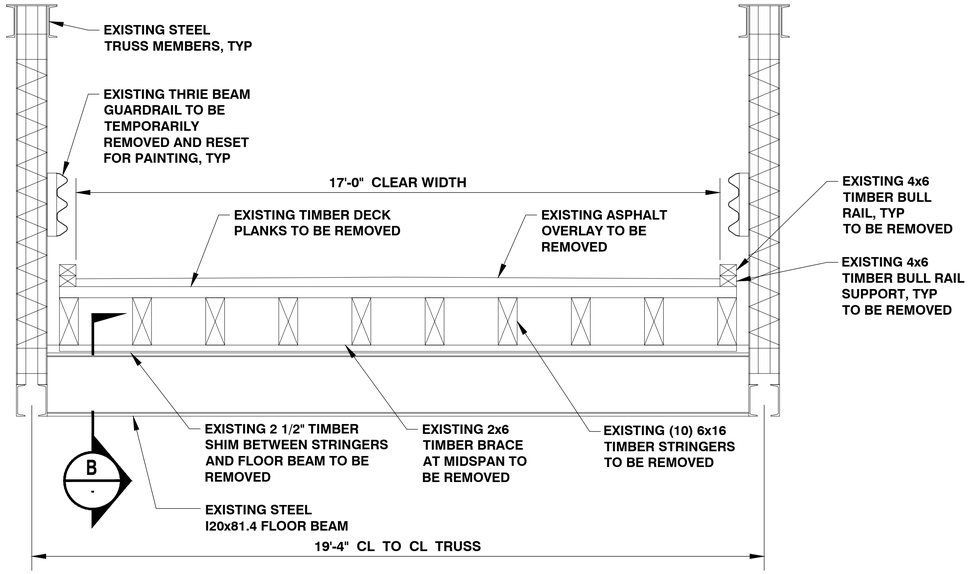
S3
7 OF 18

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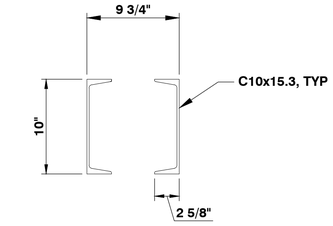
ANDREW WINSTON OLSON
STATE OF WASHINGTON
22005595
REGISTERED
09-29-2026
PROFESSIONAL ENGINEER

Name: kyle.harvey Date: Aug 31, 2026-02:34:28pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S3_Truss Repair Plan.dwg

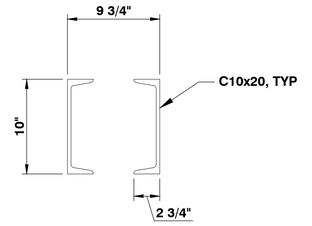


EXISTING TYPICAL DECK SECTION (A / S3)
SCALE: 1/2" = 1'-0"

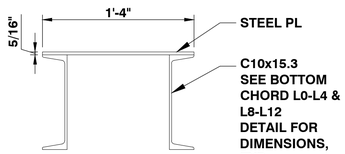
NOTES:
1. PRIMARY MEMBER DIMENSIONS ARE BASED ON ORIGINAL BRIDGE PLANS AND FIELD DIMENSIONS TAKEN ON 03/25/2024 AND 03/26/2024.
2. STEEL LATTICE PLATES, COVER PLATES, AND BRACE PLATES NOT SHOWN FOR CLARITY.
3. REPLACEMENT DETAILS ARE SHOWN ON S13.



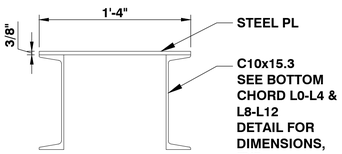
BOTTOM CHORD: L0-L4 & L8-L12 (C / S2)
SCALE: NTS



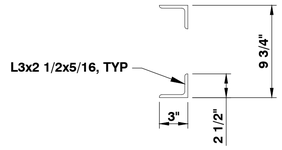
BOTTOM CHORD: L4-L8 (D / S2)
SCALE: NTS



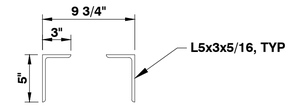
TOP CHORD: L0-U5 AND U7-L12 (E / S2)
SCALE: NTS



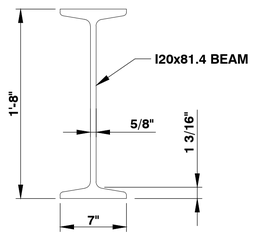
TOP CHORD: U5-U7 (F / S2)
SCALE: NTS



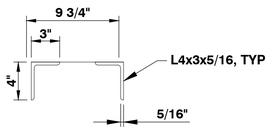
VERTICALS: ALL (G / S2)
SCALE: NTS



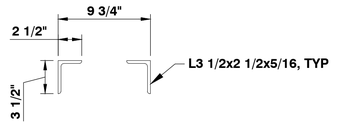
DIAGONAL: U1-L2 AND L10-U11 (H / S2)
SCALE: NTS



TYPICAL FLOOR BEAM (B / -)
SCALE: NTS



DIAGONAL: L2-U3 AND U9-L10 (I / S2)
SCALE: NTS



DIAGONAL: U3-L4, L4-U5, U5-L6, L6-U7, U7-L8 AND L8-U9 (J / S2)
SCALE: NTS

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CHECKED BY : AJG
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EXISTING TYPICAL SECTION

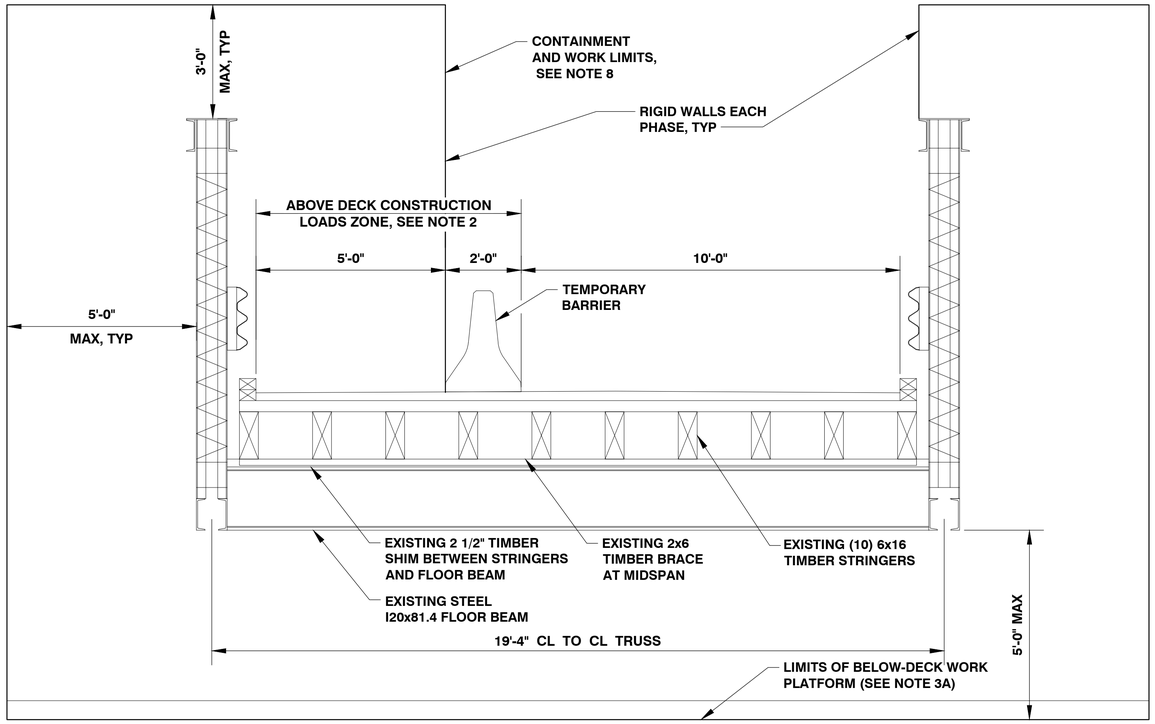
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AARON WINSTON OLSEN — STATE OF WASHINGTON — 22005506 — REGISTERED PROFESSIONAL ENGINEER — 11-29-2026

Name: kyle.harvey Date: Aug 31, 2026-02:37:18pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S4_Typical Section.dwg

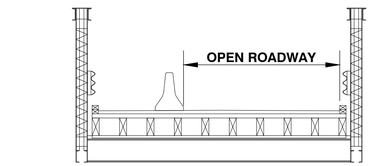


WEST WORK ZONE AND CONTAINMENT SHOWN,
EAST WORK ZONE AND CONTAINMENT SIMILAR.

