

OREGON PINE BRIDGE REHABILITATION

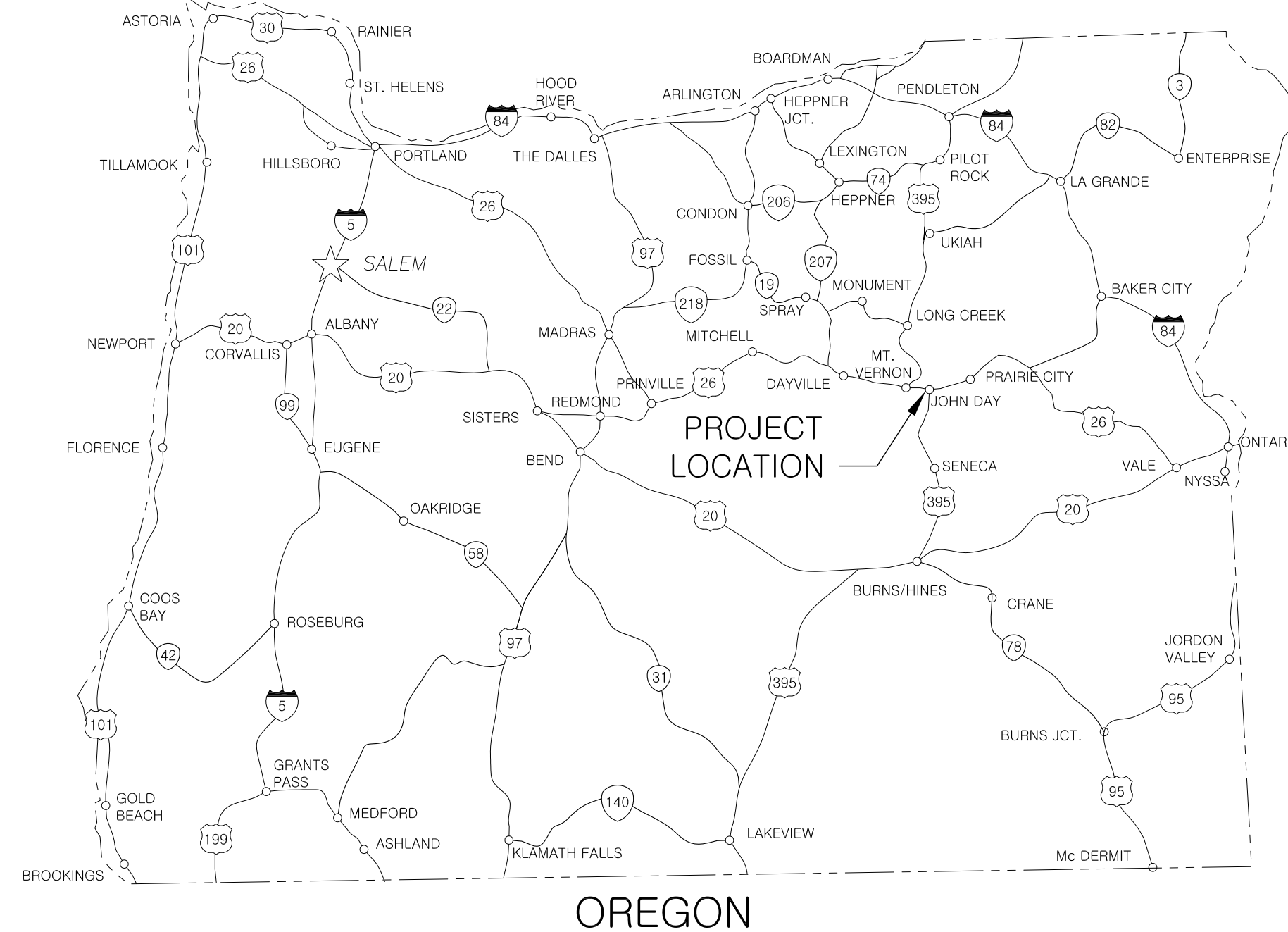
City of John Day Public Works
 450 East Main
 John Day, Oregon 97845



DRAWING SHEET INDEX:

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2. GENERAL NOTES & SPECIFICATIONS
3. BRIDGE PLAN & PROFILE
4. MSE ABUTMENT WALL DETAILS
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6. BRIDGE DETAILS

LOCATION MAP
 Not to Scale



VICINITY MAP
 Not to Scale



NOTICE TO EXCAVATORS:

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER.
 (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-232-1987).

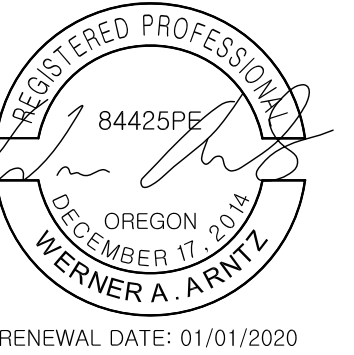
POTENTIAL UNDERGROUND FACILITY OWNERS

Dig Safely.

Call the Oregon One-Call Center
DIAL 811 or 1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

OTEC	541-575-0161
CENTURYLINK	1-800-332-2344
OREGON TELEPHONE	1-800-848-7969
CITY PUBLIC WORKS	541-575-0753



RENEWAL DATE: 01/01/2020



Issue: _____
 Date: _____

OREGON PINE BRIDGE REHABILITATION
 City of John Day Public Works
 450 East Main - John Day, Oregon 97845

TITLE SHEET

Drawn By: W. Arntz
 Date: August 23, 2019
 SHEET:
1
 OF 6 SHEETS

CITY OF JOHN DAY

GENERAL:

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS BEFORE STARTING ANY WORK AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
2. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE 2018 OREGON DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, ALL FEDERAL, STATE, LOCAL AGENCIES INCLUDING OSHA. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH INDUSTRY STANDARDS THAT WERE NOT SPECIFIED IN THESE PLANS
3. THESE CONSTRUCTION PLANS REPRESENT THE COMPLETED STRUCTURE. THEY DO NOT SPECIFY THE MEANS OR METHODS OF CONSTRUCTION.
4. TEMPORARY SHORING/BRACING MAY BE REQUIRED AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

SAFETY REQUIREMENTS:

1. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS DURING ALL PHASES OF THIS PROJECT.
2. THE CONTRACTOR SHALL MEET AND ADHERE TO ALL REQUIREMENTS SET FORTH BY THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) THROUGH OUT ALL PHASES OF THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INFORM ALL EMPLOYEES OF THESE REQUIREMENTS AND TO MAINTAIN CONDITIONS SET FORTH BY OSHA'S REQUIREMENTS. SAFETY REQUIREMENTS SHALL APPLY TO ALL WORKERS AT THE CONSTRUCTION SITE(S) AND TO ANY AND ALL VISITORS.

COORDINATION WITH OTHER TRADES:

1. THE CONTRACTOR IS RESPONSIBLE FOR INSURING ALL SUBCONTRACTORS PERFORM THEIR WORK IN CONFORMANCE WITH ACCEPTABLE CODE REQUIREMENTS AND DIRECTED BY THE LOCAL BUILDING DEPARTMENT AND AS NOTED IN THESE PLANS. PENETRATIONS, MODIFICATIONS, OR ANY ALTERATIONS OF STRUCTURAL FRAMING SYSTEMS BY ANY CONTRACTOR DESIGNATED OR UNDESIGNATED REPRESENTATIVE(SUBCONTRACTORS) SHALL BE AT THE SOLE RISK AND RESPONSIBILITY OF THE GENERAL CONTRACTOR.
2. ALL PRE-FABRICATED/PRE-ENGINEERED COMPONENTS SHALL BE INSTALL ACCORDING TO THE CORRESPONDING MANUFACTURER'S SPECIFICATIONS.

CONCRETE:

1. ALL CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH (28-DAY) OF 3300 psi.
2. ALL CONCRETE SHALL HAVE A MAXIMUM SLUMP OF 5".
3. ALL CONCRETE SHALL HAVE AN AIR CONTENT OF 5% TO 7%
4. ALL ITEMS EMBEDDED IN CONCRETE, INCLUDING REINFORCEMENT, SHALL BE SECURED PRIOR TO CASTING OF CONCRETE.

REINFORCEMENT:

1. ALL REINFORCING BARS SHALL CONFORM TO ASTM A615, NON-EPOXY COATED, GRADE 60.
2. REINFORCING BARS SHALL NOT BE WELDED. LAP SPLICES SHALL BE USED WHERE SPLICES ARE REQUIRED. SPLICES SHALL NOT BE LESS THAN 30" IN LENGTH. THE CONTRACTOR SHALL TIE SPLICED BARS WITH (3) EVENLY SPACED TIES.

LUMBER:

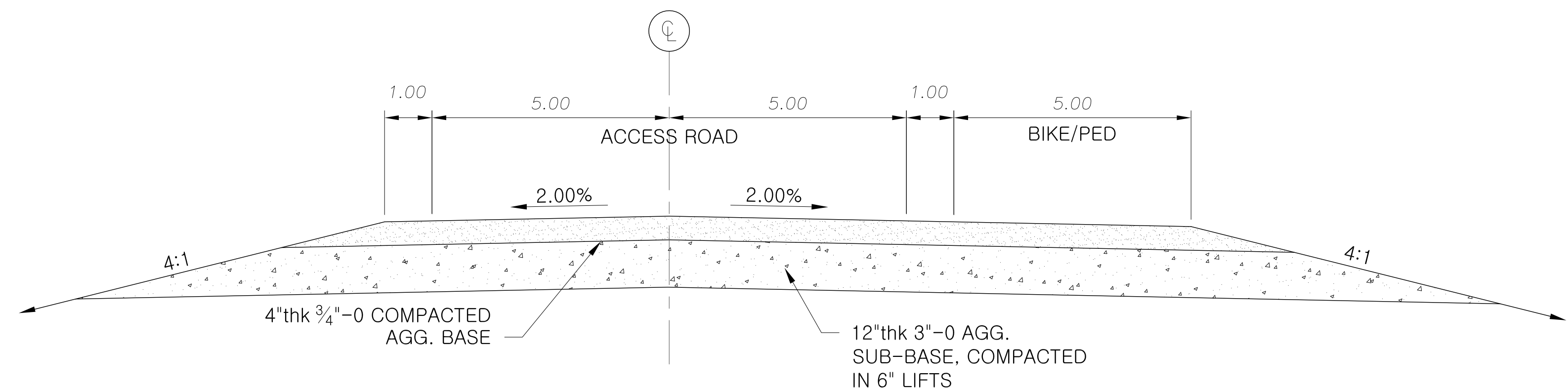
1. ALL POST SHALL BE #2 OR BETTER AND SHALL MEET THE APPROVAL OF THE ENGINEER PRIOR TO INSTALLATION.
2. ALL POST SHALL BE PRESSURE TREATED IN ACCORDANCE WITH AWP A UC3-A. PRESSURE TREATMENT SHALL BE WITH EITHER ACZA OR CB-C WITH A PRESERVATIVE RETENTION OF 0.6 FOR ACZA AND 0.31 FOR CB-C
3. ALL FRAMING MEMBERS SHALL BE 2x6 DOUGLAS FIR-LARCH #2 UNLESS NOTED OTHERWISE
4. ALL LUMBER, INCLUDING PRESSURE TREATED POSTS, SHALL HAVE A MAXIMUM MOISTURE CONTENT OF 19%

BOLTS:

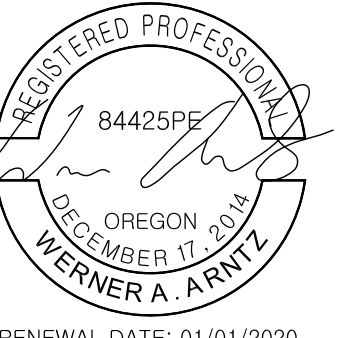
1. ALL BOLTS SHALL CONFORM TO ASTM A307, HOT-DIPPED GALVANIZED.
2. GALVANIZED WASHERS SHALL BE USED IN ALL AREAS WHERE THE BOLT HEAD OR NUT SHALL BEAR AGAINST TIMBER OR CONCRETE. GALVANIZED NUTS AND WASHERS SHALL CONFORM TO THE SPECIFICATION OF THE CORRESPONDING BOLT. GALVANIZED MALLEABLE IRON WASHERS OR ECONOMY HEADS ARE REQUIRED WHEREVER BOLT HEADS OR NUTS BEAR AGAINST WOOD.
3. THE CONTRACTOR SHALL FURNISH ALL NUTS AND WASHERS AS REQUIRED.

