

UNITED STATES DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

AS CONSTRUCTED PLANS FOR
 PROJECT E.R.F.O. NO.265 (13), ~ F.H.93-1
 FLOOD DAMAGE REPAIR
 ROUTE NO.93-SALMON RIVER
 70.0 MILES - CLASS 3

CALIFORNIA FOREST HIGHWAY SYSTEM
 KLAMATH NATIONAL FOREST
 SISKIYOU COUNTY
 CALIFORNIA

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DESCRIPTION OF PROJECT

Project: California E.R.F.O. 265(13)
 (California FH 93-1 - Salmon River)
 Improvement: Flood Damage Repair
 Grading and Bridge
 Location: Located near Wooley Creek on the
 Salmon River approximately 3 miles East
 of Some's Bar, California and 16 miles West
 of Forks of Salmon.
 Stations: 0+04.25 to 16+50.00
 Roadbed: 28' (Profile Grade)
 Length: 0.3117 (Inc. 0.0770 mile Bridge)
 Bridge: Salmon River Bridge near Wooley Creek (R.G.1778)
 Type: Concrete & Steel Girder
 Stations: 7+39.66 to 11+46
 Length: 0.077 mile
 Width: 24' (Curb to Curb)
 * "As Constructed" Mileage

DESIGN CLASSIFICATION

ADT (1962)	120
ADT (1982)	250
DHV	20
D	50%
T	60%
V	25 MPH

STATUS OF PLANS

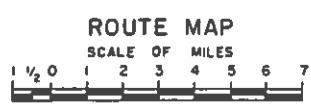
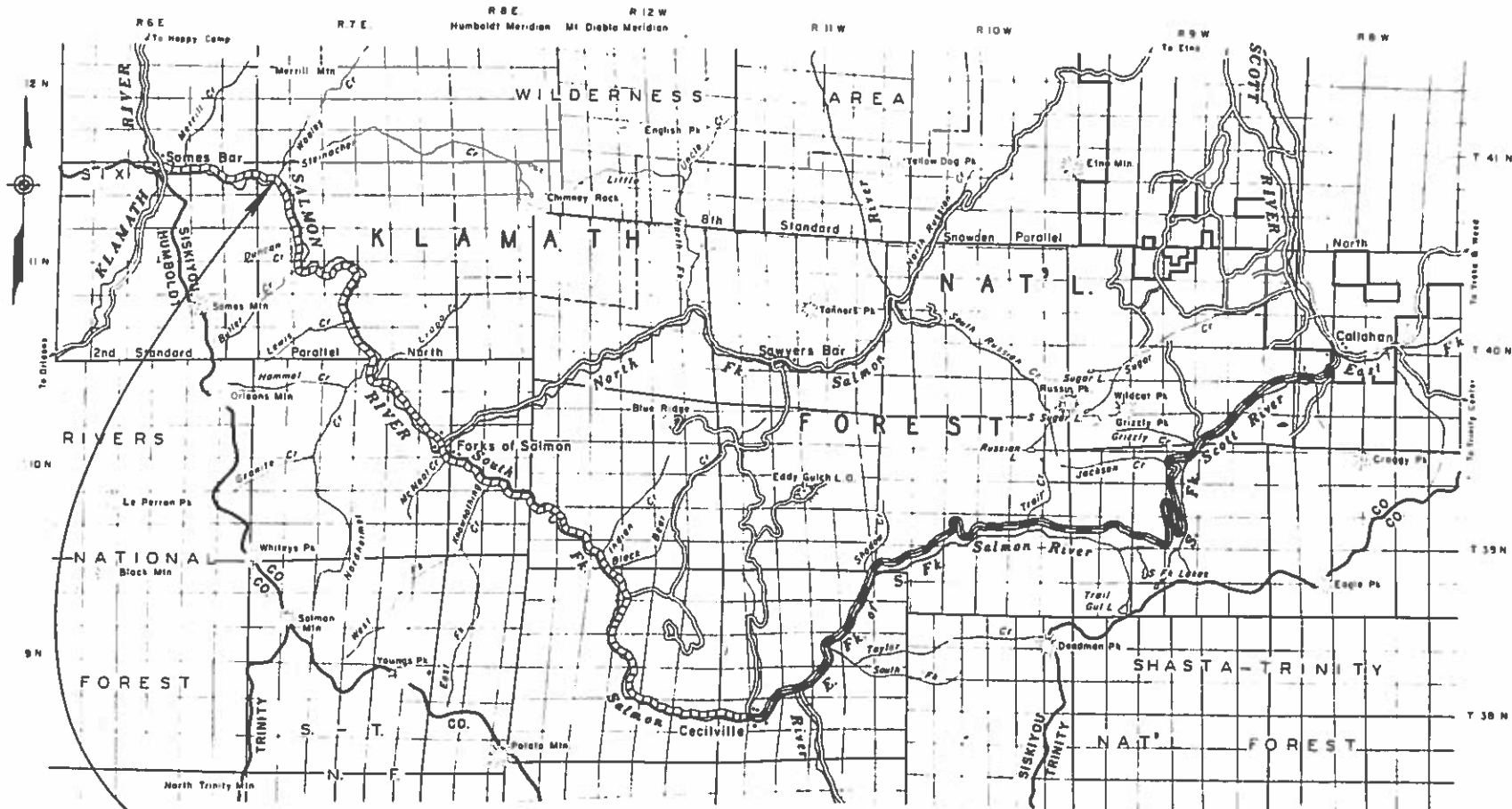
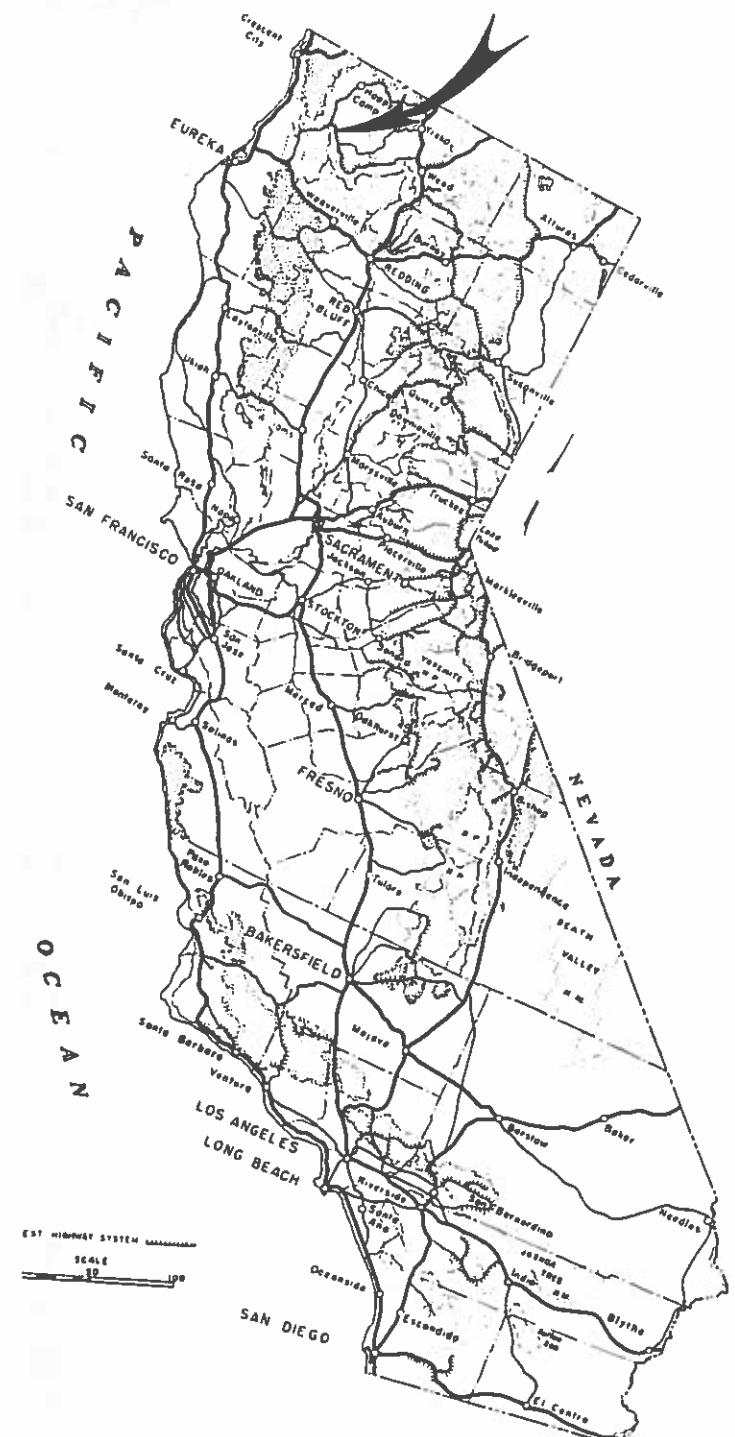
Preliminary	Date _____
Revised Preliminary	Date _____
Advertised	Date _____