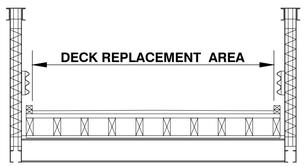
BRIDGE SECTION DURING CONSTRUCTION

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

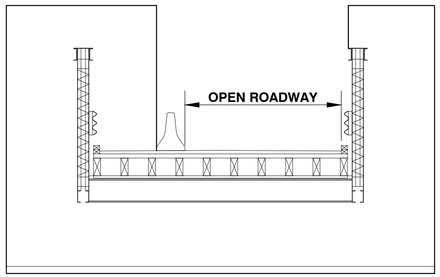
CONSTRUCTION SEQUENCE



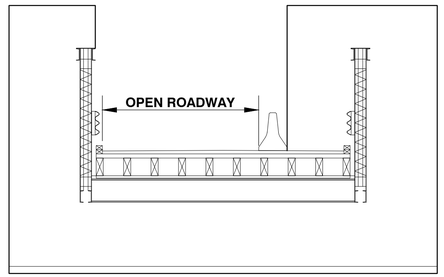
PHASE 1: INSTALL BELOW DECK WORK PLATFORM, PERFORM STEEL REPAIRS, AND PROVIDE LOCALIZED CONTAINMENT AS REQUIRED FOR STEEL REPAIRS



PHASE 2: REPLACE BRIDGE DECK. BRIDGE CLOSED TO ALL TRAFFIC.



PHASE 3: INSTALL CONTAINMENT FOR WEST WORK ZONE AND PAINT WEST SIDE OF TRUSS



PHASE 4 INSTALL CONTAINMENT FOR EAST WORK ZONE AND PAINT EAST SIDE OF TRUSS

CONSTRUCTION LOADING NOTES FOR TRUSS SPAN:

1. TEMPORARY BARRIERS OTHER THAN THOSE SHOWN ARE NOT ALLOWED ON THE TRUSS SPAN DURING CONSTRUCTION.
2. THE WEIGHT OF CONTAINMENT SYSTEM AND ABOVE-DECK CONSTRUCTION LOADS SUCH AS SCAFFOLDING AND PAINTING EQUIPMENT MAY BE SUPPORTED WITHIN THE WORK AREA SHOWN IN THE TYPICAL SECTION ON THIS SHEET. CONSTRUCTION LOADS MAY BE PLACED ANYWHERE ALONG THE LENGTH OF THE BRIDGE AS LONG AS TOTAL LOAD ON BRIDGE DECK AND BELOW DECK WORK PLATFORM DO NOT EXCEED 25 PSF AND MEET THE REQUIREMENTS OUTLINED IN NOTE 3. CONSTRUCTION LOADS ARE IN ADDITION TO THE EXISTING POSTED LOAD LIMITS.
3. TEMPORARY BELOW-DECK WORK PLATFORM:
   - A. THE CONTRACTOR MAY SUPPORT A TEMPORARY BELOW-DECK PLATFORM FROM THE TRUSS SPAN. THE WIDTH OF THE PLATFORM SHALL NOT EXCEED THE OUT-TO-OUT WIDTH OF THE BRIDGE PLUS 5-FEET ON EITHER SIDE. SEE NOTE F FOR BELOW-DECK PLATFORM LIMITS ALONG THE LENGTH OF THE BRIDGE.
   - B. THE TOTAL WEIGHT OF THE BELOW-DECK PLATFORM (SELF WEIGHT, PLUS IMPOSED LOADS) SHALL NOT EXCEED 20 PSF BASED ON A 30'-8" PLATFORM WIDTH .
   - C. WHILE THE BELOW-DECK WORK PLATFORM IS IN PLACE, THE TRIBUTARY WEIGHT OF ABOVE-DECK CONSTRUCTION LOADS TO ANY OF THE LOWER PANEL POINTS, WITHIN THE CORRESPONDING CONSTRUCTION LOADING ZONE, SHALL NOT EXCEED 2500 POUNDS.
   - D. THE PLATFORM MAY BE SUSPENDED FROM THE FLOOR BEAMS. IMPOSED POINT LOADS SHALL NOT EXCEED 2500 LBS AND BE NO CLOSER THAN 5' ON CENTER.
   - E. THE PLATFORM MAY BE SUSPENDED FROM THE TRUSS IF SUPPORT POINTS ARE LOCATED AT THE LOWER PANEL POINTS ONLY. NO ATTACHMENT SHALL BE MADE TO TRUSS MEMBERS BETWEEN PANEL POINTS.
   - F. PRIOR TO ALL STRENGTHENING BEING COMPLETE, THE LENGTH OF THE BELOW DECK PLATFORM IS LIMITED TO 2 PANELS (SEE PLAN VIEW FOR PANEL DEFINITIONS.)
   - G. AFTER ALL STRENGTHENING IS COMPLETE, THE BELOW DECK PLATFORM MAY BE PLACED ALONG THE ENTIRE LENGTH OF THE BRIDGE.
4. THE MAXIMUM REACTION AT ANY PANEL POINT ATTACHMENT SHALL NOT EXCEED 5,000 POUNDS.
5. ATTACHMENT TO THE BRIDGE SHALL BE MADE WITH CLAMP OR PADDED WRAP TYPE CONNECTORS. HOLES SHALL NOT BE MADE IN BRIDGE MEMBERS. NO WELDING TO BRIDGE IS ALLOWED. METHODS OF ATTACHMENT TO THE BRIDGE SHALL BE SUBMITTED IN ACCORDANCE WITH THE STANDARD SPECIFICATION SECTION 6-07.3(2)F. CONTRACTOR TO SUBMIT ATTACHMENT PLAN. PLAN SHALL INCLUDE CALCULATIONS SIGNED BY A PROFESSIONAL ENGINEER IN THE STATE OF WASHINGTON DEMONSTRATING CONNECTORS WILL NOT DAMAGE BRIDGE MEMBERS LOCALLY.
6. WORKING DRAWINGS AND CALCULATIONS (TYPE 2E) SHALL BE SUBMITTED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 1-05.3. WORKING DRAWINGS AND CALCULATIONS SHALL SHOW THAT ALL THE ABOVE CONSTRAINTS HAVE BEEN MET. CONSTRUCTION LOADS SHALL NOT BE PLACED ON THE BRIDGE UNTIL THE ASSOCIATED WORKING DRAWINGS AND CALCULATIONS HAVE BEEN REVIEWED AND ACCEPTED BY THE ENGINEER.
7. REMOVED PAINT, DEBRIS AND SPENT ABRASIVE BLAST MEDIA SHALL BE COLLECTED AND REMOVED FROM THE BRIDGE DAILY, AT A MINIMUM, IN ACCORDANCE WITH STANDARD SPECIFICATION 6-07.3(10)F.
8. VERTICAL COMPONENTS OF THE CONTAINMENT SYSTEM (TARPS) SHALL BE REMOVED WHEN WIND SPEEDS (GUST) EXCEED OR ARE FORECASTED TO EXCEED 50 MILES PER HOUR OR 1" PRECIPITATION OF RAIN IS FORECASTED OVER A 24-HR PERIOD. SEE SPECIAL PROVISIONS FOR WEATHER SOURCE REQUIREMENTS.
9. DURING HEAT STRAIGHTENING OF THE BOTTOM CHORD, ONLY ONE LANE OF TRAFFIC ON THE OPPOSITE TRUSS SIDE OF THE HEAT STRAIGHTENING LOCATION SHALL BE ALLOWED.
10. NO VEHICLE SHALL EXCEED THE CURRENT POSTED LIMITS UNTIL AFTER ALL CONSTRUCTION ACTIVITIES ARE COMPLETE.