MODULAR BLOCK RETAINING WALLS:

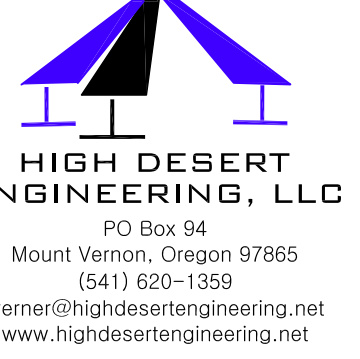
1. ALL MODULAR BLOCK RETAINING WALLS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THESE PLANS.
2. ALL MODULAR BLOCK RETAINING WALLS SHALL BE COMPRISED OF GENERIC 2x2x6 CONCRETE BLOCK WITH HORIZONTAL GEOSYNTHETIC REINFORCING PLACED AT 2FT INCREMENTS (VERTICAL)
3. TENAR UX1500 GEOGRID REINFORCING SHALL BE PROVIDED AS SHOWN IN THESE PLANS. ANY ALTERNATE REINFORCING SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE "START WORK" DATE.



1 BRIDGE APPROACH
1" = 2.00'



RENEWAL DATE: 01/01/2020

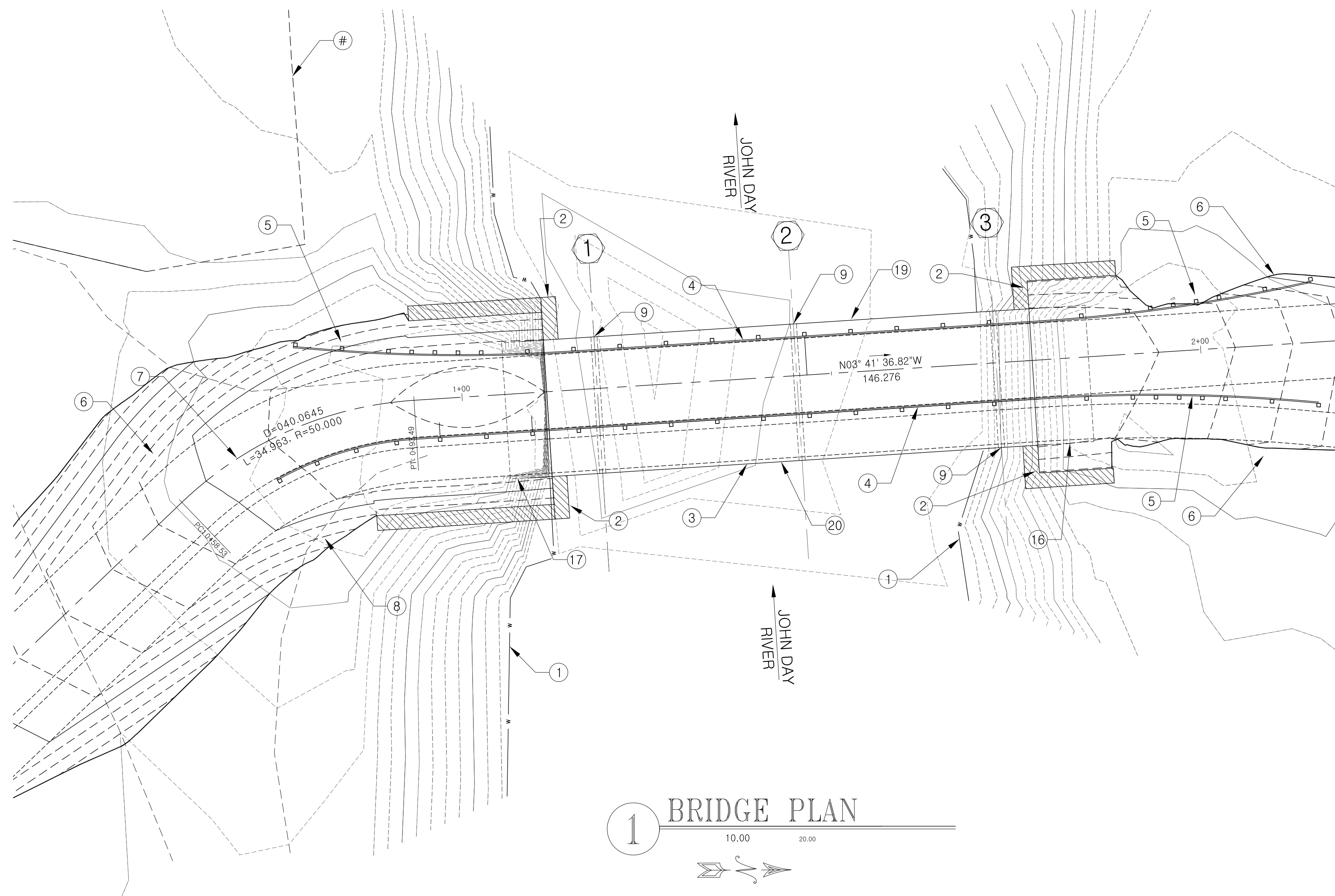


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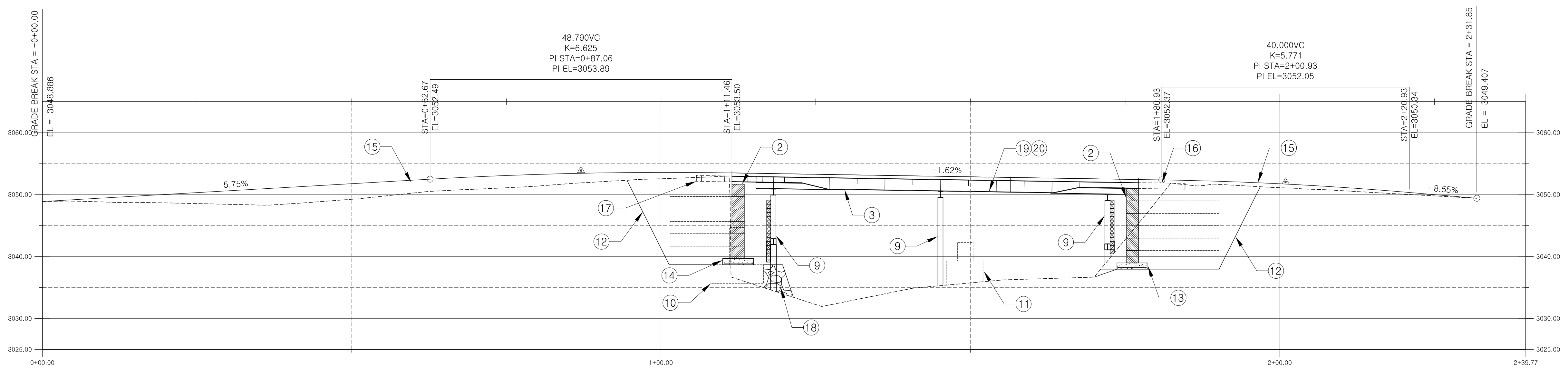
MSE RETAINING WALL DETAILS

Drawn By: W. Arntz
Date: August 23, 2019
SHEET: **2**
OF 6 SHEETS



1 BRIDGE PLAN
10.00 20.00

- ① WATER LINE AT THE TIME OF TOPOGRAPHIC SURVEY
- ② NEW MSE RETAINING WALL, SEE SHEET 4
- ③ EXISTING DBL. RAILROAD CAR BRIDGE
- ④ NEW THRIE BEAM BRIDGE RAIL & GUARDRAIL POSTS
- ⑤ 2'-0" RAIL FLARE, SEE DETAILS 1 & 2 ON SHEET 6
- ⑥ APPROX. CATCH OF NEW FILL
- ⑦ NEW CITY OF JOHN DAY PUBLIC WORKS ACCESS ROAD
- ⑧ NEW BIKE/PED. PATH
- ⑨ EXISTING PILING AND PILE CAPS, REMOVE EXISTING TIMBER CRIBBING.
- ⑩ ABANDON CONCRETE ABUTMENT, DEMO ABUTMENT WALL TO FOOTING
- ⑪ ABANDON CONCRETE ABUTMENT, TO REMAIN
- ⑫ APPROX. EXCAVATION LIMITS FOR MSE RETAINING WALL
- ⑬ 5.00x24.00x1.00thk REINFORCED CONCRETE FOOTING FOR MSE RETAINING WALL, SEE DETAIL 6 ON SHEET 4
- ⑭ 5.00x24.00x1.00thk REINFORCED CONCRETE FOOTING FOR MSE RETAINING WALL, ANCHOR TO EXISTING ABUTMENT FOOTING, SEE DETAIL 6 ON SHEET 4
- ⑮ ACCESS ROAD CENTERLINE PROFILE
- ⑯ REMOVE 9'-6" OF EXISTING BRIDGE, SEE DETAIL 1 ON SHEET 6.
- ⑰ REMOVE 7'-9" OF EXISTING BRIDGE, SEE DETAIL 1 ON SHEET 6.
- ⑱ PLACE CLASS 150 RIP-RAP AS DIRECTED BY THE ENGINEER.
- ⑲ 8"Ø PVC (C900) PRESSURIZED SEWER, INSULATED & INSIDE 12"Ø NESTABLE CMP
- ⑳ 6"Ø PVC (C900) PRESSURIZED IRRIGATION, INSULATED & INSIDE 12"Ø NESTABLE CMP



2 BRIDGE CL PROFILE
10.00 20.00

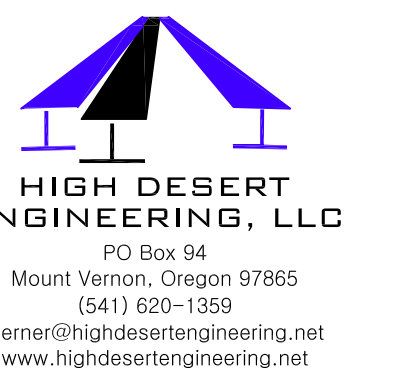


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**OREGON PINE BRIDGE
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City of John Day Public Works
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**BRIDGE
PLAN
&
PROFILE**

