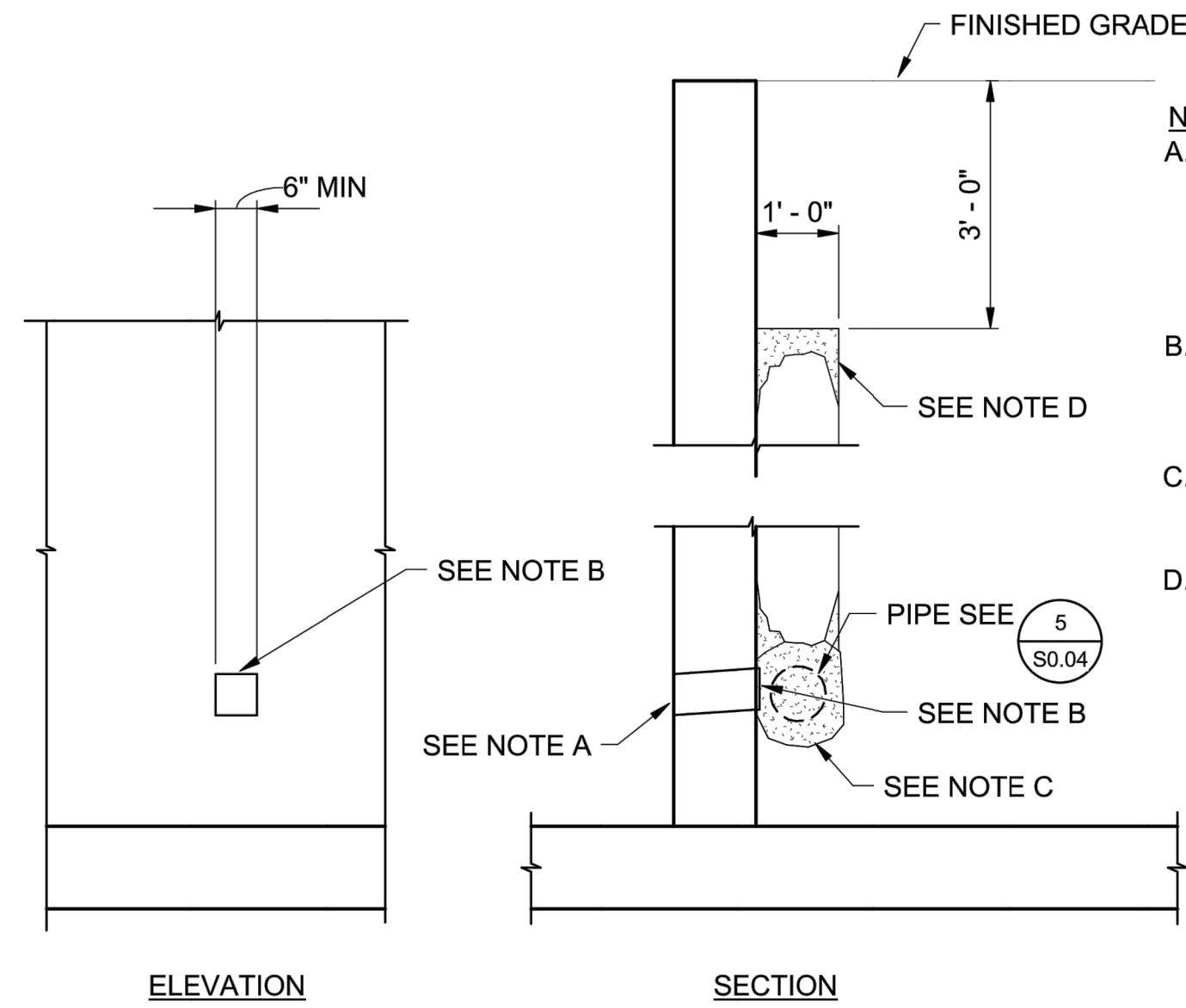


# TYPICAL DETAILS

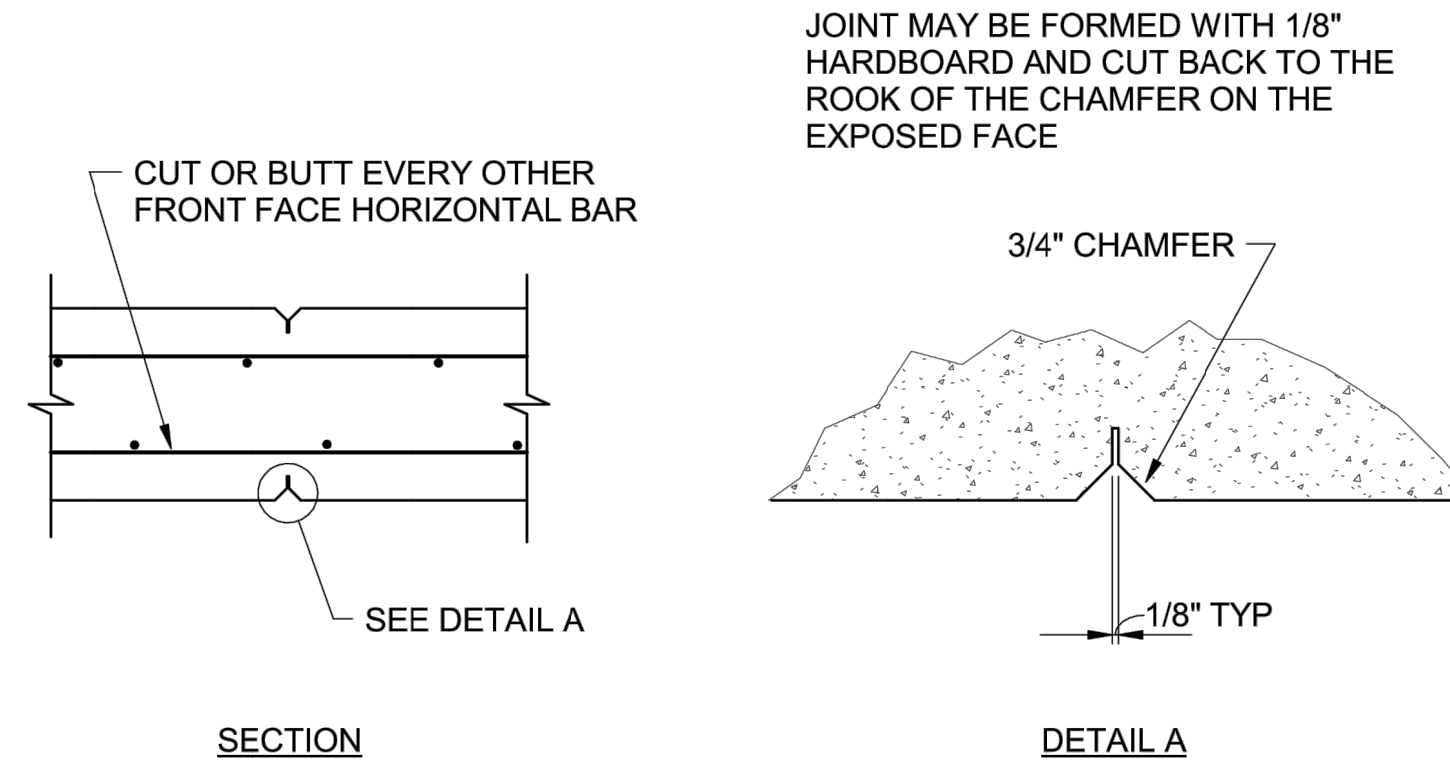
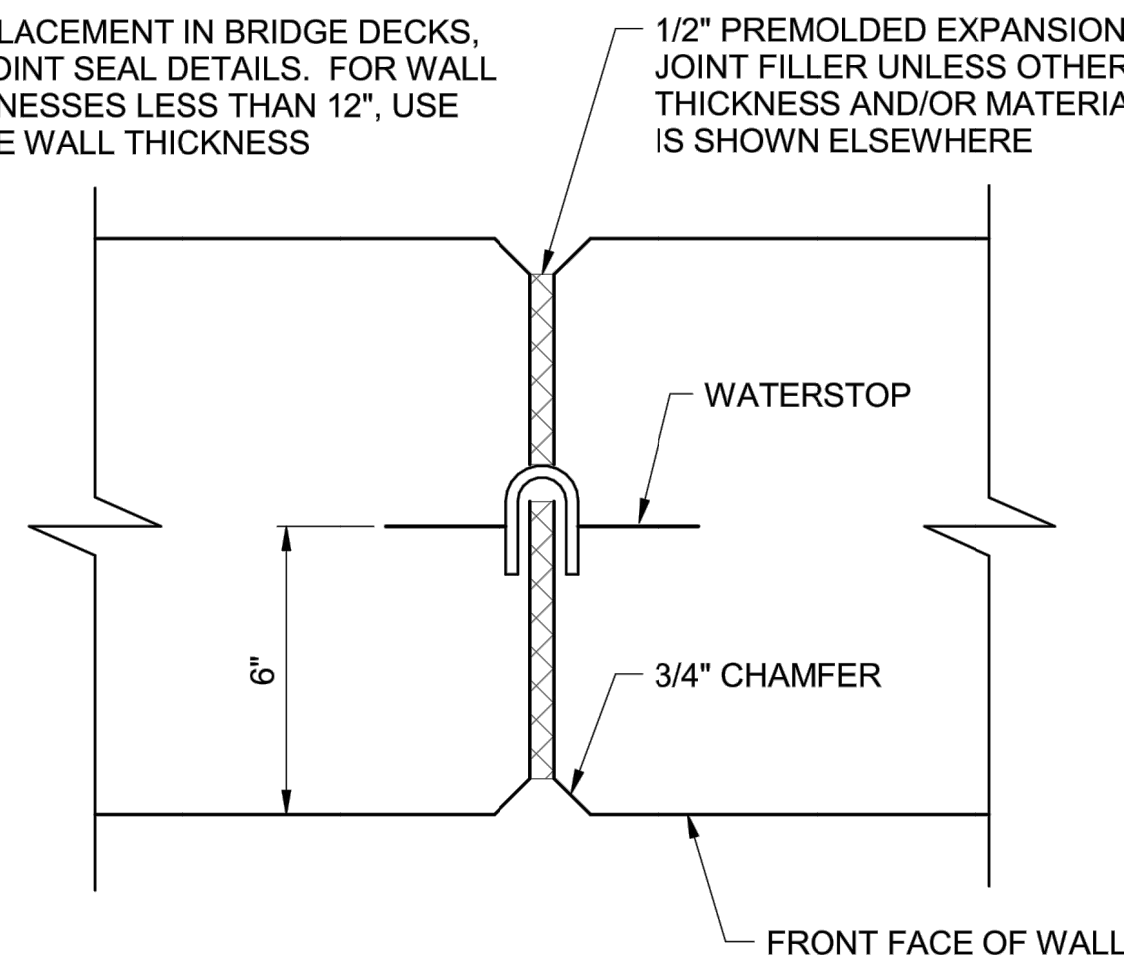
APPLICABLE TO ALL DRAWINGS UNLESS NOTED OR SHOWN OTHERWISE



- NOTES:**
- 2"Ø DRAINS @ 48"CC MAX, FOR WALLS ADJACENT TO SIDEWALKS OR CURBS. PROVIDE 4" PLASTIC PIPE UNDER THE SIDEWALK TO DISCHARGE THROUGH CURB FACE. EXPOSED WALL DRAINS SHALL BE LOCATED 3"± ABOVE FINISHED GRADE.
  - 6" MIN SQUARE ALUMINUM OR GALVANIZED STEEL WIRE 1/4" MESH HARDWARE CLOTH (22GA MIN WIRE DIAMETER). ANCHOR FIRMLY TO BACKFACE.