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CHECKED BY : AJG
DATE : 09-02-2026

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CONSTRUCTION SEQUENCE

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STATE OF WASHINGTON
20005505
REGISTERED
12-28-2026
PROFESSIONAL ENGINEER

Name: kyle.harvey Date: Aug 31, 2026-02:38:13pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S5_Construction Sequence.dwg

RIVET INSPECTION AND REPLACEMENT NOTES:

1. EXISTING RIVETS TO REMAIN ON MEMBERS AND/OR GUSSETS SHALL BE EVALUATED AFTER FIELD PREPARATION FOR PAINTING AND PRIMING IS COMPLETED AND SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH THE RIVET EVALUATION CRITERIA SHOWN ON THIS SHEET. NEW H.S. BOLTS SHALL BE INSTALLED AND TENSIONED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATION SECTION 6-03.3(33), AND PREPARED FOR PAINT IN ACCORDANCE WITH SECTION 6-07.3(11)A.

2. BOLTS SHALL CONFORM TO ASTM F3125 GR A325 AND SHALL BE GALVANIZED. BOLTS REPLACING RIVETS SHALL HAVE A DIAMETER MATCHING THE DIAMETER OF THE RIVET THEY REPLACE. EXISTING HOLES MAY BE REAMED TO THE RIVET DIAMETER PLUS 1/8" MAXIMUM TO FACILITATE BOLT INSTALLATION IF NEEDED.

3. UNLESS OTHERWISE SHOWN IN THE PLANS OR APPROVED BY THE ENGINEER, ONLY ONE RIVET MAY BE REMOVED AND REPLACED AT A TIME AT ANY MEMBER CONNECTION. THE REPLACEMENT BOLT SHALL BE FULLY INSTALLED AND TENSIONED BEFORE THE NEXT RIVET MAY BE REMOVED.

4. PRIOR TO STARTING ANY RIVET REMOVAL, THE CONTRACTOR SHALL SUBMIT AT TYPE 2 WORKING DRAWING DETAILING PROPOSED RIVET REMOVAL METHODS TO THE ENGINEER. ACCEPTANCE WILL REQUIRE DEMONSTRATION BY THE CONTRACTOR TO ENSURE NO DAMAGE WILL OCCUR TO THE EXISTING MEMBER TO REMAIN. NO FLAME CUTTING METHODS WILL BE PERMITTED.

5. ALL RIVETS SHALL BE REPLACED AT L4 AND L8 GUSSET PLATES ON BOTH SIDES OF THE TRUSS. ANY REMAINING RIVETS WHICH DO NOT MEET THE RIVET EVALUATION CRITERIA SHALL ALSO BE REMOVED AND REPLACED WITH HIGH-STRENGTH BOLTS.

6. EXISTING RIVETS ARE ASSUMED TO BE 3/4" DIAMETER. CONTRACTOR TO FIELD-VERIFY EXISTING RIVET DIMENSIONS AND CONTACT ENGINEER IF OTHERWISE.

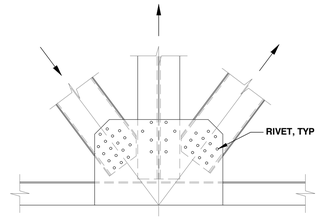
RIVET EVALUATION CRITERIA:

RIVETS SHALL BE REPLACED IF THEY FAIL TO MEET ANY ONE OF THESE CRITERIA.

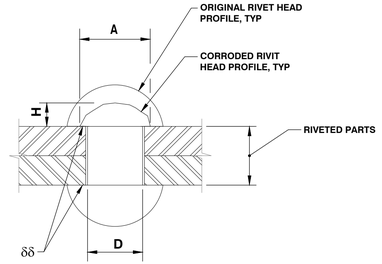
1. REPLACE RIVET IF THERE IS SEPARATION BETWEEN THE SOUND METAL SURFACES OF EITHER RIVET HEAD AND THE RIVETED PARTS. (SEE SYMBOL $\delta\delta$)

2. REPLACE RIVET IF THE RIVET VISUALLY APPEARS TO BE LOOSE FOR ANY REASON. RIVETS VISUALLY SUSPECT OF BEING LOOSE SHALL BE CONFIRMED LOOSE IF IT CAN BE FELT TO MOVE AFTER BEING STRUCK ON THE SIDE OF THE HEAD IN A DIRECTION APPROXIMATELY PERPENDICULAR TO ITS SHANK WITH A 40 OZ HAMMER.

3. REPLACE RIVET IF SECTION LOSS IS EQUAL TO OR GREATER THAN THE DIAGRAM SHOWN BELOW. THE ENGINEER SHALL BE CONSULTED IF UNCLEAR AS TO THE RIVET LOADING CONDITION OR USE THE SECTION LOSS CRITERIA FOR "UNKNOWN" LOADING CONDITION. FOR RIVETS WITH IRREGULAR SECTION LOSS, CONTACT THE ENGINEER FOR DIRECTION.



EXAMPLE OF PRIMARILY SHEAR



RIVET LOADING CONDITION - PRIMARILY SHEAR

EXAMPLE OF TENSION & SHEAR

EXAMPLE OF PRIMARILY TENSION

RIVET LOADING CONDITION PRIMARILY TENSION, TENSION & SHEAR, OR UNKNOWN

MINIMUM RIVET DIMENSIONS				
	LOADING: PRIMARILY SHEAR		LOADING: TENSION & SHEAR, TENSION OR UNKNOWN	
RIVET SHANK DIAMETER "D"	MINIMUM HEAD DIAMETER "A"	MINIMUM HEAD HEIGHT "H"	MINIMUM HEAD DIAMETER "A"	MINIMUM HEAD HEIGHT "H"
5/8"	7/8"	3/16"	1"	3/8"
3/4"	1"	1/4"	1 1/8"	7/16"
7/8"	1 1/8"	3/8"	1 1/4"	9/16"