APPROVED

March 17, 1966

DATE
 REGIONAL ENGINEER
 REGION 7

BR-2C-16
 10A7



LEGEND						
Unimproved or Surveyed	Graded	Reinforced Subgrade	Base Course	Surface Treatment	Rd. or Plant Mix Bit Surf.	Concrete

PROJECT E.R.F.O. 265 (13) ~ (F.H.93-1)
 (FLOOD DAMAGE REPAIR)

"As Constructed" Rev. Sept. 1967

T.I.N., R.7E., H.8.M.

Construct Connection
to Existing Road

Design Clearing Limits Begin
at Approx Sta 7+46+00 ±

"Set back line for special treatment, occupied and
used only upon approval of Regional Forester."

Station 5+30 to 7+15
Place 6 Metal Guide-
posts, Type B-3, on Rt.

REDUCED PRINT
SCALES REDUCED
ACCORDINGLY

U.S. GOVERNMENT

RALPH O. WYMORE, OWNER

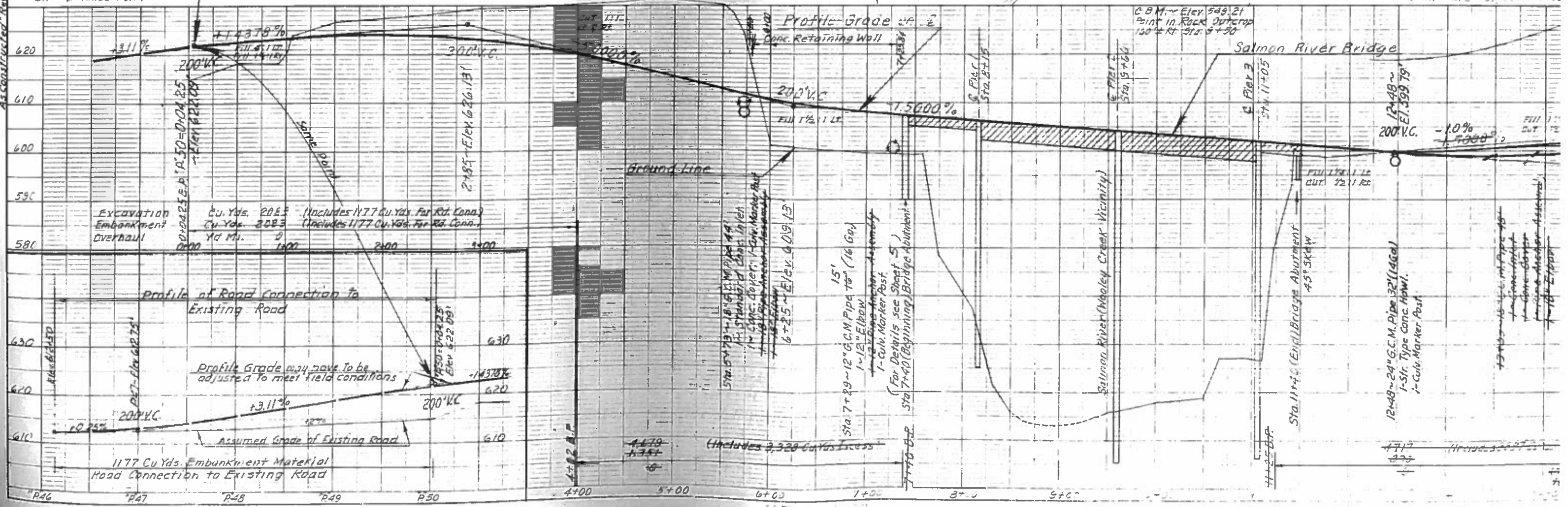
BEGINNING OF PROJECT
STA. 00+04.25

SCALE
Plan: 1" = 40'
Profile: 1" = 50' Horiz.
1" = 10' Vert.

Clearing Limits
Cut
Fill
B.F. - E. Lunce Point

KLAMATH NATIONAL FOREST

Salmon River Bridge
Near Wooley Creek
(Sta. 7+39.66 to Sta. 11+46)
See Sheets 6-21 for Details



NOTE BOOK ALIGNED CHECKED BY: M. J. H. 10/1/66
 REVISIONS: 1. 10/1/66
 As Constructed Revised: 4.5.7. Sept. 1967 Checked: J. J. H. 10/1/66
 NOTE BOOK CHECKED BY: M. J. H. 10/1/66
 SURVEYING CHECKED BY: M. J. H. 10/1/66

Note: The alignment of the road is shown on the plan view.

12x18 ~ 24" G.C.M. Pipe 32' (146d)
1-51r. Type Conc. Howl.
1-Culv. Marker Post

(Includes 2,329 Cu Yds. Incess)

1177 Cu Yds. Embankment Material
Road Connection to Existing Road

Profile Grade may have to be
adjusted to meet field conditions

Profile of Road Connection to
Existing Road

Excavation Embankment
Overhaul
Cu. Yds. 2063 (Includes 1177 Cu. Yds. For Rd. Conn.)
Cu. Yds. 2083 (Includes 1177 Cu. Yds. For Rd. Conn.)
Yd. Mi. 9

4+00 5+00 6+00 7+00

GENERAL NOTES:

SPECIFICATIONS: Construction, Bureau of Public Roads F.P. 64; Design A Standard Specifications for Highway Bridges and subsequent specs.

DEAD LOAD: Concrete 150 lbs. per cu. ft.; paving allowance 25 lbs. of roadway surface; earth pressure equivalent to fluid weight per cu. ft.

LIVE LOAD: H.S. 20-44 Loading. Impact $I = \frac{50}{L+50}$ (L = Span length) Max. I.

UNIT STRESSES: Class "A" concrete, $f_c = 1320$ psi; $f_s = 20,000$ psi; $n = 10$, steel as per A.A.S.H.O. specifications.

CONCRETE: Concrete for subfootings, where required, shall be Class other concrete shall be Class "A" with $1\frac{1}{2}$ " max. size coarse aggregate concrete shall be mixed with type II Portland Cement (low alkali) with an air entraining admixture. All concrete shall be vibrated. All corners shall be chamfered $\frac{3}{4}$ " unless otherwise noted.

FINISHING CONCRETE: Roadway slabs and curbs shall be finished according to specifications. The following surfaces shall be given a Rubbed Finish: faces of curbs, outside edges of the slab, all surfaces of the concrete and exposed surfaces of the wingwalls and retaining wall down to finished ground line. All other surfaces shall be given an "Ordinary Finish".

REINFORCEMENT STEEL: All reinforcement bars shall be deformed into grade steel. Sizes up to and including #11 bars shall conform to A.S.T.M. A15 and A305. For larger sizes the steel shall conform to A.S.T.M. S35. Unless otherwise shown the min. covering to the face of any reinforcement bar shall be 2". Splices shall be made with laps of 24 bar diameter, otherwise shown and payment will be made only for splices indicated on the plans.