Drawn By: W. Arntz
Date: August 23, 2019
SHEET:
3
OF 6 SHEETS

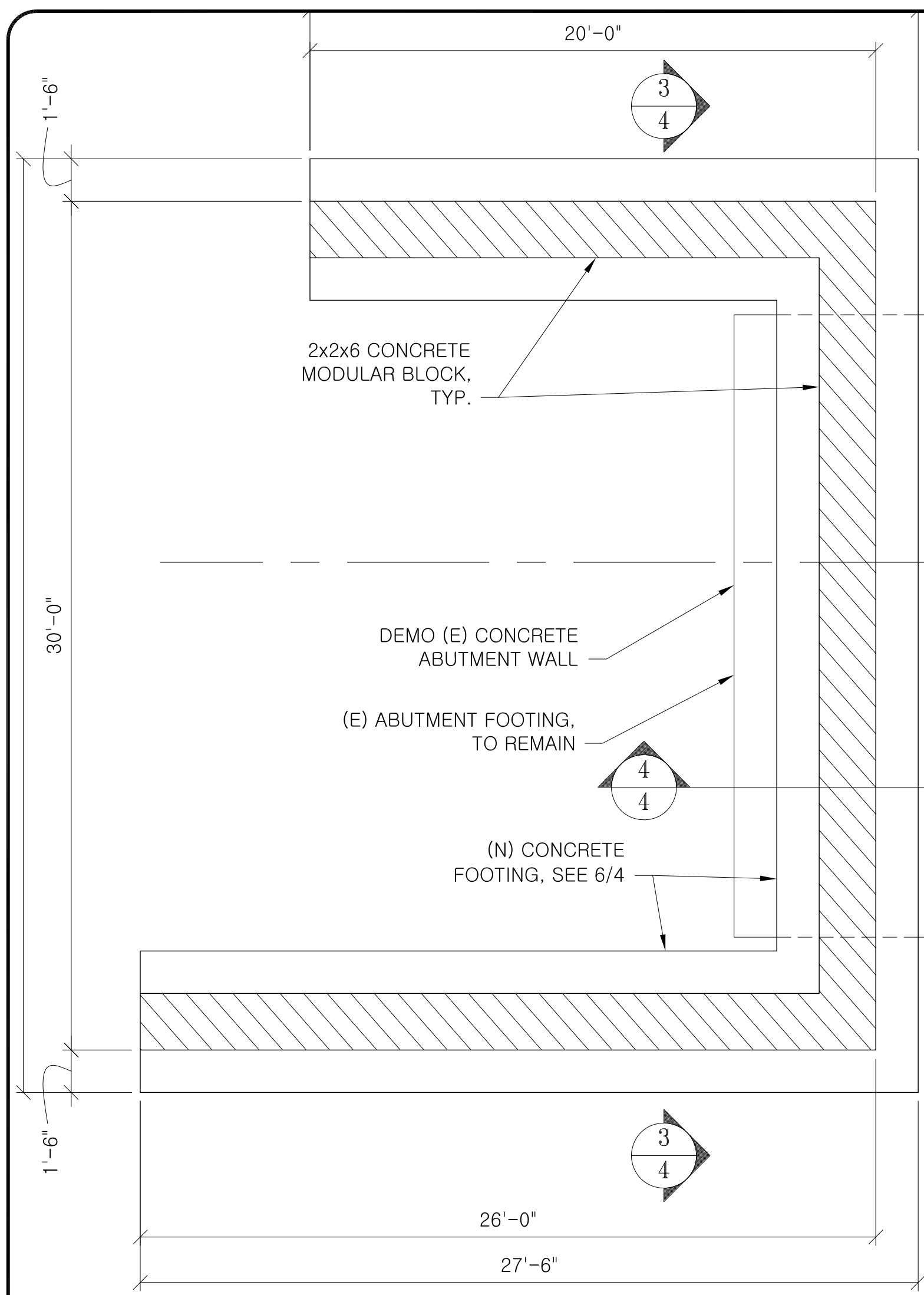


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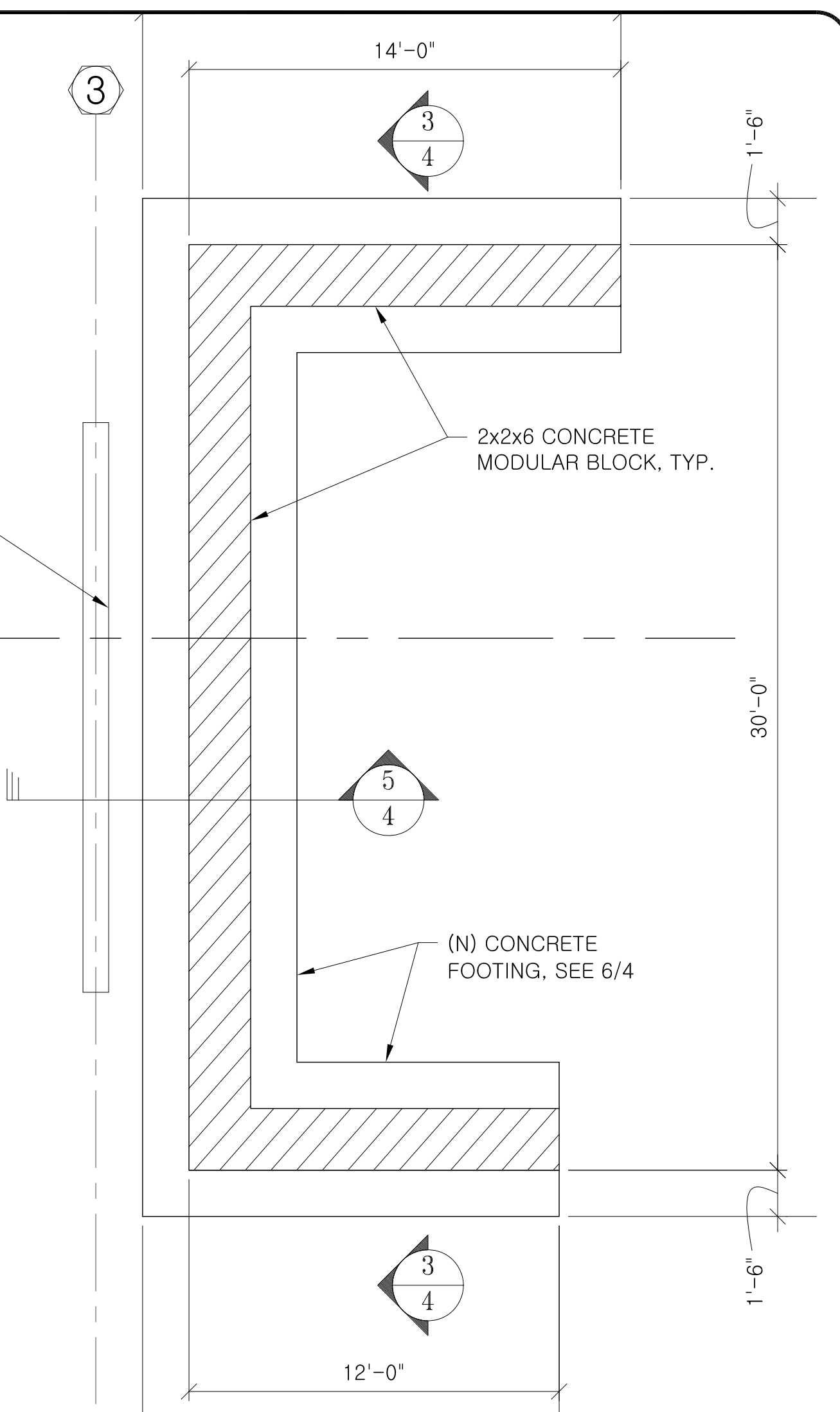
**OREGON PINE BRIDGE
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**MSE RETAINING
WALL
DETAILS**

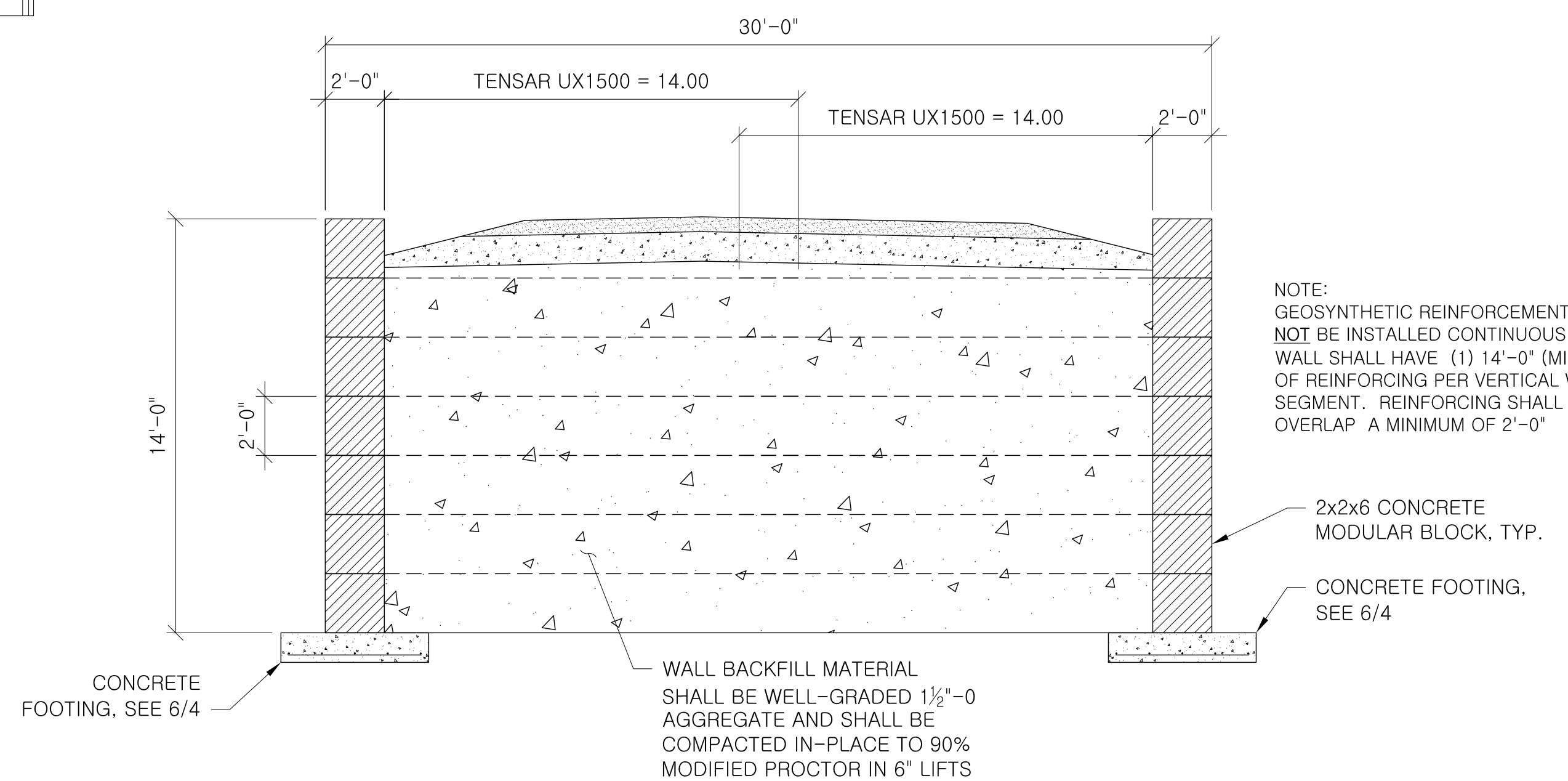
Drawn By: W. Arntz
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SHEET:
4
OF 6 SHEETS