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RIVET INSPECTION

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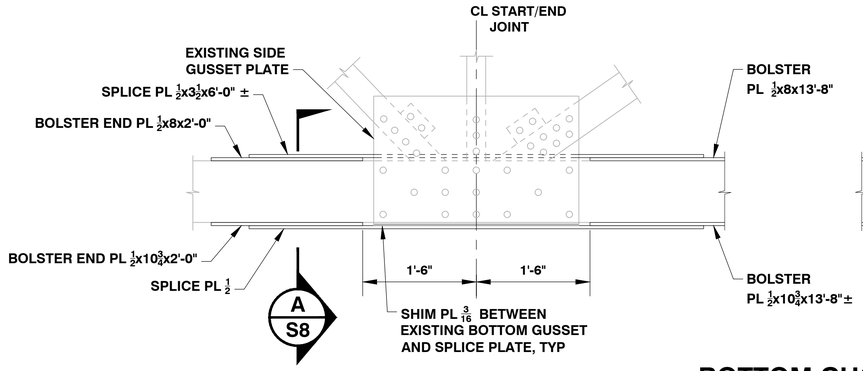
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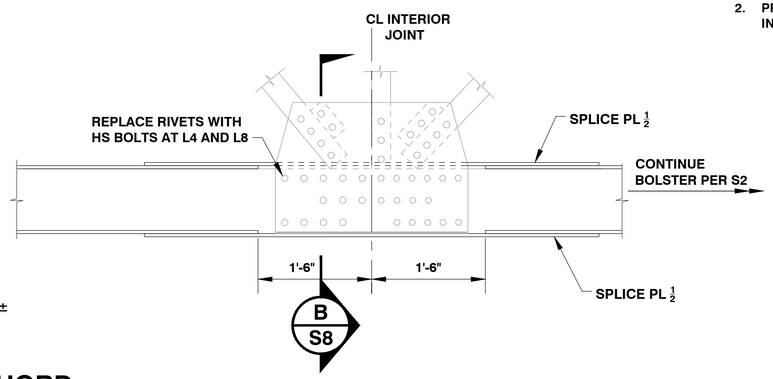
AARON WINSTON OLSEN
STATE OF WASHINGTON
22005585
REGISTERED
09-28-2026
PROFESSIONAL ENGINEER

Name: kyle.harvey Date: Aug 31, 2026-02:39:13pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S6_Rivet Inspection.dwg

CONSTRUCTION NOTES:

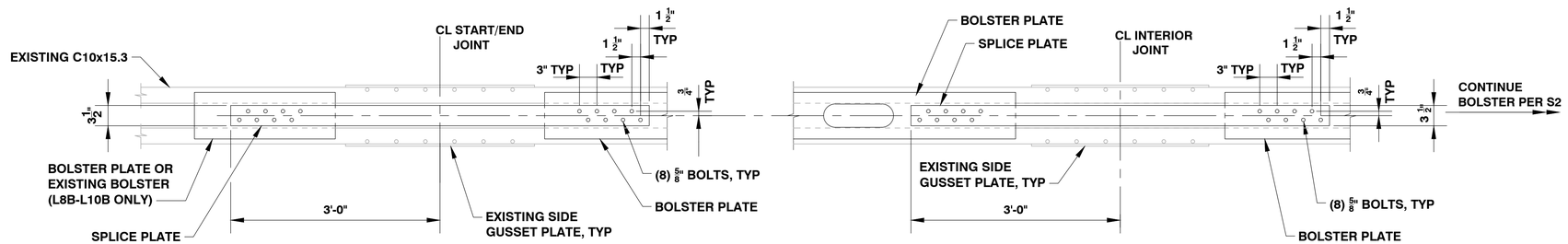
1. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO DRILLING BOLT HOLES IN BOLSTER PLATE.
2. PROVIDE MINIMUM (3) HANDHOLES TOP AND BOTTOM AT 3'-0" MINIMUM O.C. IN TOP AND BOTTOM BOLSTER PLATES. SEE HANDHOLE DETAIL C/S8





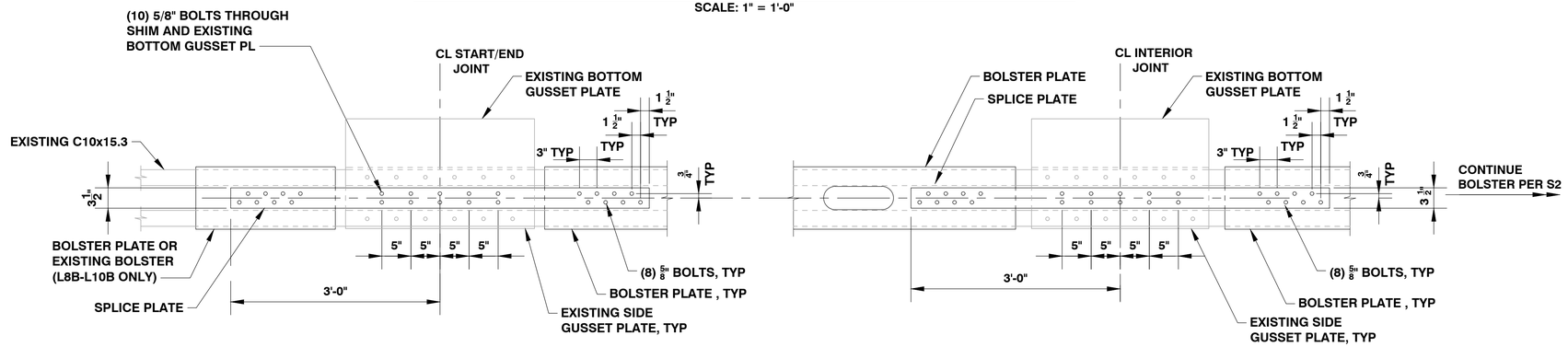
BOTTOM CHORD STRENGTHENING ELEVATION

SCALE: 1" = 1'-0"



BOTTOM CHORD STRENGTHENING PLAN (TOP VIEW)

SCALE: 1" = 1'-0"



BOTTOM CHORD STRENGTHENING PLAN (VIEW FROM BELOW)

SCALE: 1" = 1'-0"

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BOTTOM CHORD REPAIR DETAILS 1

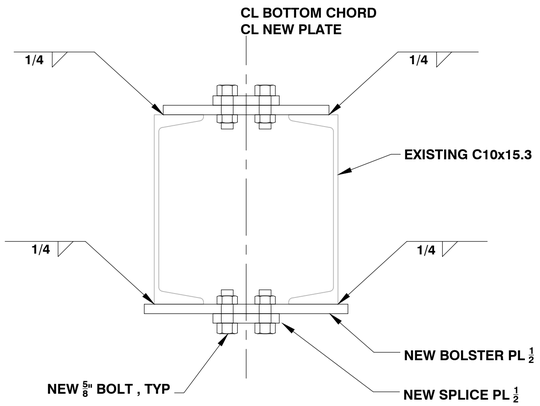
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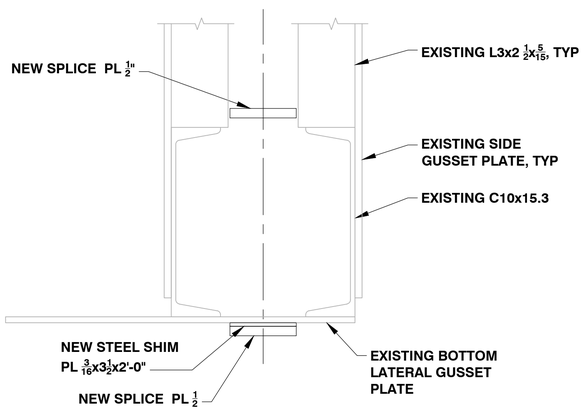
Name: kyle.harvey Date: Aug 31, 2026-02:40:08pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S7_Bot Chord Repair Details 1.dwg



BOTTOM CHORD STRENGTHENING SPLICE SECTION

SCALE: 3" = 1'-0"