STRUCTURAL STEEL: High strength low alloy steel conforming to A.S.T.M. A441 shall be used where indicated on the plans by suffix LA. All other structural steel except pins shall be carbon steel conforming to A.S.T.M. S35. Welding shall conform to current "Standard Specifications for Welds and Railway Bridges" of the American Welding Society. Unless otherwise noted, field connections shall be made with $\frac{3}{8}$ " dia. friction type bolts meeting to A.S.T.M. Spec. A325. Bolts and weld metal are included in the contract for structural steel. Shop plans must be approved by the Engineer before fabrication is started. Shop assembly and reaming of girders, stringer splices is required. Shop contact surfaces and surface contact with concrete shall not be painted. All other surfaces shall be cleaned in accordance with Method D, Article 420-3.4 Specs. FP painted with a prime coat of red lead having a minimum dry film of $\frac{1}{2}$ mils. Field painting shall consist of a second coat of red lead by one coat of aluminum paint.

STRUCTURAL STEEL PILES: Steel shall conform to ASTM Spec. A36. Pile necessary, shall be made by a single bevel butt weld which will develop full section of the pile. All piling shall be driven a minimum of 2 feet (Estimated tip elev. 515.00) and a minimum bearing value of 50 tons per pile. The use of a gravity hammer is permitted. A hammer capable of delivering at least 15,000 ft lbs. blow shall be used.

STEEL BRIDGE RAILING: All items of rail construction are included in the contract item for "Steel Bridge Railing"; and include the tubular steel posts, and all rail and post securing bolts, nuts, washers. All elements of the steel bridge railing shall be galvanized in accordance with ASTM Specs. A123. All elements of the steel bridge railing shall conform to specifications noted on the plans. Rail posts shall be vertical and rails parallel to grade. Pay length shall be between concrete end posts.

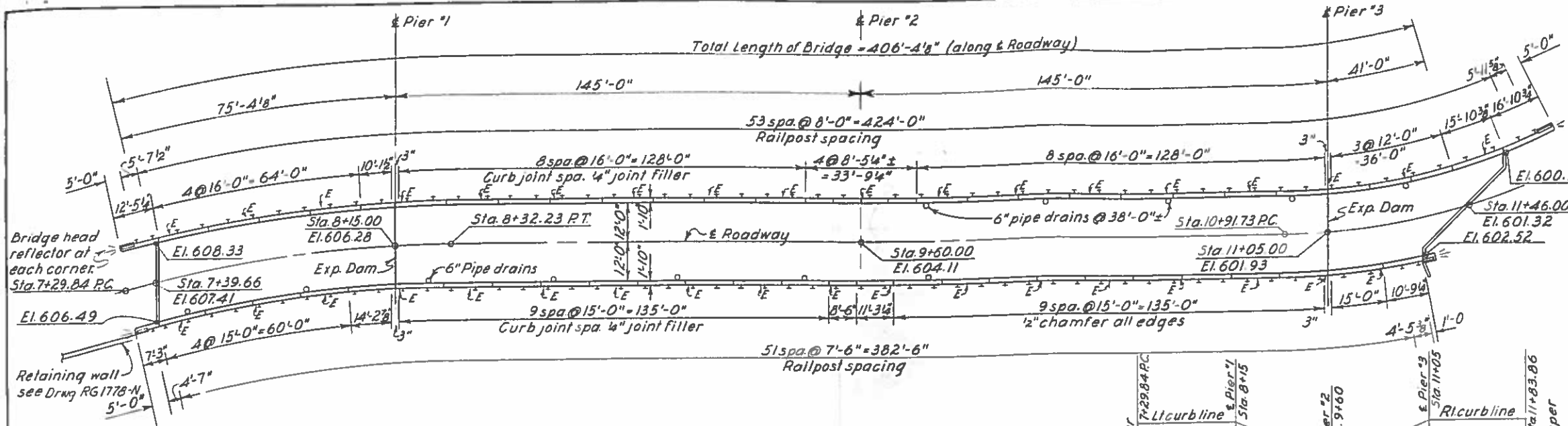
BRIDGE HEAD REFLECTORS: Contractor shall furnish 4" dia. metal reflector buttons to be installed in the end posts at each corner of the bridge. The type of reflectors and method of installation is subject to the approval of the Engineer. The cost of the reflectors and their installation is to be included in the contract item "Steel Bridge Railing".

For Estimate see Drwg. RG 1778-J

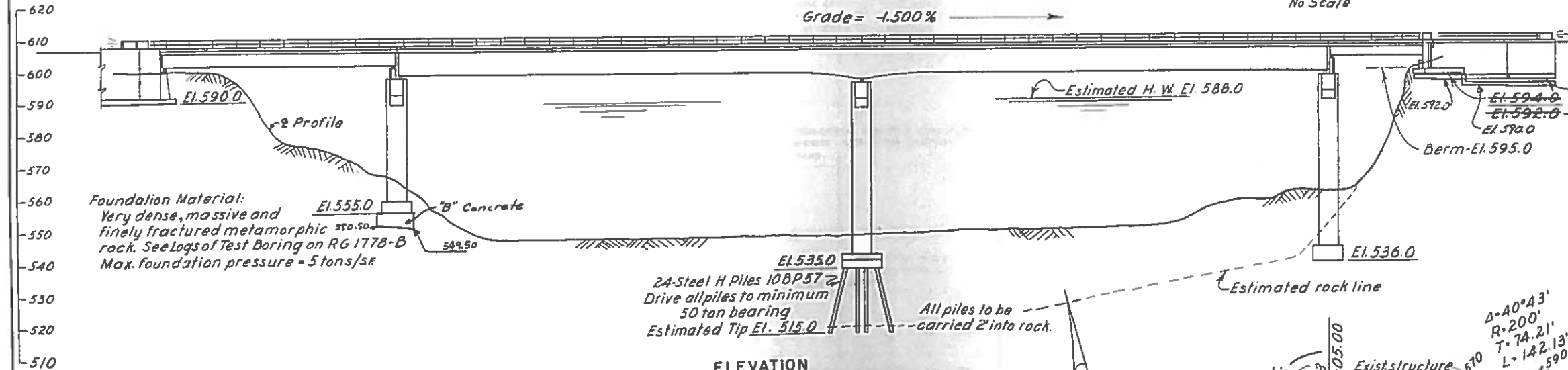
REDUCED PRINT
SCALES REDUCED
ACCORDINGLY