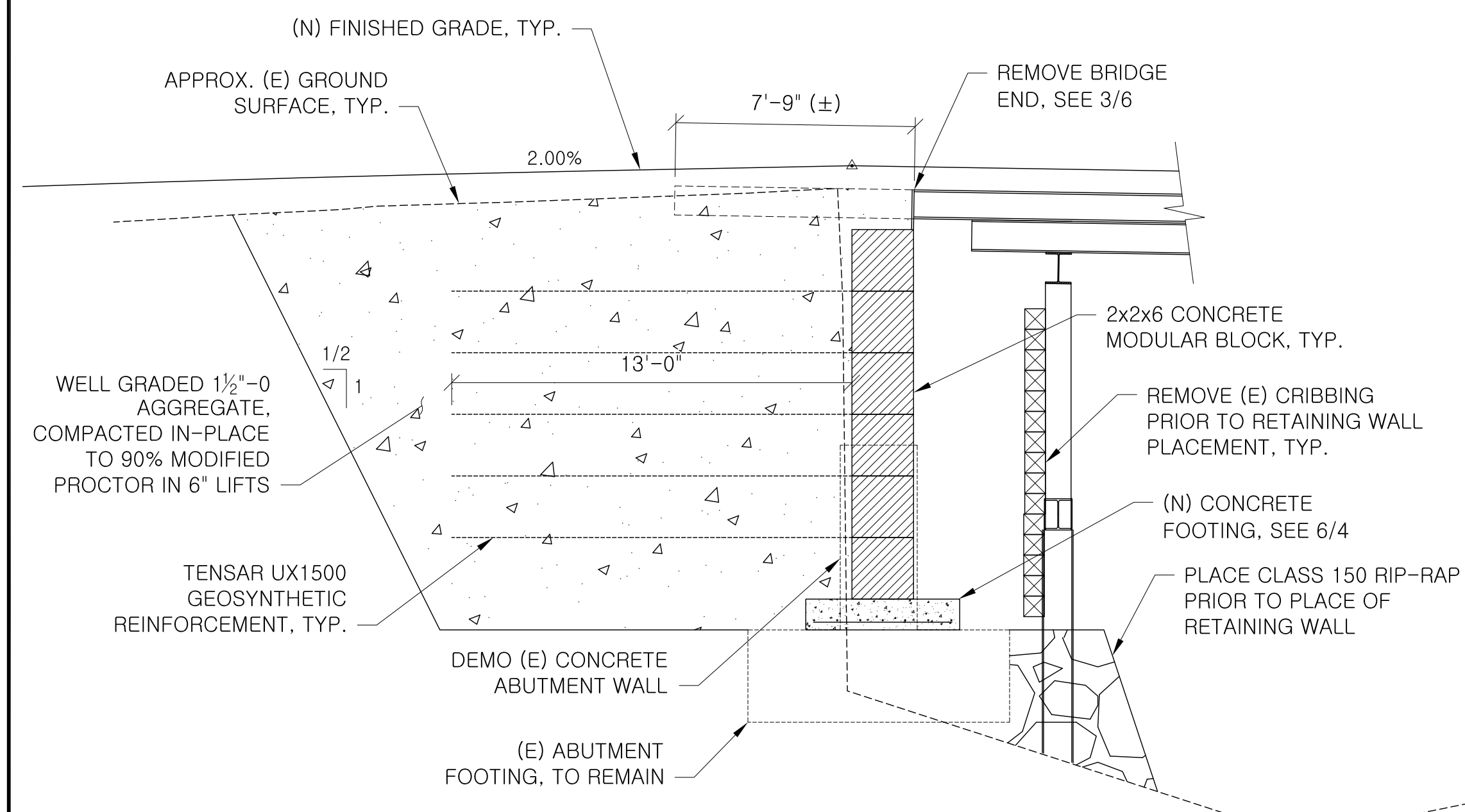
1 NORTH RETAINING WALL
SCALE: 1/4" = 1'-0"



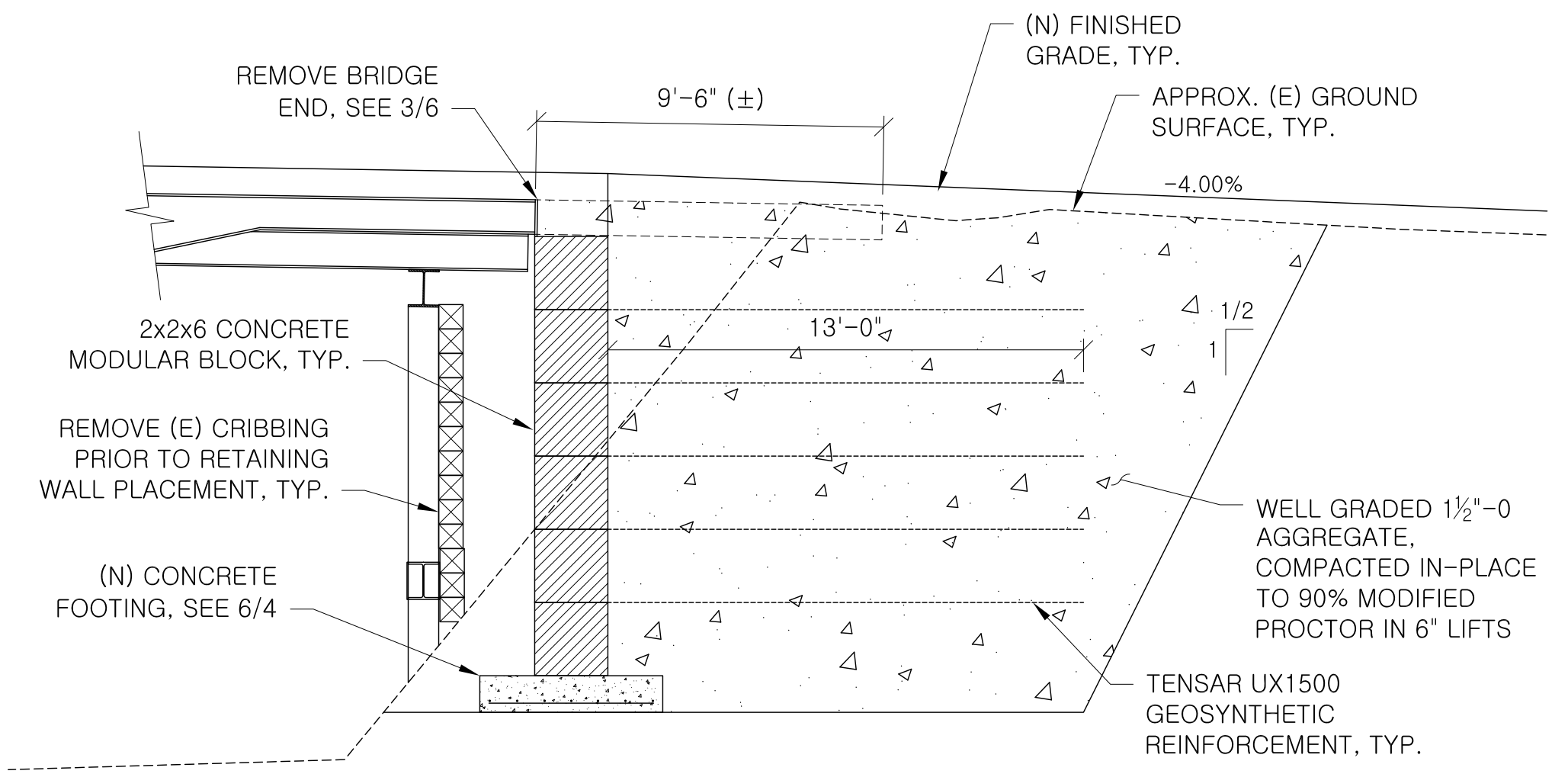
2 SOUTH RETAINING WALL
SCALE: 1/4" = 1'-0"



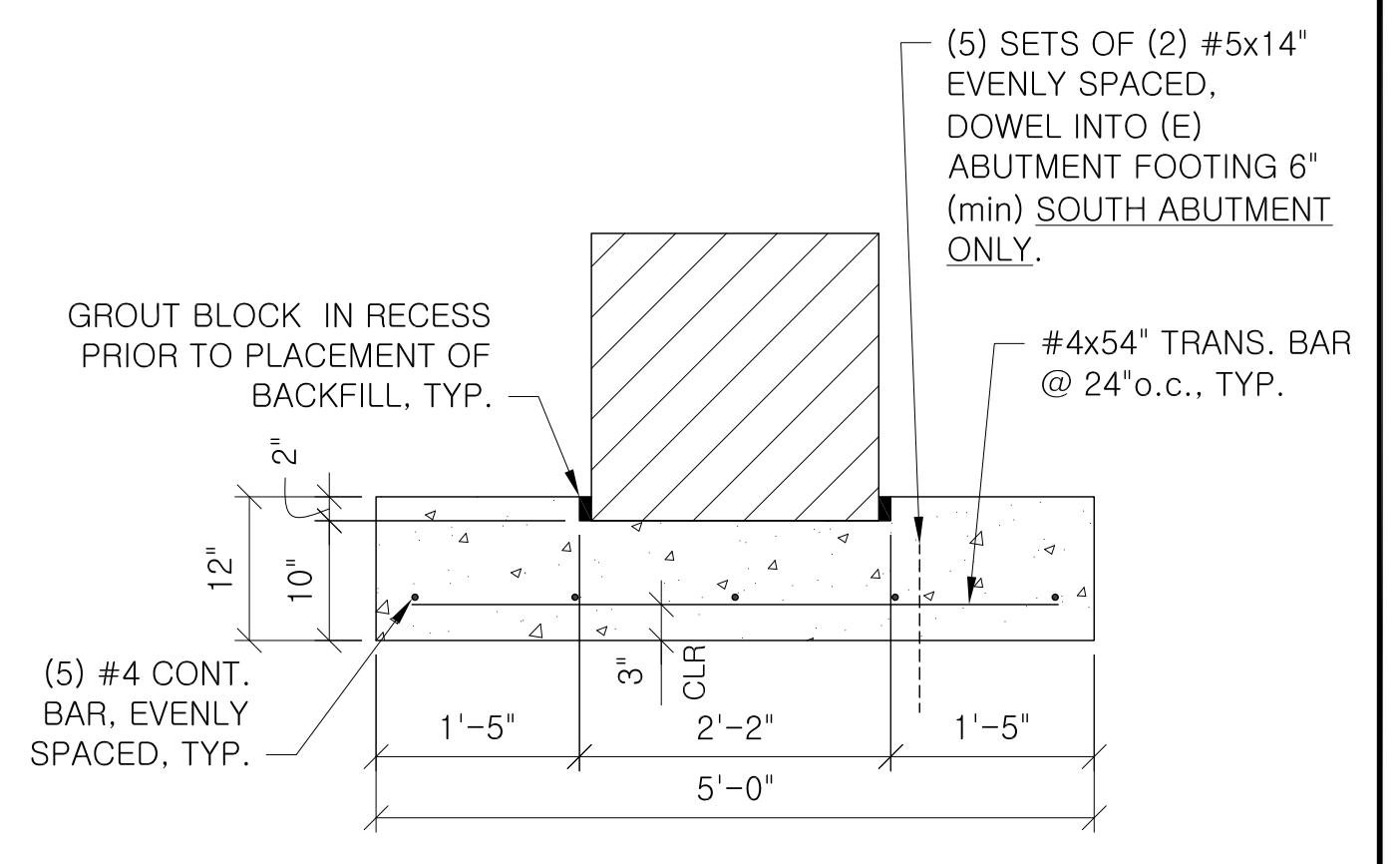
3 RETAINING WALL SECTION
SCALE: 1/4" = 1'-0"