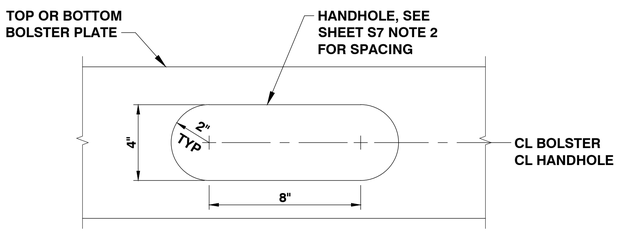
A S7



BOTTOM CHORD STRENGTHENING SPLICE SECTION AT GUSSET PLATES

SCALE: 3" = 1'-0"

B S7



HANDHOLE DETAIL

SCALE: 3" = 1'-0"

C S7

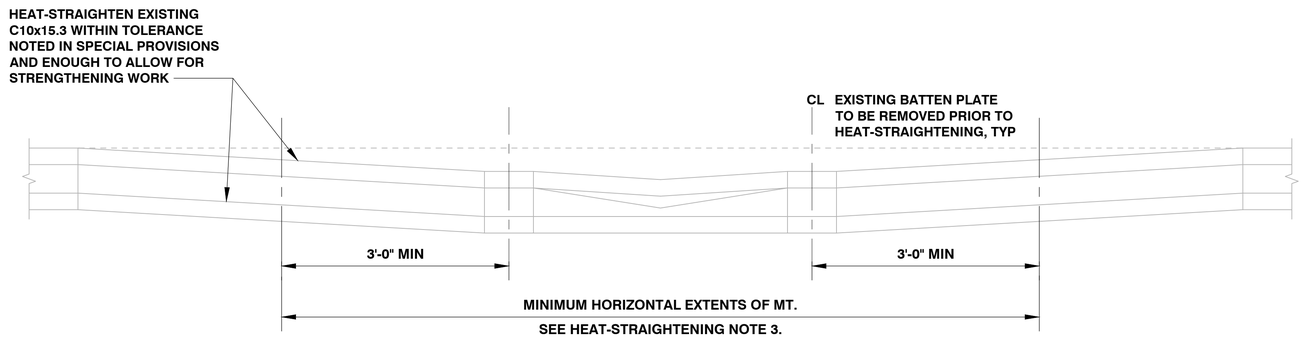




BOTTOM CHORD L6-L8 EAST - EXISTING CONDITION

NTS

A -



L6-L8 EAST REPAIR PLAN

SCALE: 1" = 1'-0"

HEAT-STRAIGHTENING SEQUENCING:

1. REMOVE PAINT ON CHANNEL SURFACES TO BE HEATED DURING HEAT-STRAIGHTENING. SEE SPECIAL PROVISIONS FOR MORE INFORMATION. PROVIDE LOCALIZED CONTAINMENT AS NEEDED.
2. REMOVE BATTEN PLATES.
3. MAGNETIC PARTICLE TEST CHANNEL SURFACES PRIOR TO AND AFTER HEAT-STRAIGHTENING. SEE PLANS FOR MINIMUM HORIZONTAL EXTENTS. IF DEFECTS ARE STILL DETECTED BEYOND THE INDICATED EXTENTS, CONTINUE TESTING UNTIL SOUND MATERIAL IS FOUND. SUBMIT TEST REPORTS TO THE ENGINEER FOR REVIEW AND APPROVAL.
4. HEAT-STRAIGHTEN CHANNEL IN ACCORDANCE WITH SPECIAL PROVISIONS.

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BOTTOM CHORD REPAIR DETAILS 2

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22005506
REGISTERED
PROFESSIONAL ENGINEER
09-29-2026

Name: kyle.harvey Date: Aug 31, 2026-02:41:59pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S8_Bot Chord Repair Details 2.dwg

HEAT-STRAIGHTENING SEQUENCING:

1. SEE NOTES ON S8.



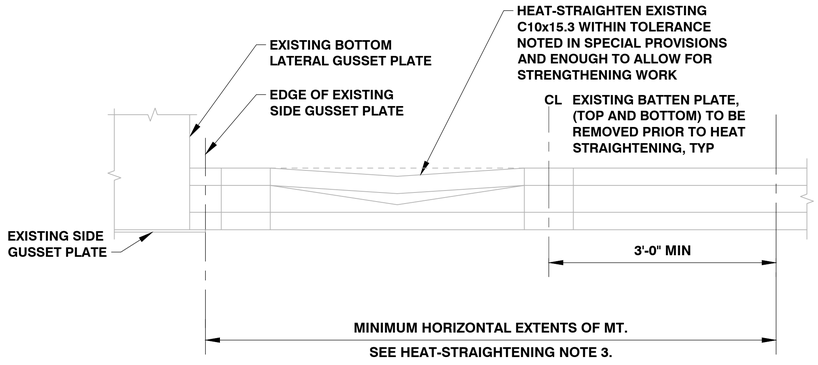
BOTTOM CHORD L10-L12 EAST - EXISTING CONDITION (A)

NTS



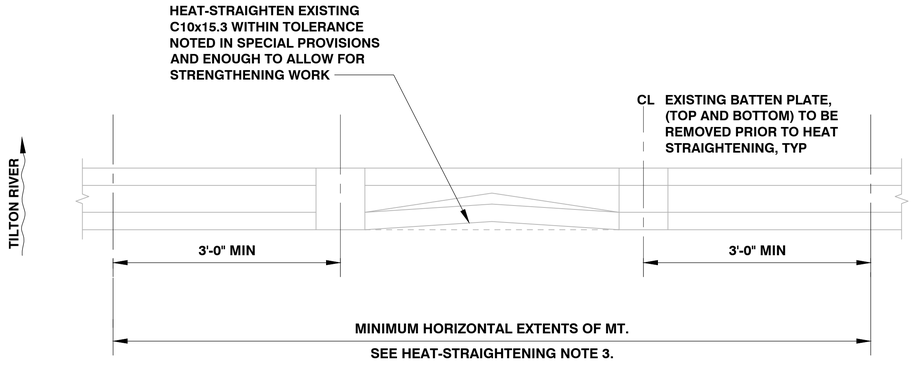
BOTTOM CHORD L8-L10 WEST - EXISTING CONDITION (B)

NTS



L10-L12 EAST REPAIR PLAN

SCALE: 1" = 1'-0"



L8-L10 WEST REPAIR PLAN

SCALE: 1" = 1'-0"

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FAX # (360) 740-2719

DESIGNED BY : AGC
DRAWN BY : TLP
CHECKED BY : AJG
DATE : 09-02-2026

NO.	DATE	REVISION	BY	APP.

DAVISON RD MP 0.01
BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

BOTTOM CHORD REPAIR DETAILS 3

S9
13 OF 18

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CARLTON WINSTON OLSEN
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22005068
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PROFESSIONAL ENGINEER
11-28-2026

Name: kyle.harvey Date: Aug 31, 2026-02:42:45pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S9_Bot Chord Repair Details 3.dwg





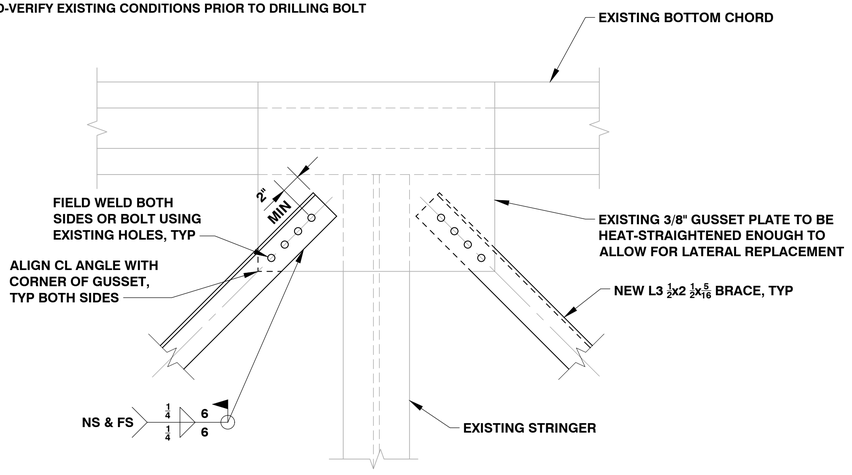


LOWER LATERAL BRACING - EXISTING CONDITION (1 / -)