  - 1 CUBIC FOOT PERVIOUS BACKFILL MATERIAL IN A NONWOVEN FILTER FABRIC, SECURELY TIED.
  - PERVIOUS BACKFILL MATERIAL CONTINUOUS BEHIND RETAINING WALL OR ABUTMENT.

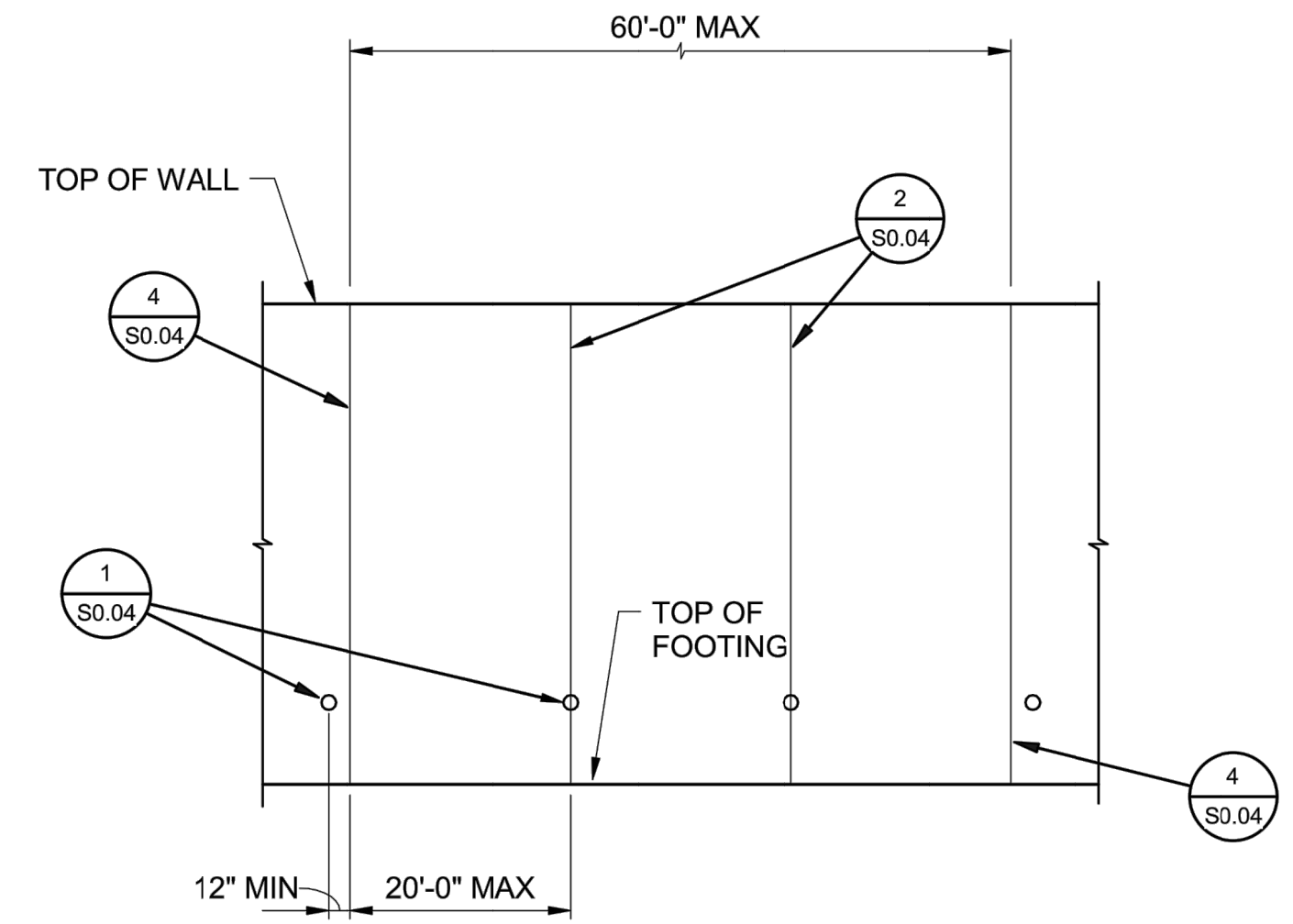
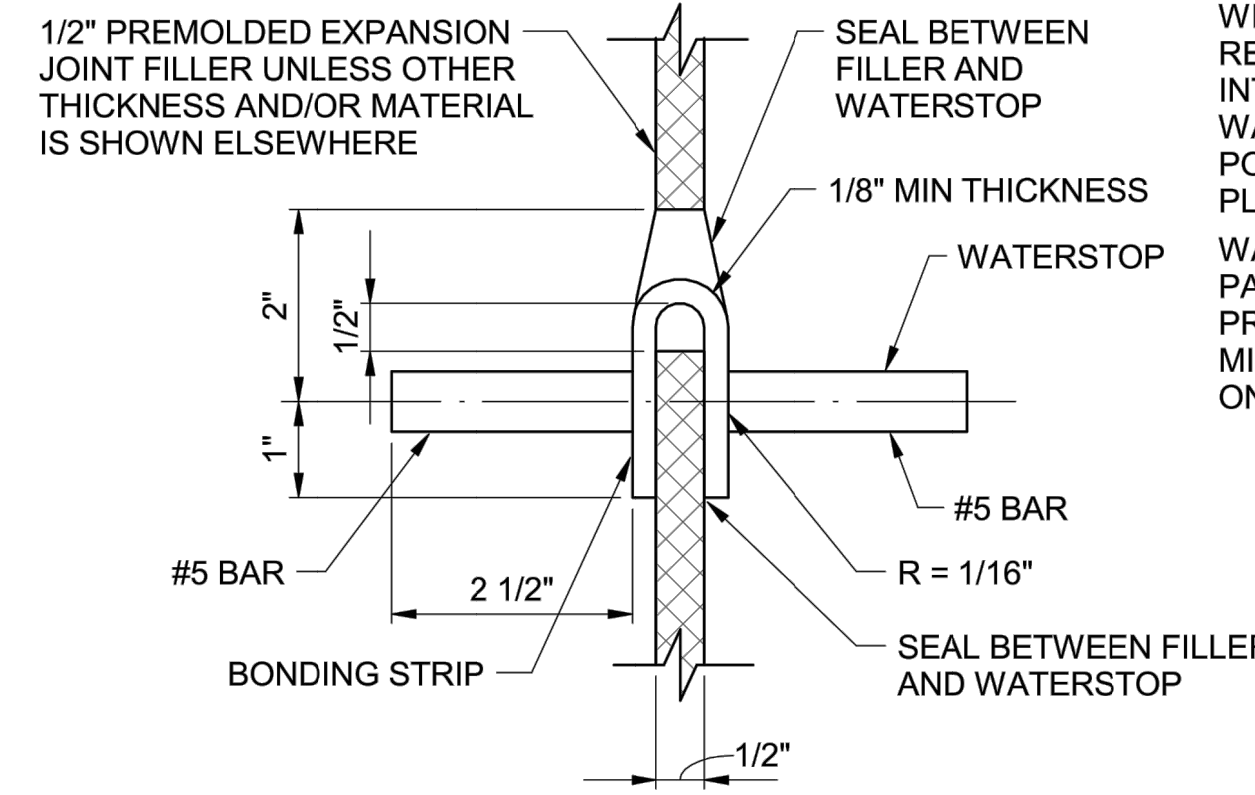
**1** **S0.04** **WEEP HOLE AND PERVIOUS BACKFILL**

**NOTE:**  
FOR PLACEMENT IN BRIDGE DECKS, SEE JOINT SEAL DETAILS. FOR WALL THICKNESSES LESS THAN 12", USE 1/2 THE WALL THICKNESS



**2** **S0.04** **WEAKENED PLANES**

**NOTES:**  
HOLES WILL BE PERMITTED IN THE OUTER 1/2" OF THE WEB FOR WIRE, RINGS, ETC. TIE WEB TO #5 REINFORCING BARS @ 16"CC MAX INTERVALS TO SUPPORT THE WATERSTOP IN PROPER POSITION DURING CONCRETE PLACEMENT.  