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS REGION 7 SAN FRANCISCO
SALMON RIVER BRIDGE
NEAR WOOLEY CREEK
CALIF. F.H. 93-1 ERFO PROJ 265 (1)
KLAMATH NATIONAL FOREST

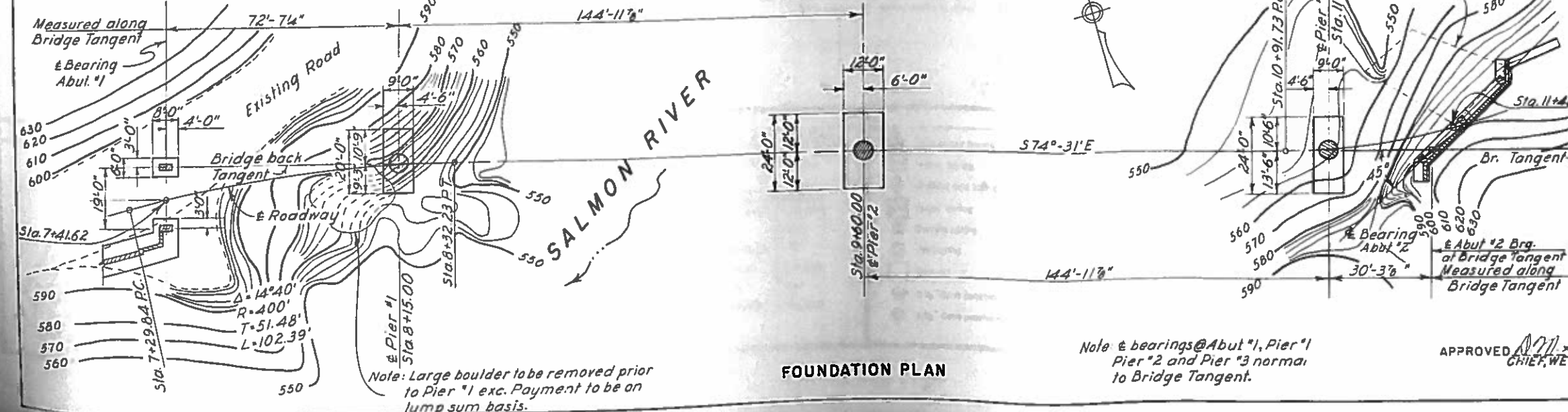
SCALE: 1" = 20'-0"
BRIDGE DRWG. 1 OF 16 DRWGS.