NTS

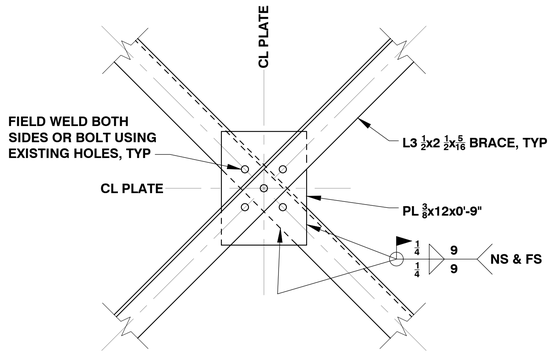
NOTES:

1. REMOVE LATERAL BRACING WITHIN ONE PANEL AT A TIME.
2. REFER TO SPECIAL PROVISIONS FOR HEAT-STRAIGHTENING REQUIREMENTS.
3. CONTRACTOR SHALL FIELD-VERIFY EXISTING CONDITIONS PRIOR TO DRILLING BOLT HOLES IN BRACING.



TYPICAL LATERAL GUSSET REPAIR (A / S13)

NTS



TYPICAL NEW LATERAL BRACE CONNECTION (B / S13)

NTS

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LATERAL BRACING REPAIR DETAILS

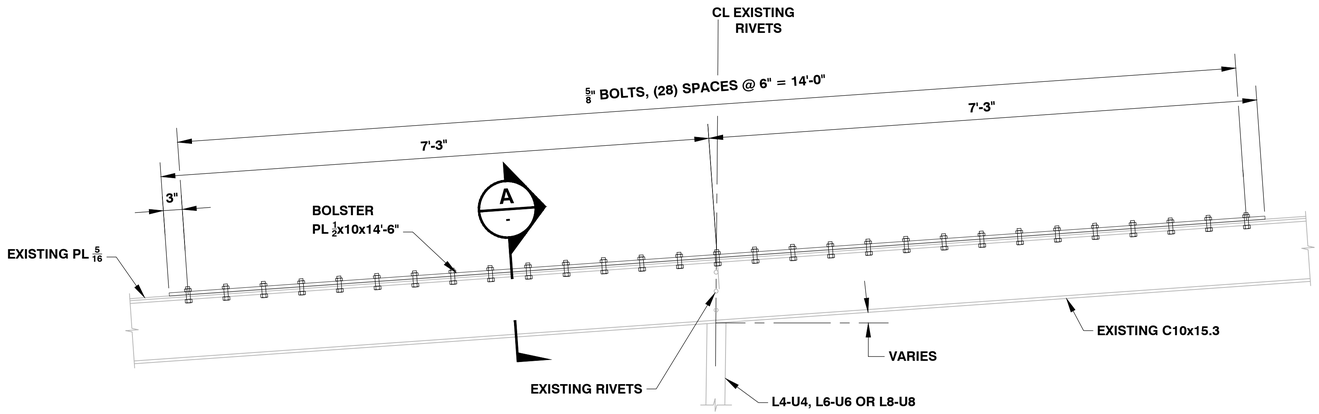
S10
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OF
18

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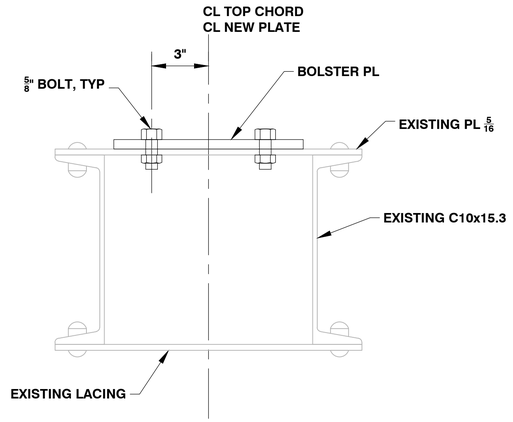
AARON WINSTON OLSEN — STATE OF WASHINGTON — 22005506 — REGISTERED PROFESSIONAL ENGINEER — 09-28-2026

Name: kyle.harvey Date: Aug 31, 2026-02:45:31pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S10_Lateral Bracing Repair Details.dwg



TYPICAL TOP CHORD STRENGTHENING ELEVATION

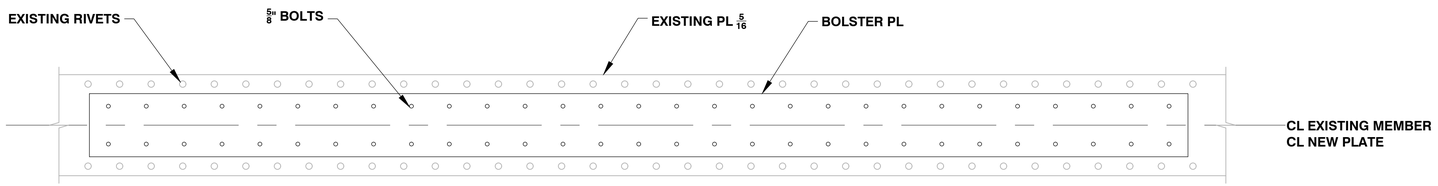
SCALE: 1" = 1'-0"



TOP CHORD STRENGTHENING SECTION

A
-

SCALE: 3" = 1'-0"



TYPICAL TOP CHORD STRENGTHENING PLAN

SCALE: 1" = 1'-0"

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BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

TOP CHORD REPAIR DETAILS

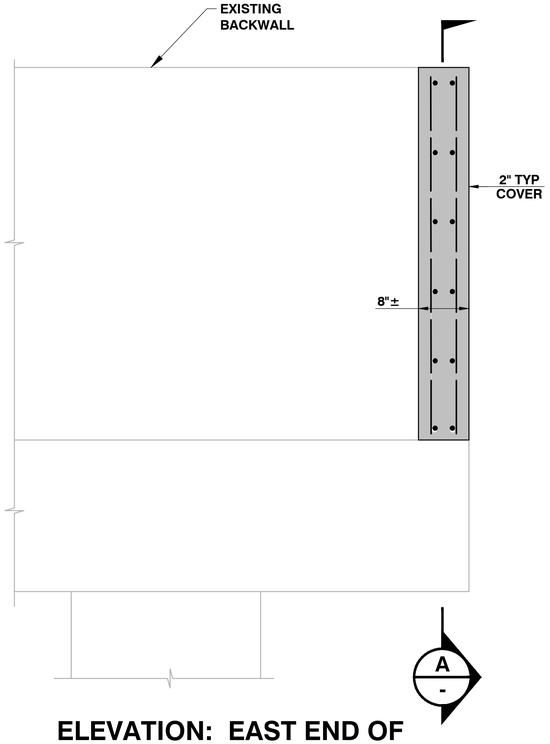
S11
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LANDON WINSTON OLSON
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11-28-2026

Name: kyle.harvey Date: Aug 31, 2026-02:46:33pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S11_Top Chord Repair Details.dwg