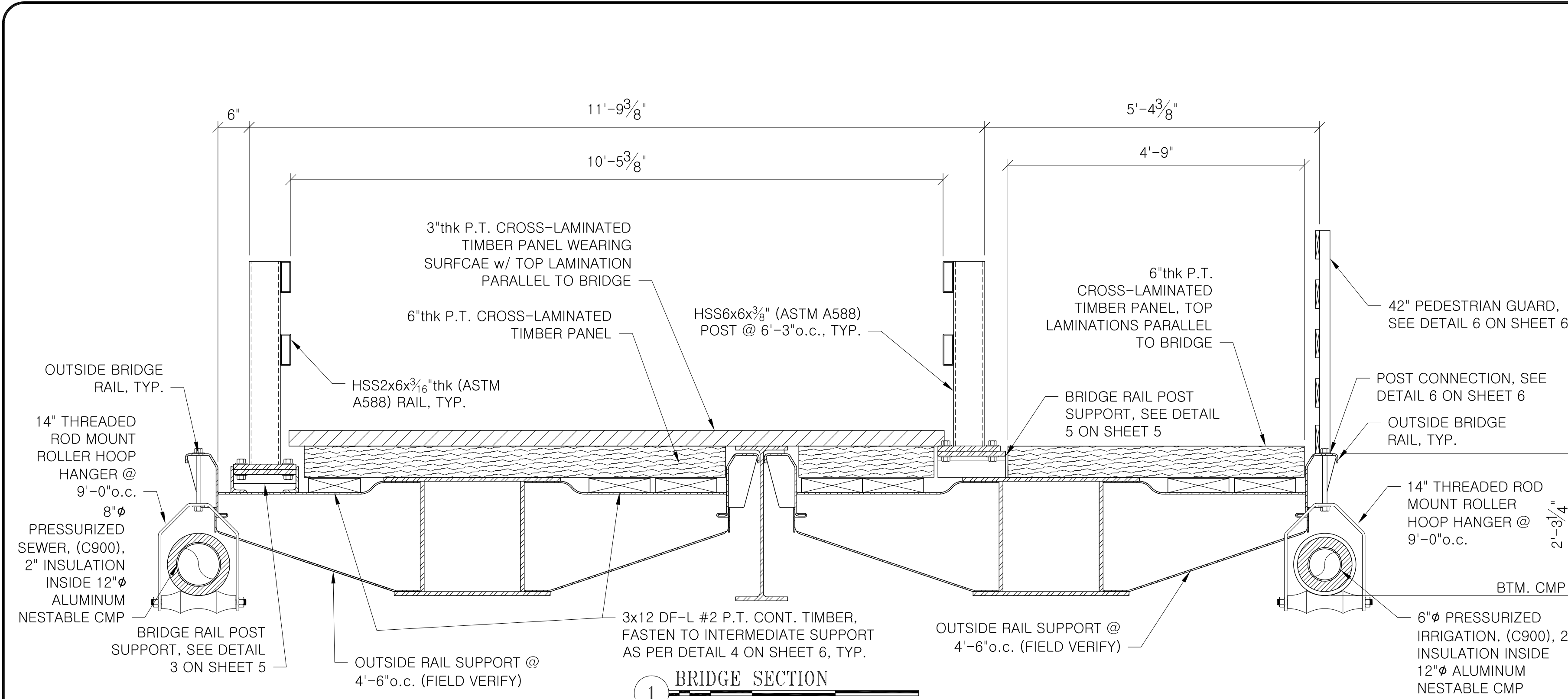
4 NORTH RETAINING WALL
SCALE: 1/4" = 1'-0"



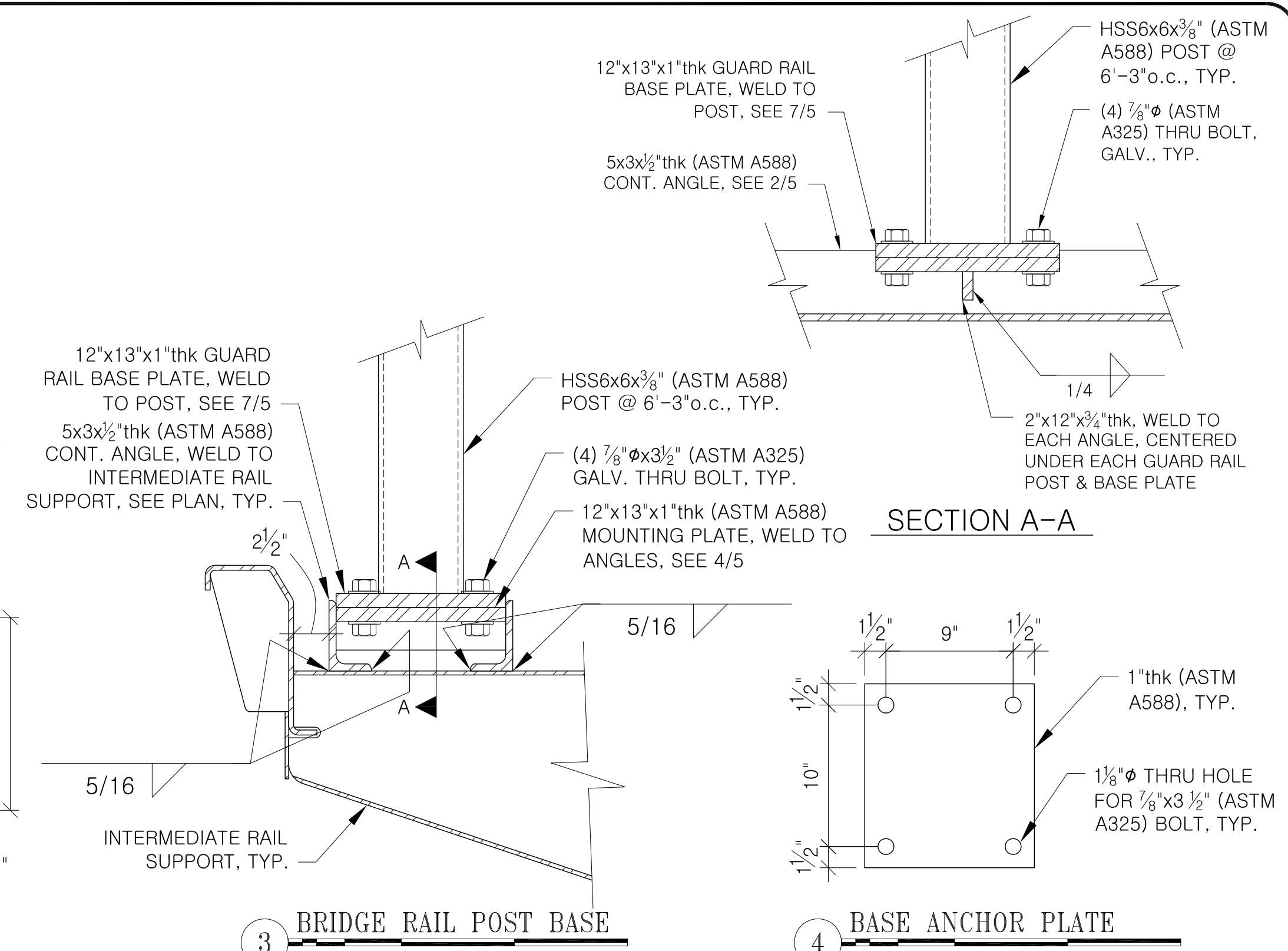
5 SOUTH RETAINING WALL
SCALE: 1/4" = 1'-0"