PLAN



ELEVATION



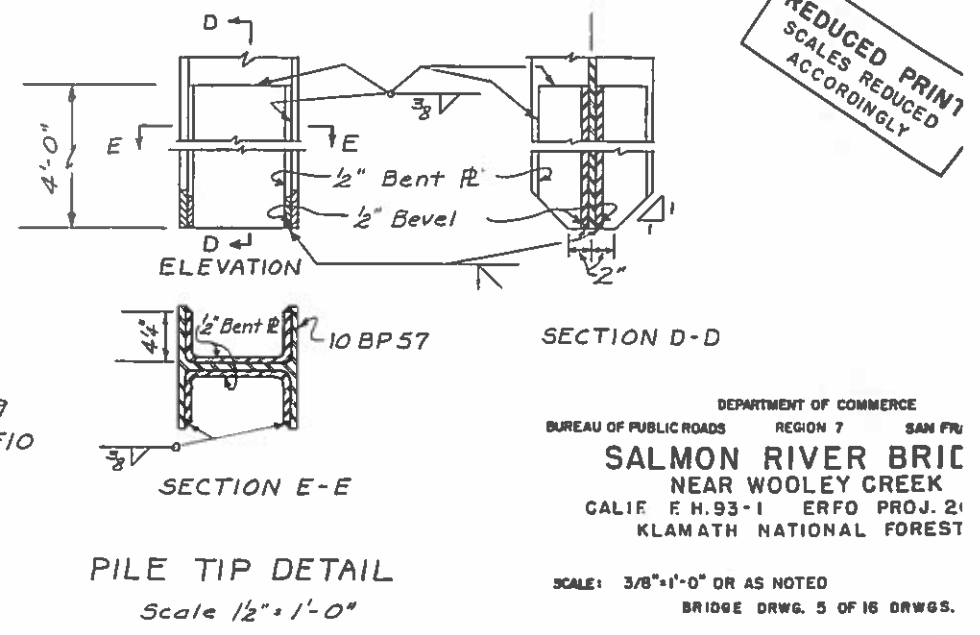
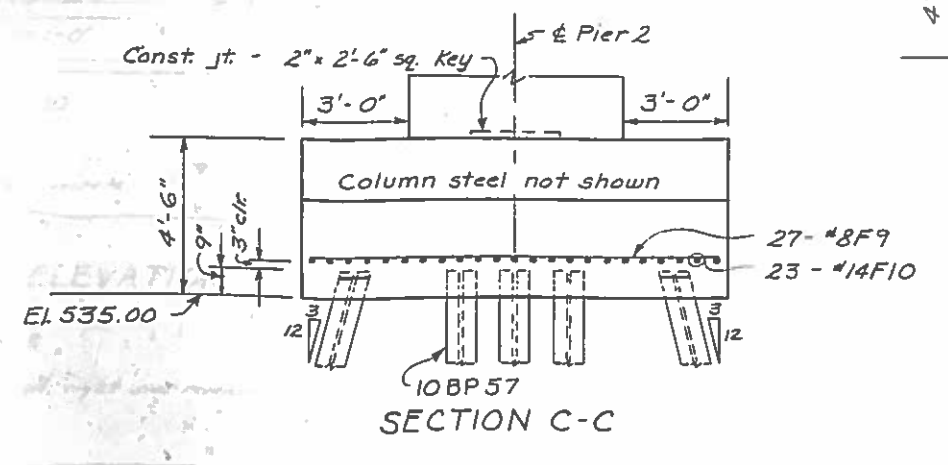
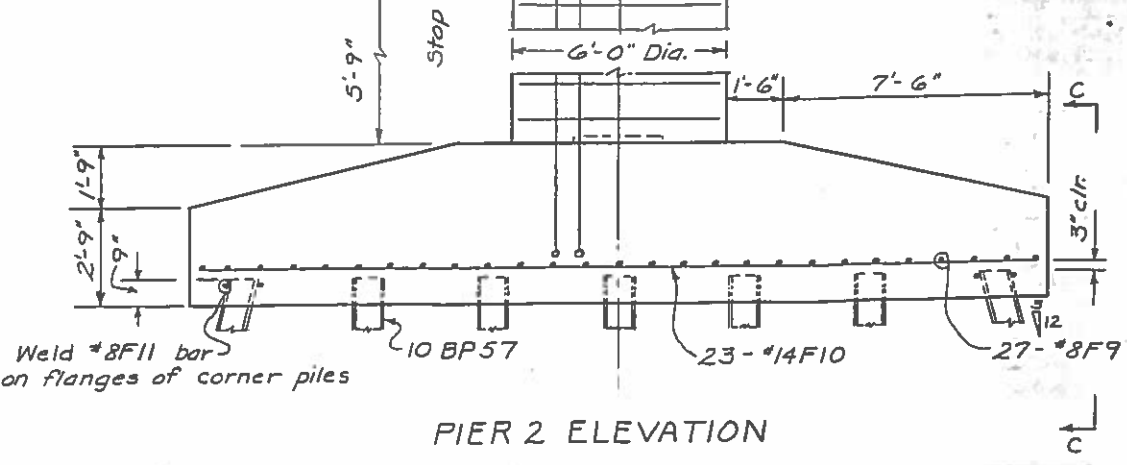
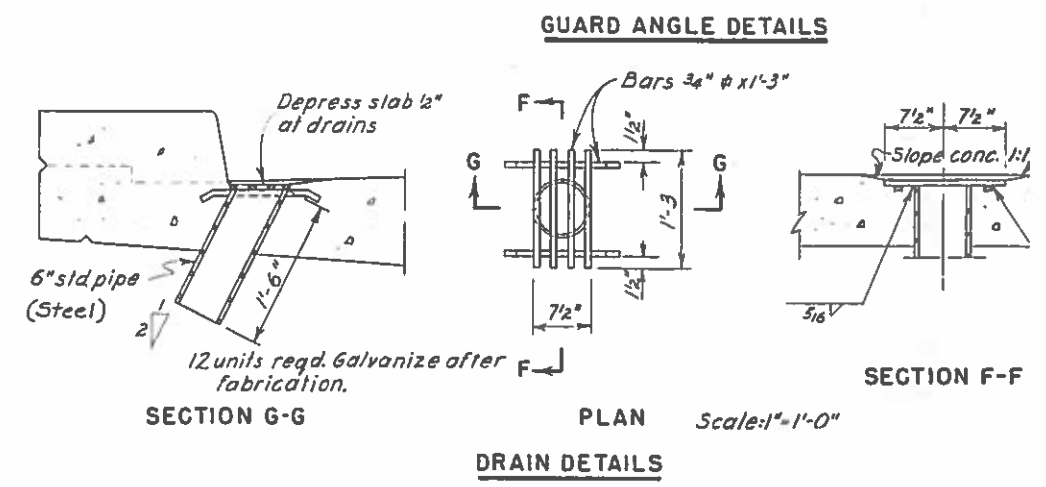
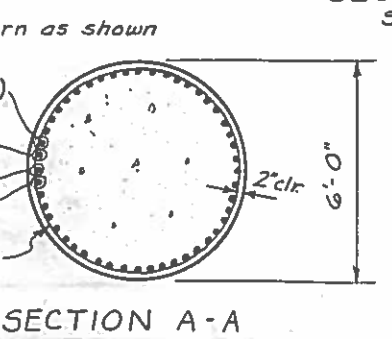
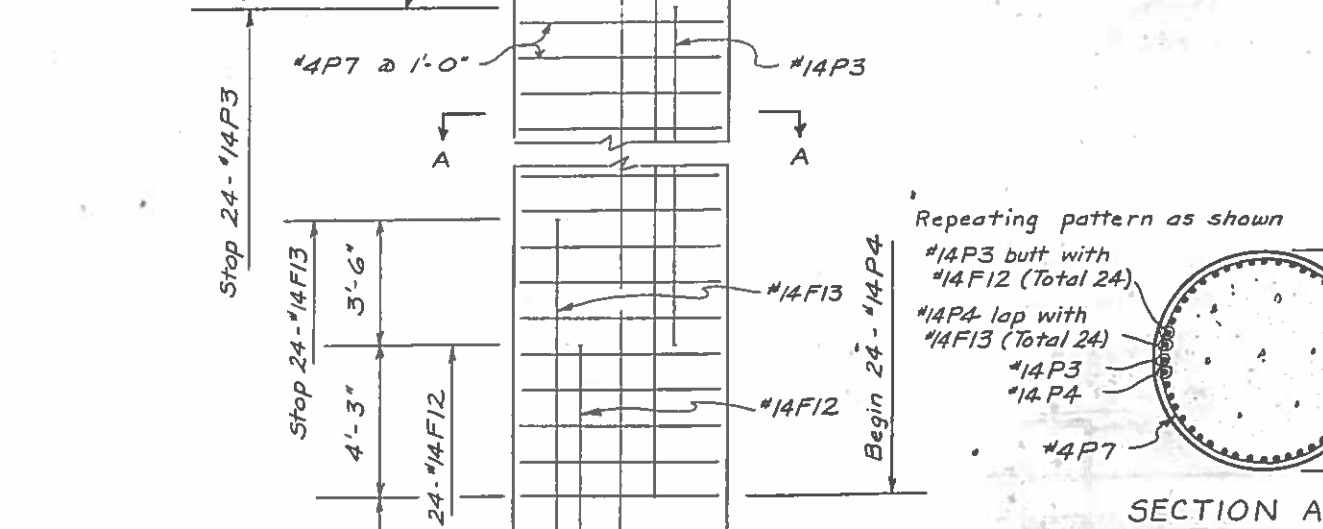
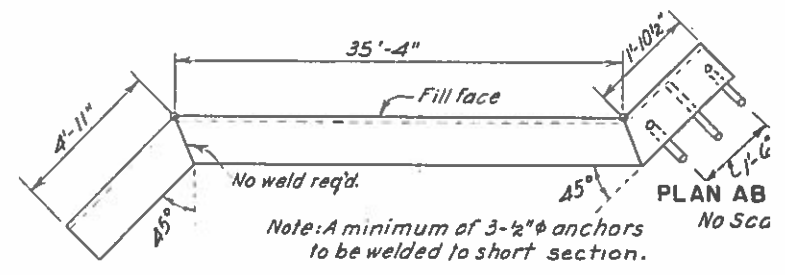