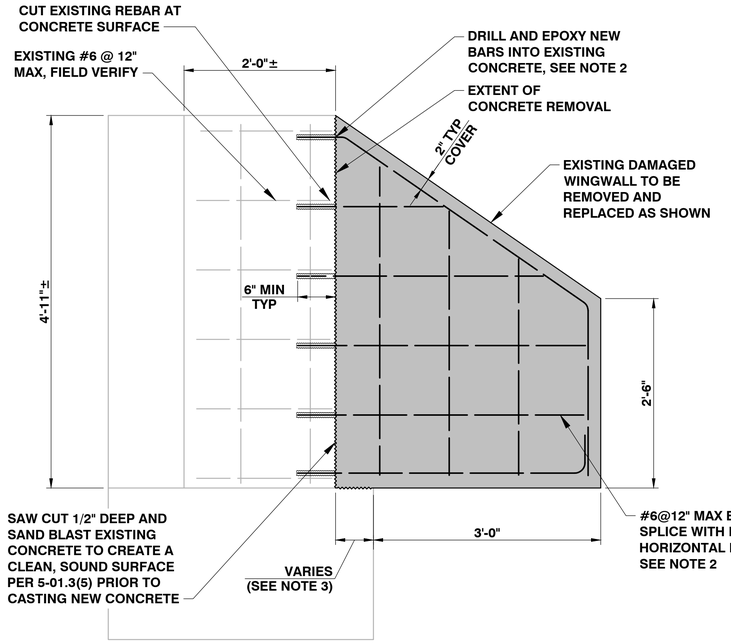


A
-

ELEVATION: EAST END OF NORTH ABUTMENT

SCALE: 1" = 1'-0"

NOTES:
1. FIELD VERIFY DIMENSIONS SHOWN ABOVE TO MATCH EXISTING WEST ABUTMENT.



DAMAGED WINGWALL SECTION

A
-

SCALE: 1" = 1'-0"

NOTES:
1. FIELD VERIFY DIMENSIONS SHOWN ABOVE TO MATCH EXISTING WEST ABUTMENT.
2. DRILL AND EPOXY NEW BARS INTO EXISTING CONCRETE TO A MINIMUM EMBEDMENT DEPTH OF 6" USING HIT-RE 500 OR SET-3G EPOXY OR APPROVED EQUAL.
3. VERTICAL SAW CUT 1/2" DEEP AND 1" BEYOND DAMAGED CONCRETE.



WINGWALL EXISTING CONDITION

SCALE: NTS

Name: kyle.harvey Date: Aug 31, 2026-02:47:38pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S12_Abut Repair Details.dwg

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COUNTY ROAD PROJECT NO: 2198

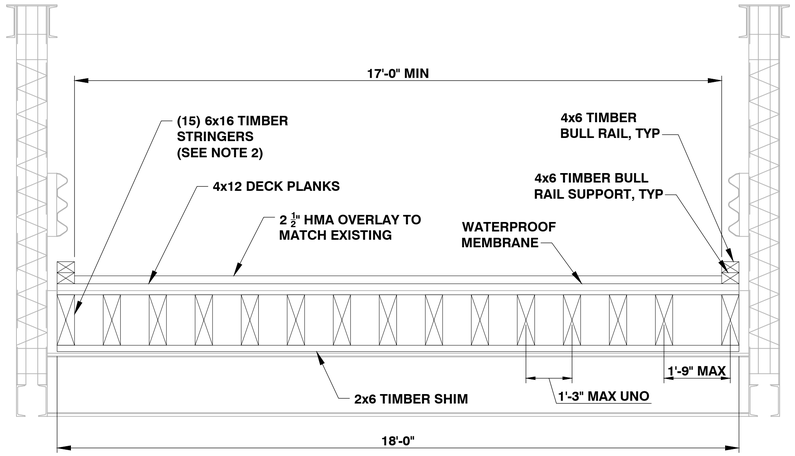
ABUTMENT REPAIR DETAILS

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16 OF 18

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AARON WINSTON OLSEN
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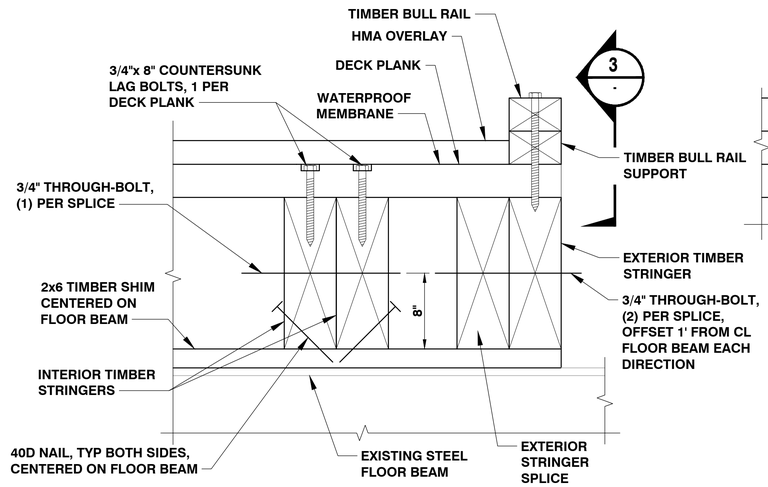


TYPICAL DECK REPLACEMENT DETAILS 1/-

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

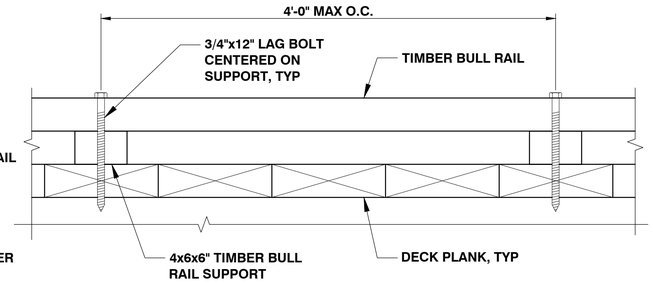
NOTES:

1. TIMBER STRINGERS, DECK, AND BULL RAIL TO BE DOUGLAS FIR GRADE NO. 1 OR BETTER.
2. STAGGER STRINGERS AT FLOOR BEAMS WHERE SPLICES ARE REQUIRED. TYPICAL REPLACEMENT STRINGER SPACING IS 1'-3" ON CENTER. LIMIT STRINGER SPACING TO 1'-9" ON CENTER AT EXTERIOR STRINGERS.
3. ALL TIMBER TO BE TREATED WITH AZCA PER AWPA STANDARDS WITH USE CATEGORY OF UC4A.