6 RETAINING WALL FOOTING
SCALE: 3/4" = 1'-0"

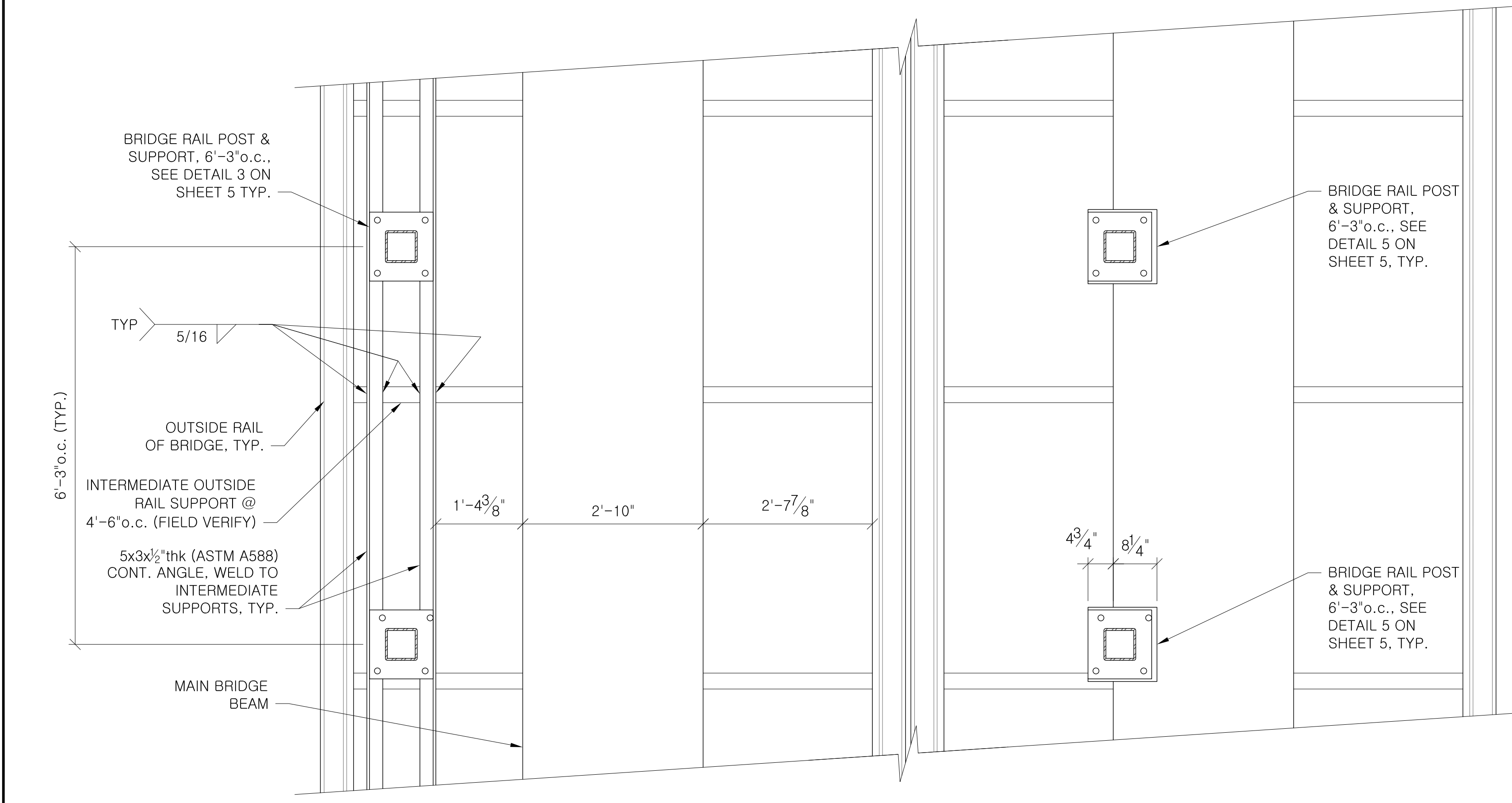


1 BRIDGE SECTION
SCALE: SCALE

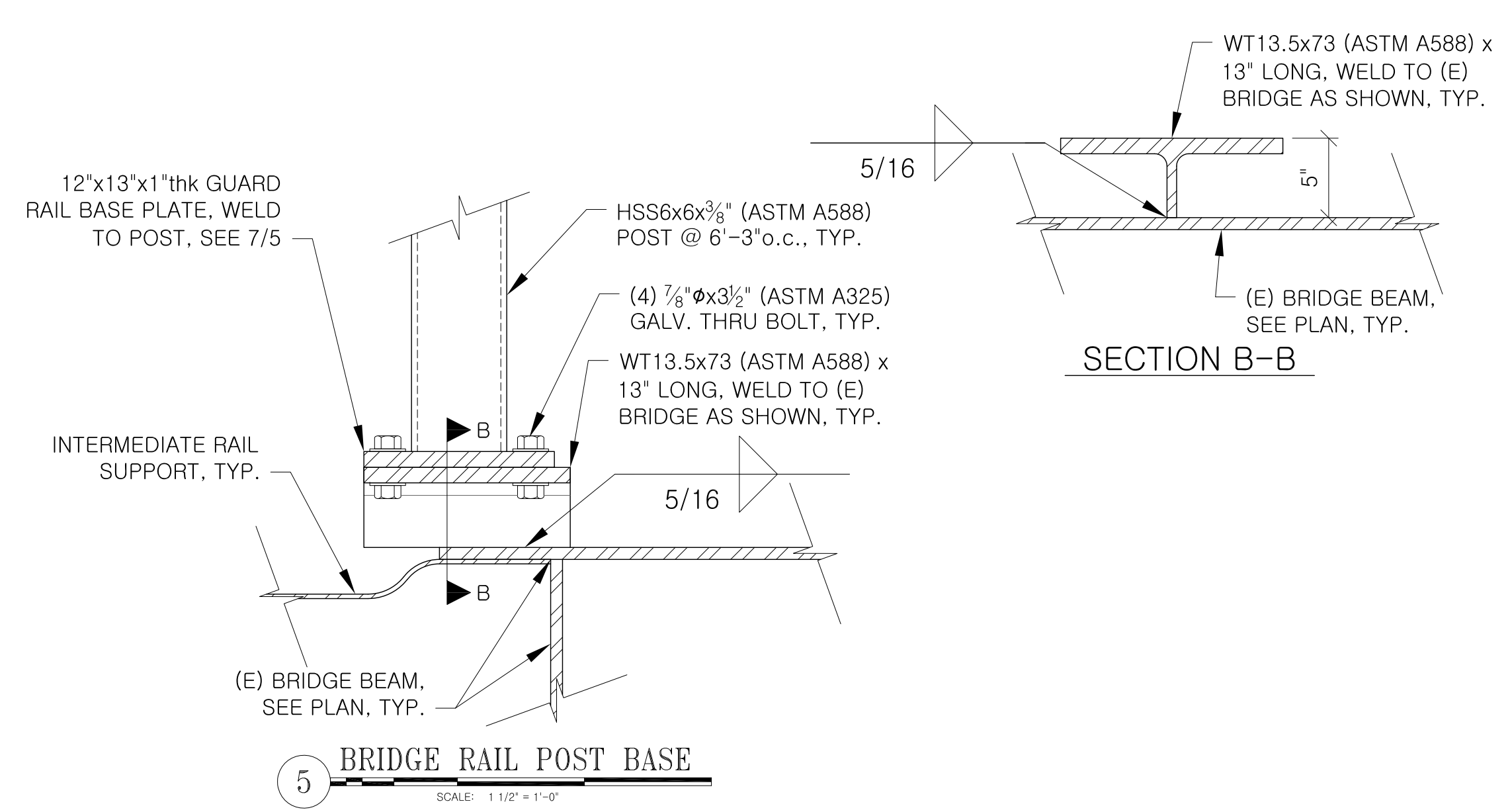


3 BRIDGE RAIL POST BASE
SCALE: 1 1/2" = 1'-0"

4 BASE ANCHOR PLATE
SCALE: 1 1/2" = 1'-0"

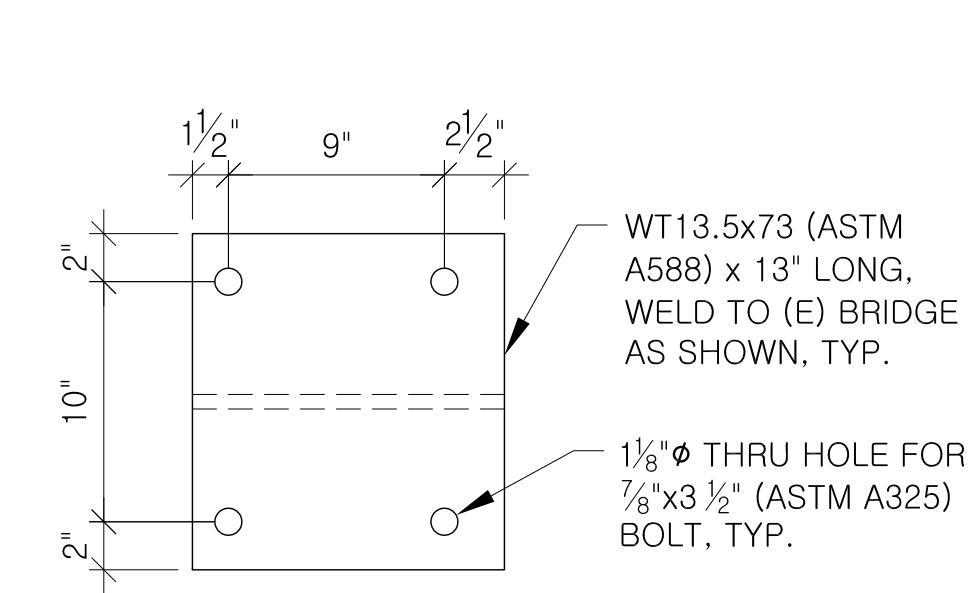


2 BRIDGE PLAN
SCALE: SCALE

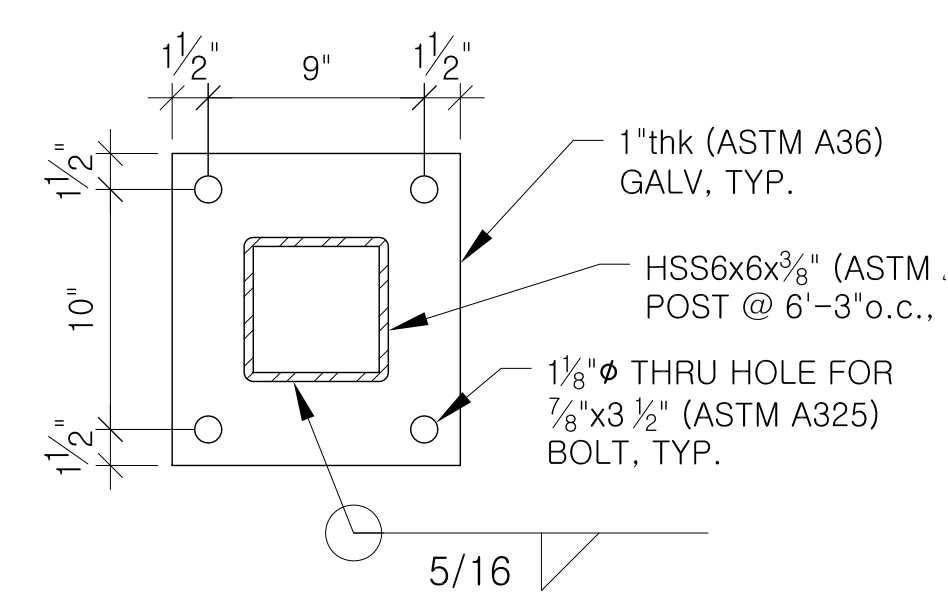


5 BRIDGE RAIL POST BASE
SCALE: 1 1/2" = 1'-0"

SECTION B-B



6 WT13.5x73 POST BASE
SCALE: 1 1/2" = 1'-0"



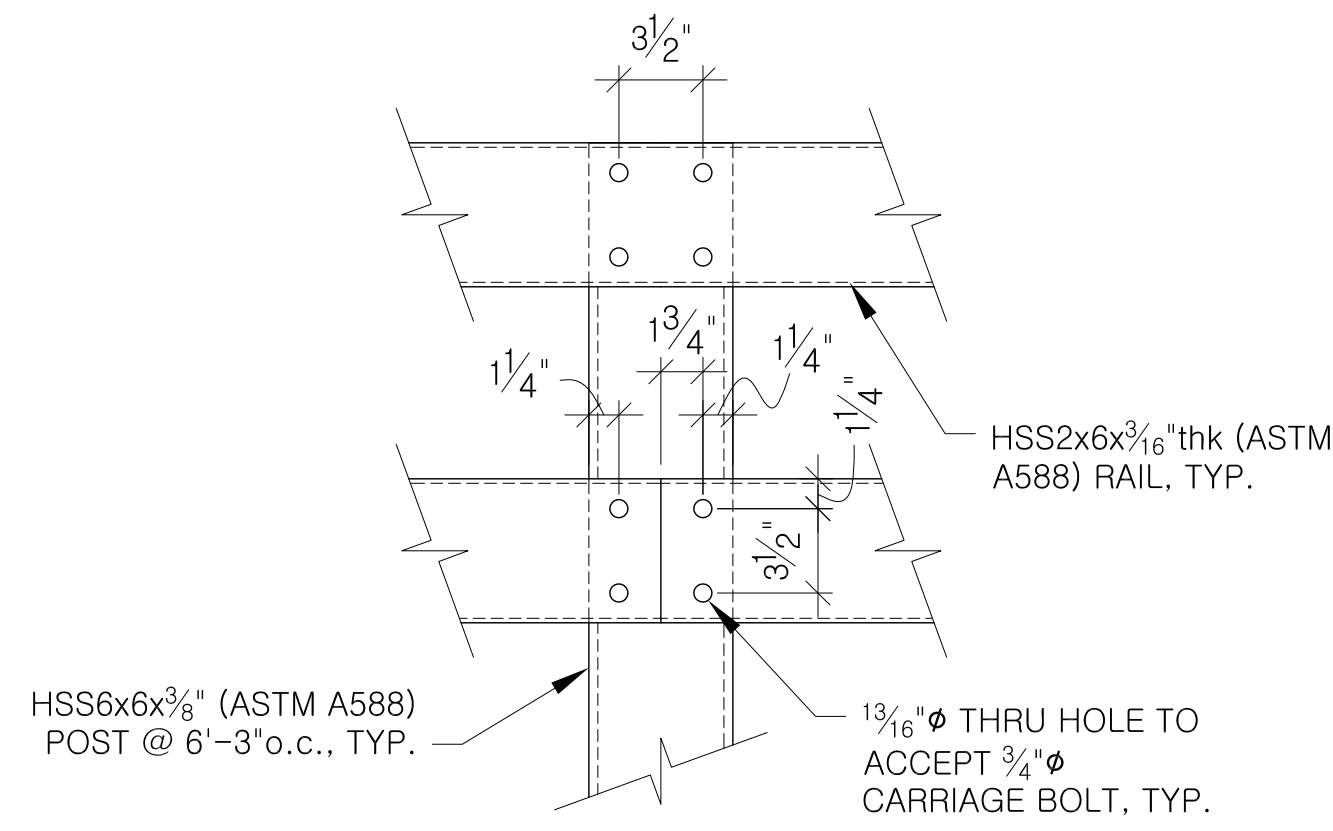
7 POST BASE PLATE
SCALE: 1 1/2" = 1'-0"