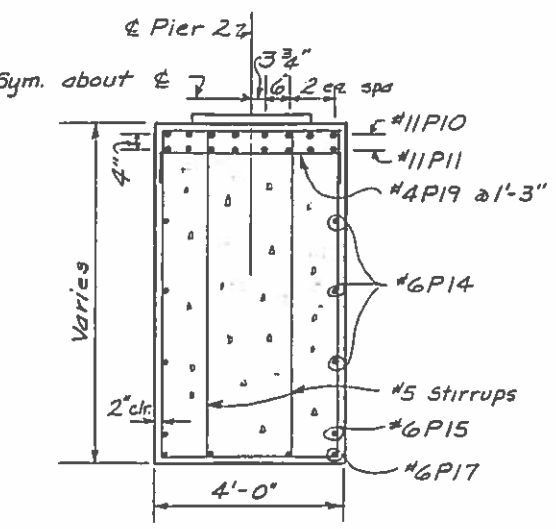
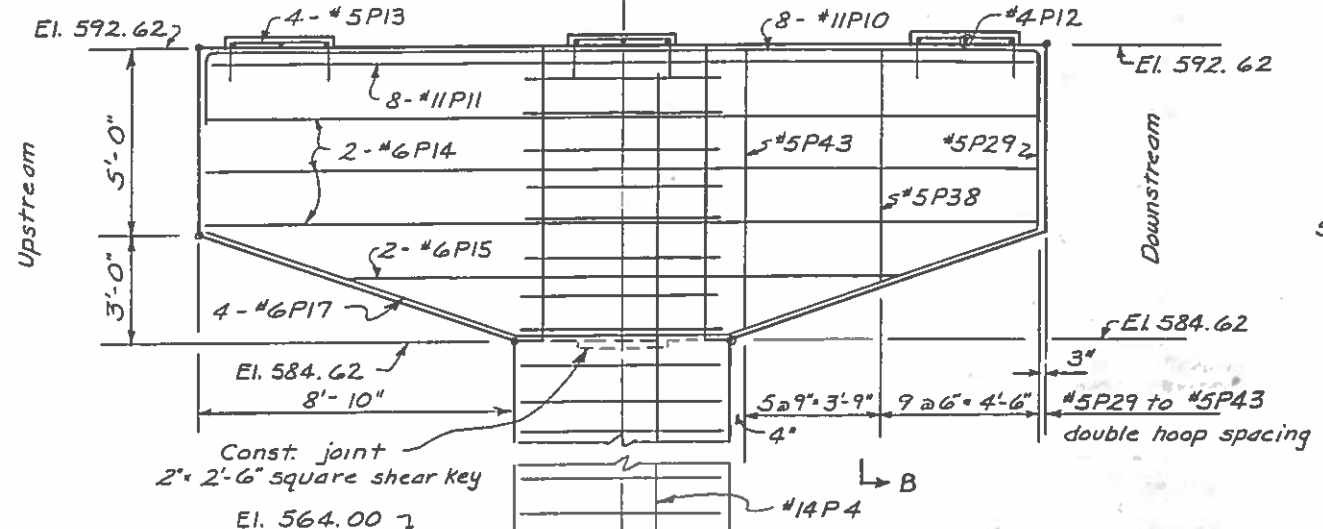
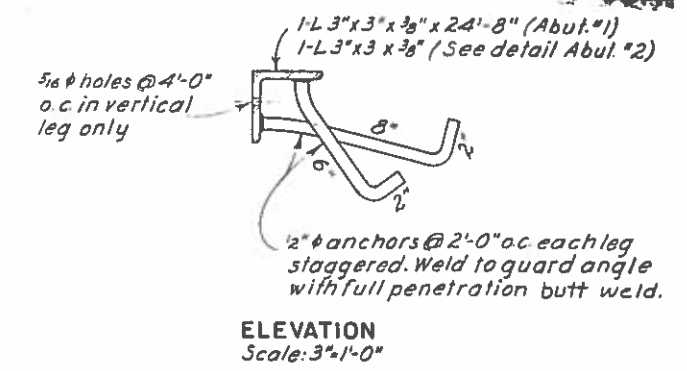
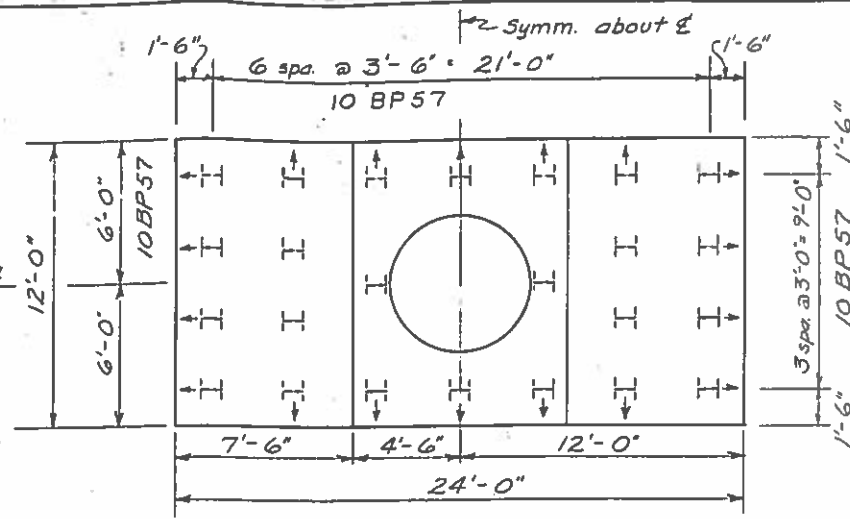
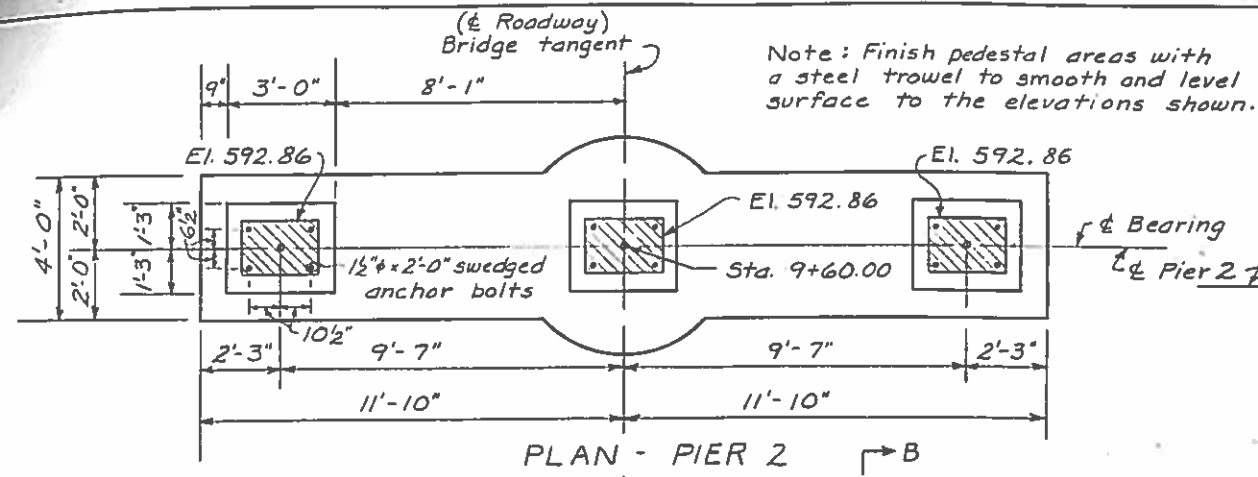
FOUNDATION PLAN

Note: bearings @ Abut #1, Pier #1, Pier #2 and Pier #3 normal to Bridge Tangent.

APPROVED: *M. Goodall*
CHIEF, WESTERN BRIDGE DESIGN

SAN FRANCISCO, CALIFORNIA

Note: Finish pedestal areas with a steel trowel to smooth and level surface to the elevations shown.



REDUCED PRINT
SCALES REDUCED
ACCORDINGLY

DRAWN BY: [Name] WESTERN BRIDGE DESIGN OFFICE
SAN FRANCISCO, CALIFORNIA
CHECKED BY: [Name] FEB. 1966