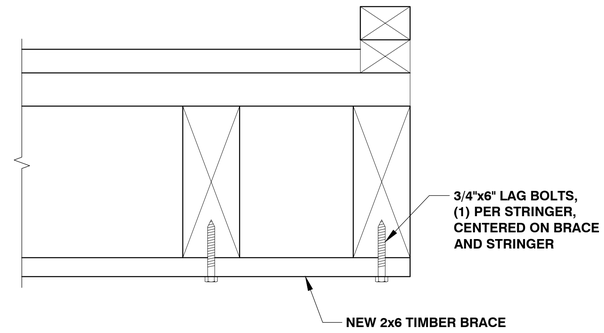
STRINGER SPLICE DETAIL 2/-

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



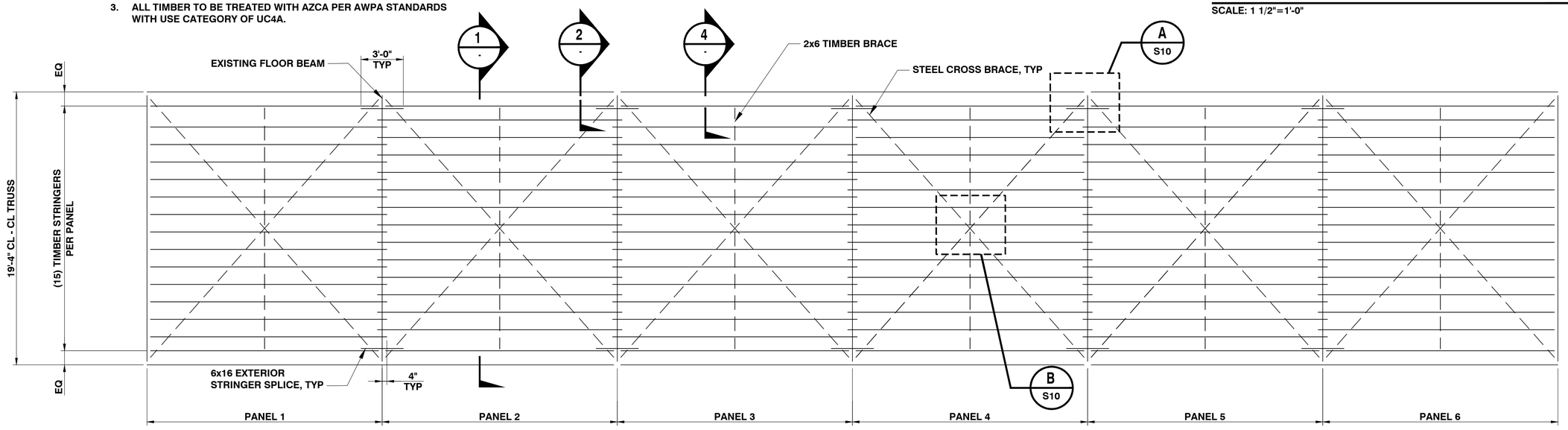
BULL RAIL ATTACHMENT ELEVATION 3/-

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



TIMBER BRACE ATTACHMENT DETAIL 4/-

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



REPLACEMENT BELOW DECK FRAMING PLAN

(48) 0 2' 4' 8' 12'

1/4 inch = 1 foot

Name: kyle.harvey Date: Aug 31, 2026-02:48:34pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S13_Deck Replacement Details.dwg

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BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

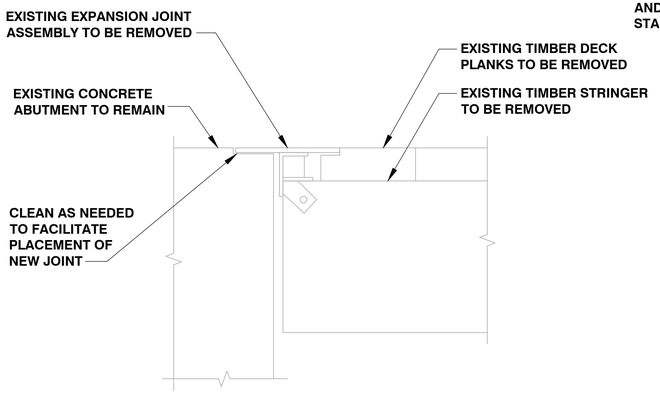
DECK REPLACEMENT DETAILS

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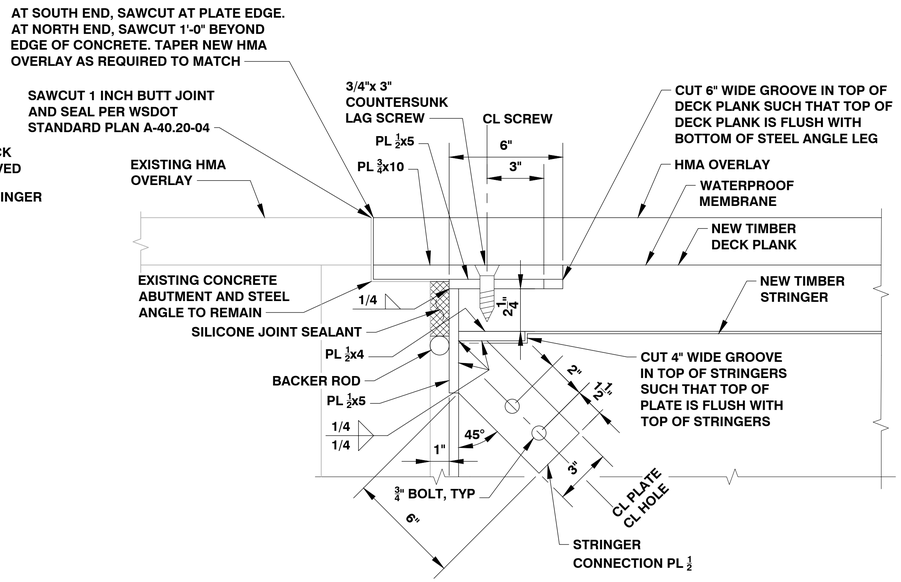
AARON WINSTON OLSEN — STATE OF WASHINGTON — 22005585 — REGISTERED PROFESSIONAL ENGINEER — 11-29-2026



EXISTING EXPANSION JOINT DETAILS

1 / -

NTS



EXPANSION JOINT REPLACEMENT DETAIL

2 / -

NTS



EXPANSION JOINT - EXISTING CONDITION

3 / -

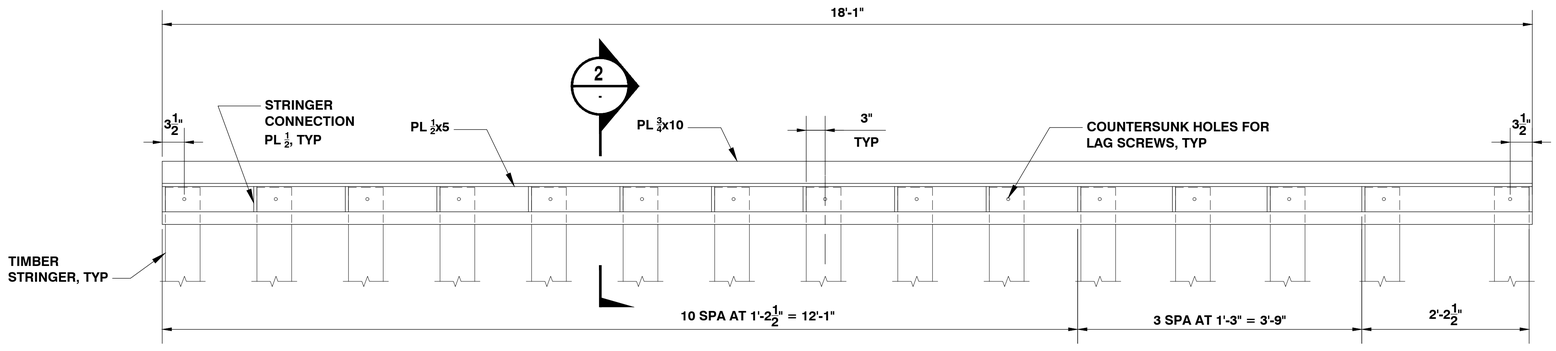
(SOUTH END)



EXPANSION JOINT - EXISTING CONDITION

4 / -

(NORTH END)



EXPANSION JOINT REPLACEMENT PLAN

5 / -

SCALE: 1"=1'-0"

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BRIDGE REHABILITATION

COUNTY ROAD PROJECT NO: 2198

EXPANSION JOINT REPLACEMENT DETAILS

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LARSON WINSTON OLSEN — STATE OF WASHINGTON — 20005505 — REGISTERED PROFESSIONAL ENGINEER — 28-2026

Name: kyle.harvey Date: Aug 31, 2026-02:49:27pm File: V:\2400033 (Davison Rd Bridge Rehab)\02_Design (v2022)\DRB-S14_Exp Jt Replacement Details.dwg