Date: _____
Issue: _____

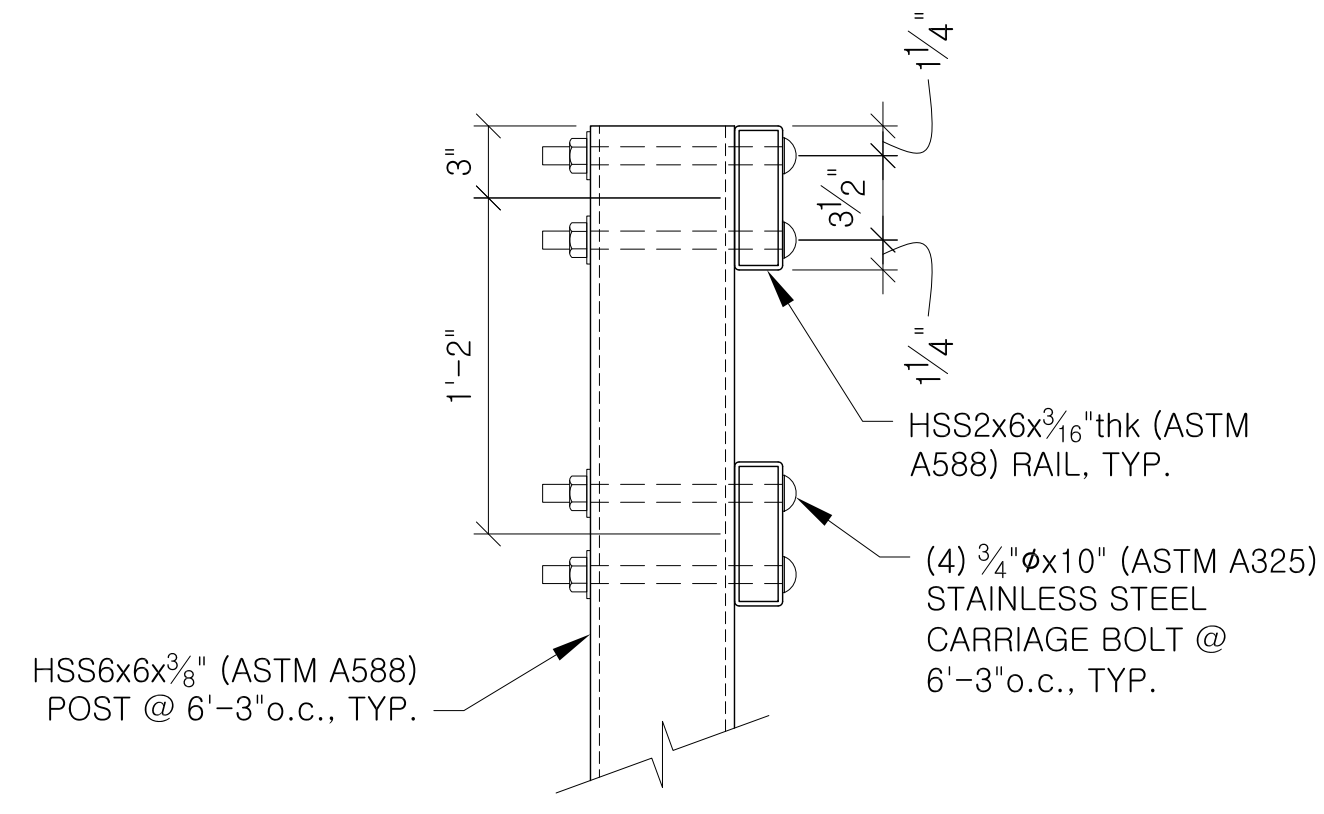
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BRIDGE
MODIFICATION
DETAILS

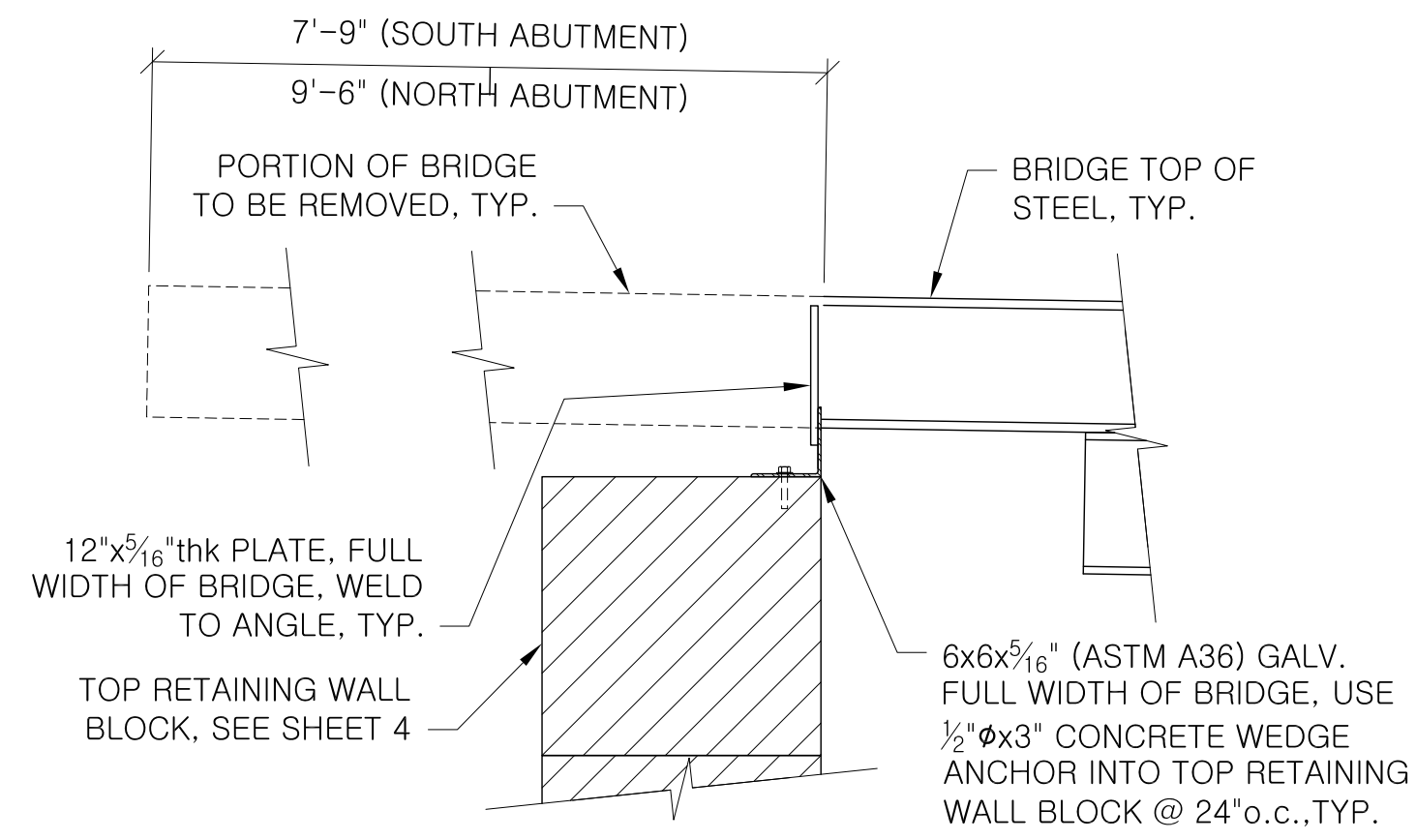
Drawn By: W. Arntz
Date: August 23, 2019
SHEET:



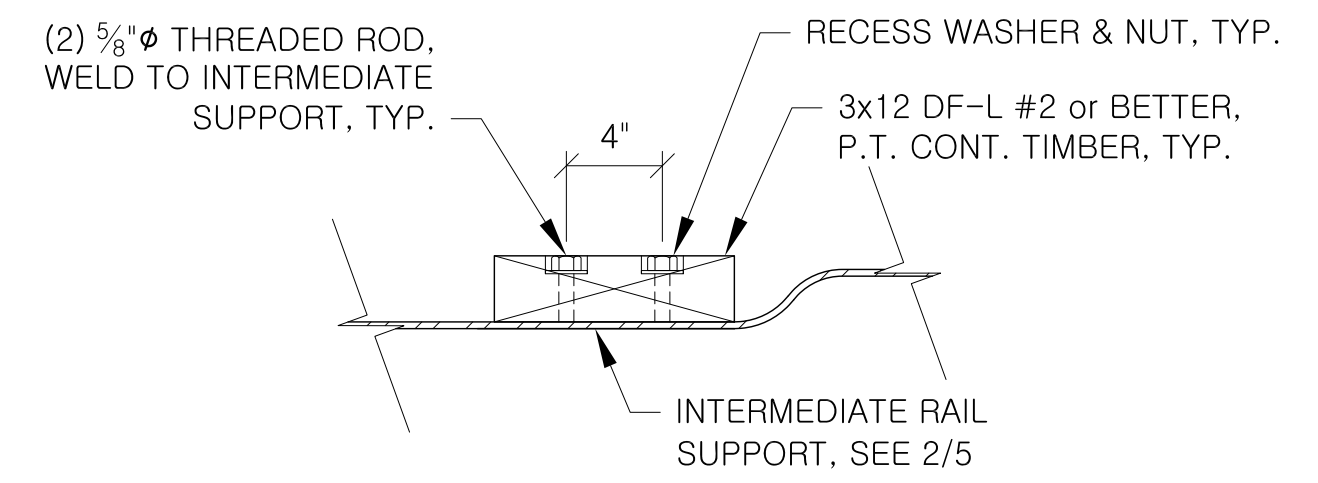
1 RAIL TO POST
SCALE: 1 1/2" = 1'-0"



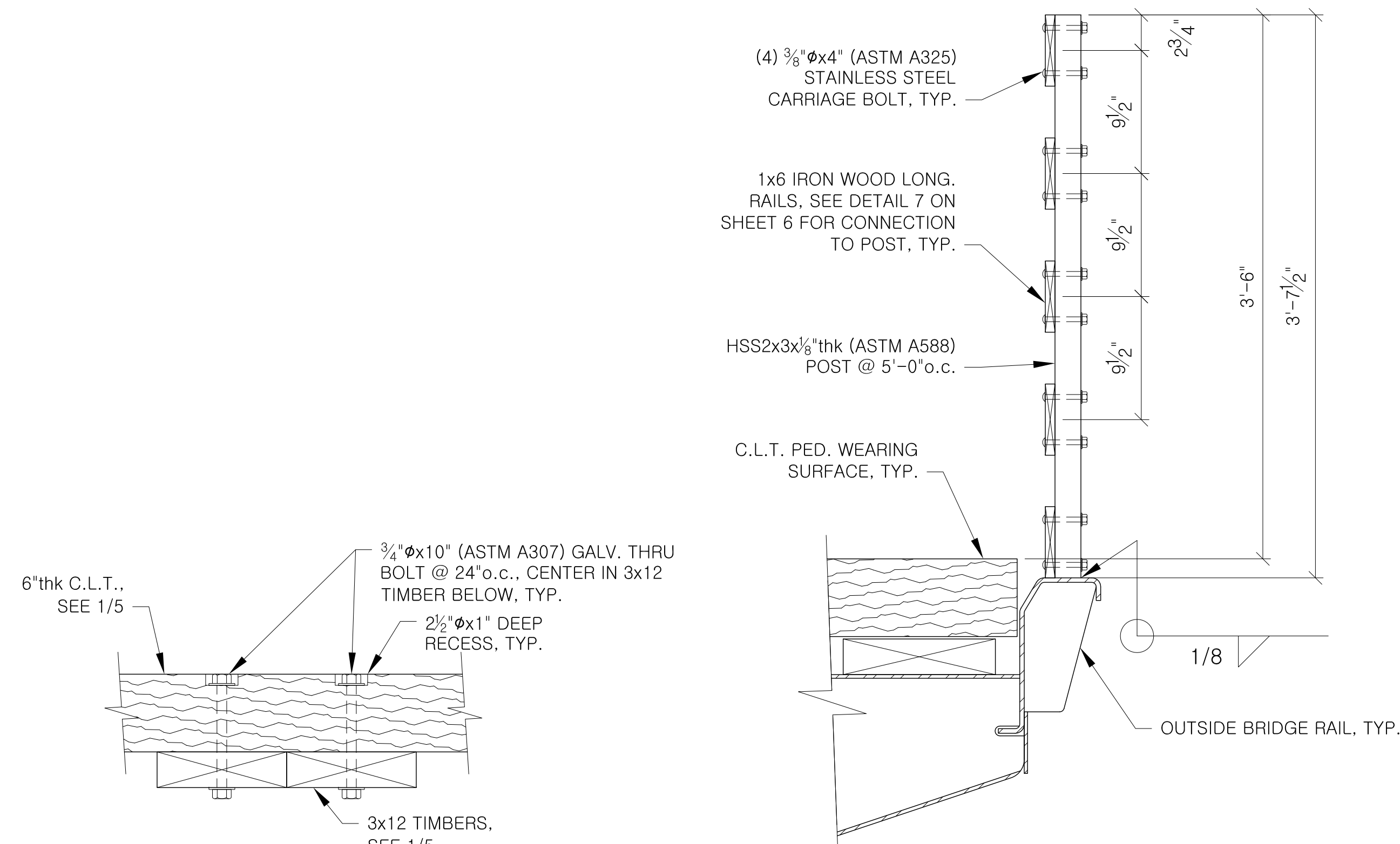
2 RAIL TO POST
SCALE: 1 1/2" = 1'-0"



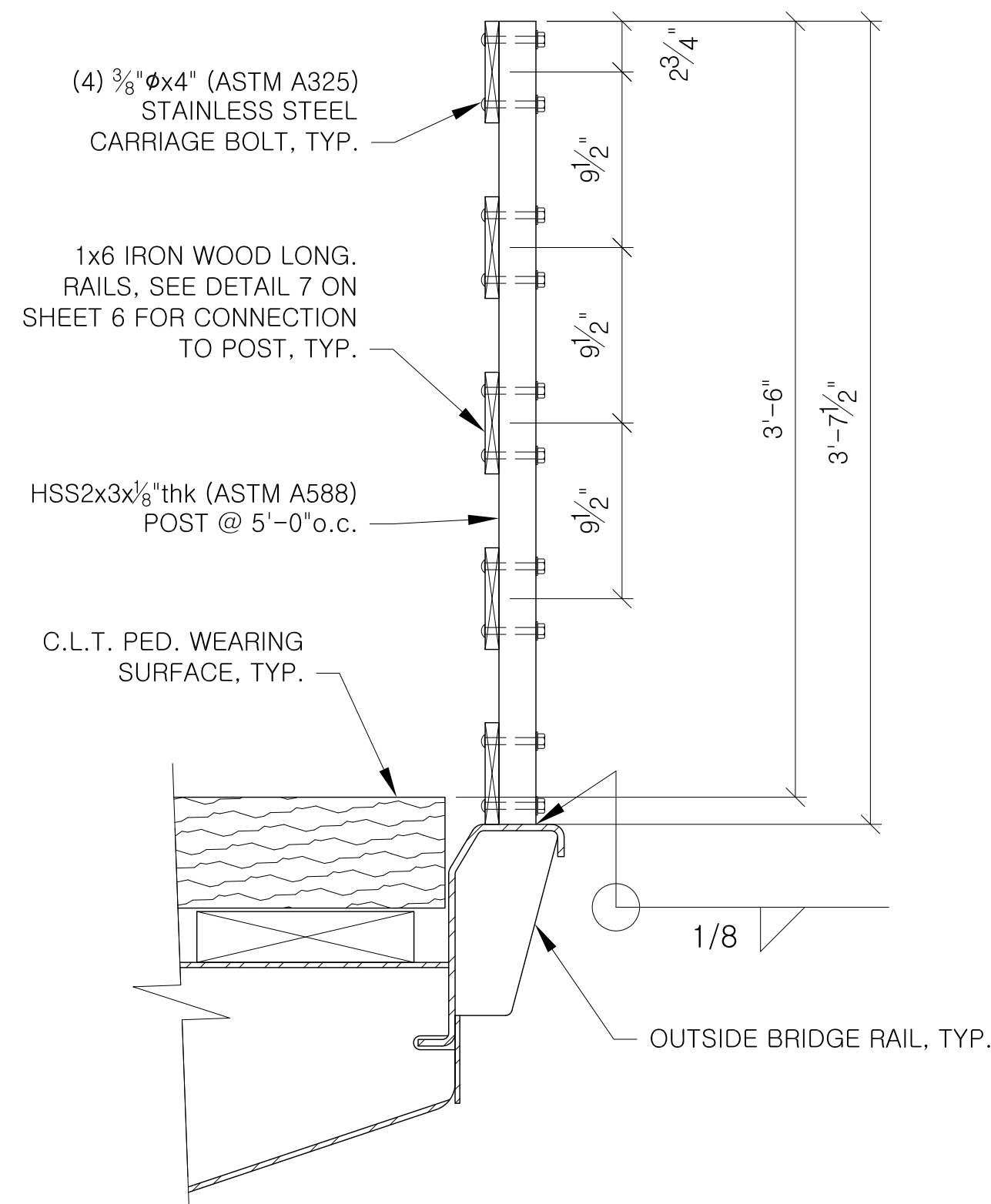
3 BRIDGE END MODIFICATION
SCALE: 3/4" = 1'-0"



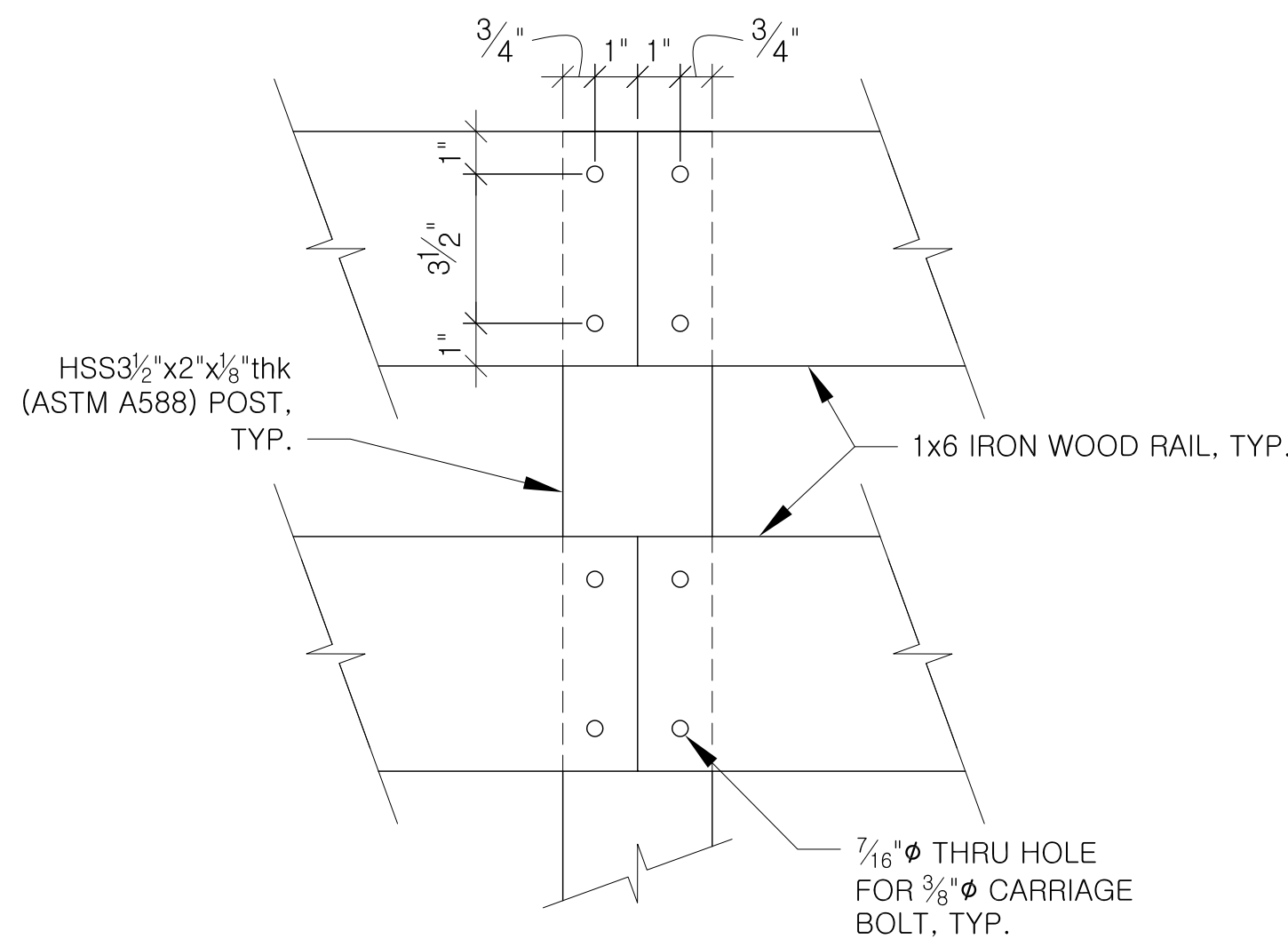
4 3x12 TIMBER ATTACHMENT
SCALE: 1 1/2" = 1'-0"



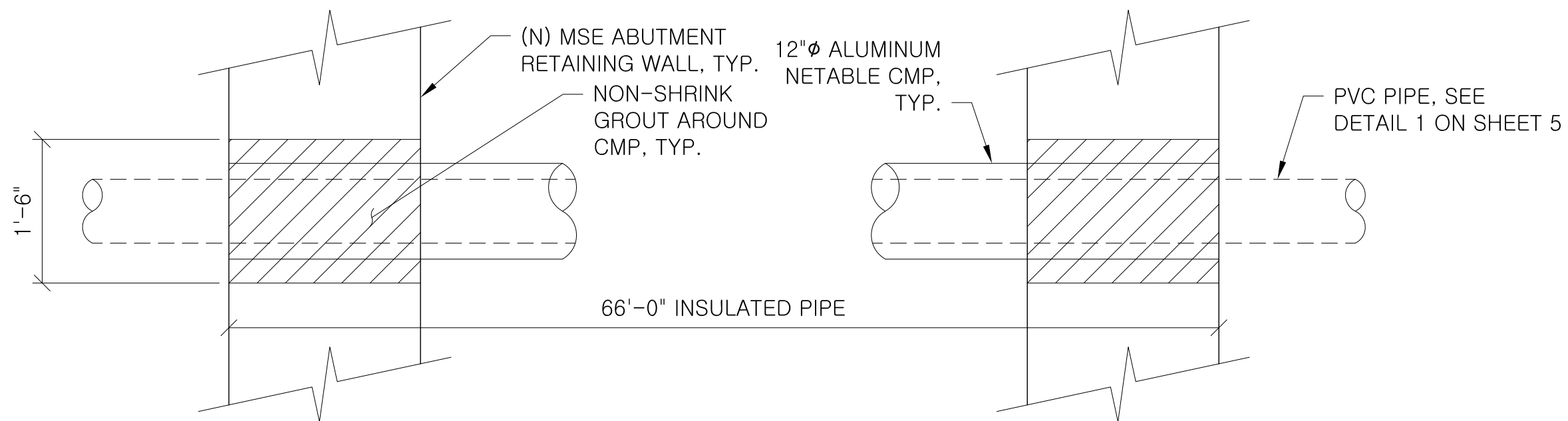
5 C.L.T. ATTACHMENT
SCALE: 1 1/2" = 1'-0"



6 PED. RAIL CONNECTION
SCALE: 1 1/2" = 1'-0"



7 PED. RAIL
SCALE: 3" = 1'-0"



8 INSULATED PIPE @ ABUTMENT
SCALE: 3/4" = 1'-0"

Date: _____
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