WATERSTOP TO HAVE 5 OR MORE PAIRS OF RAISED RIBS TO PROVIDE 0.10 SQUARE INCHES MINIMUM CROSS-SECTION AREA ON EA HALF OF THE WATERSTOP.



**3** **S0.04** **WALL EXPANSION JOINTS AND WEAKENED PLANES**

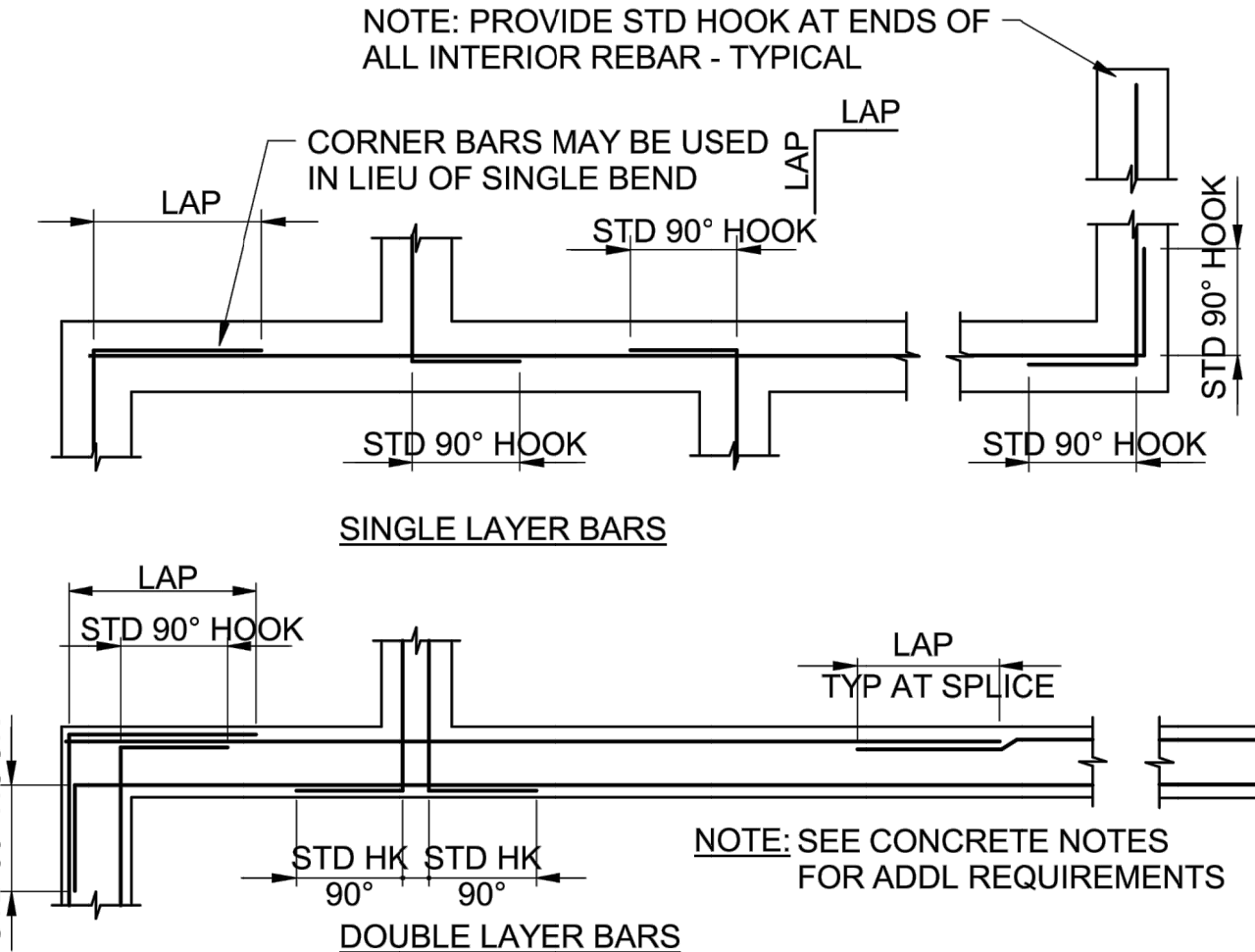
**4** **S0.04** **WALL EXPANSION JOINT**

**5** **S0.04** **DRAIN PIPE AND PERMEABLE MATERIAL**

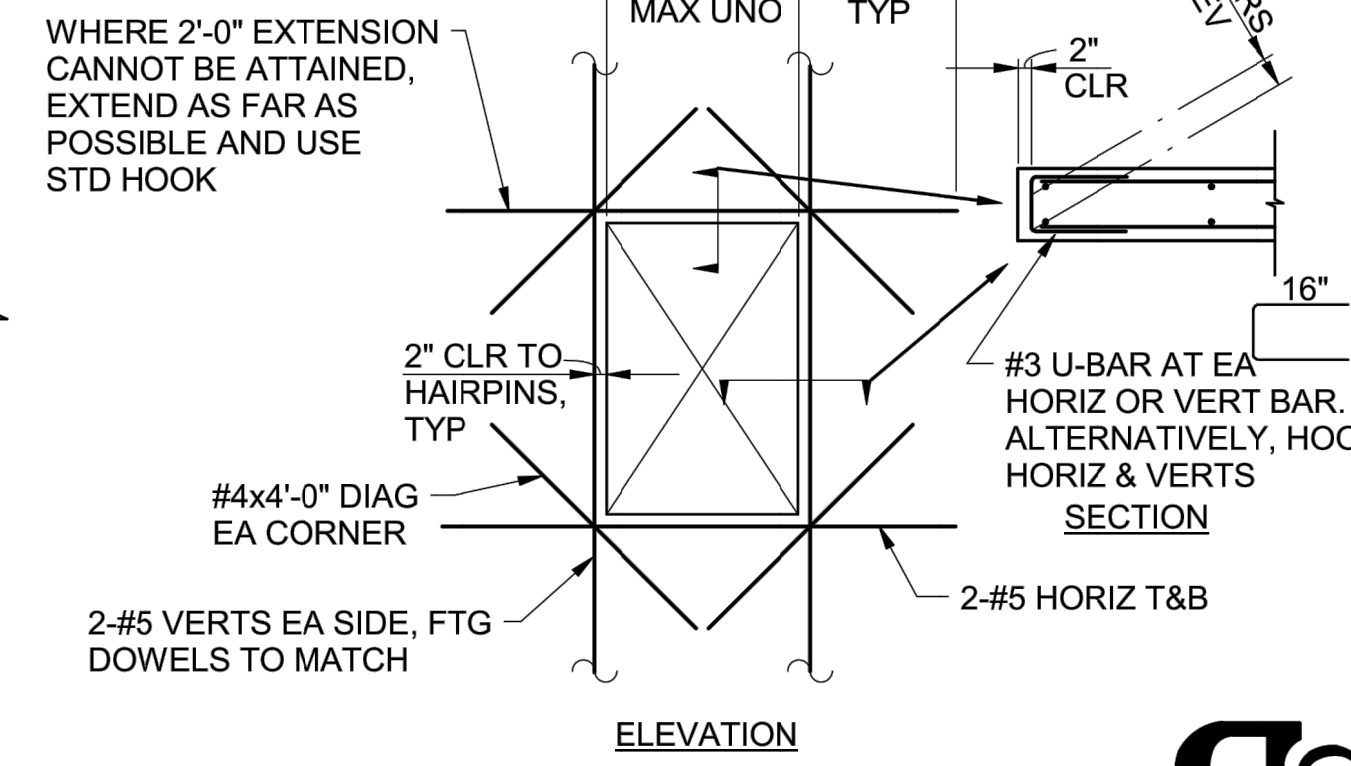
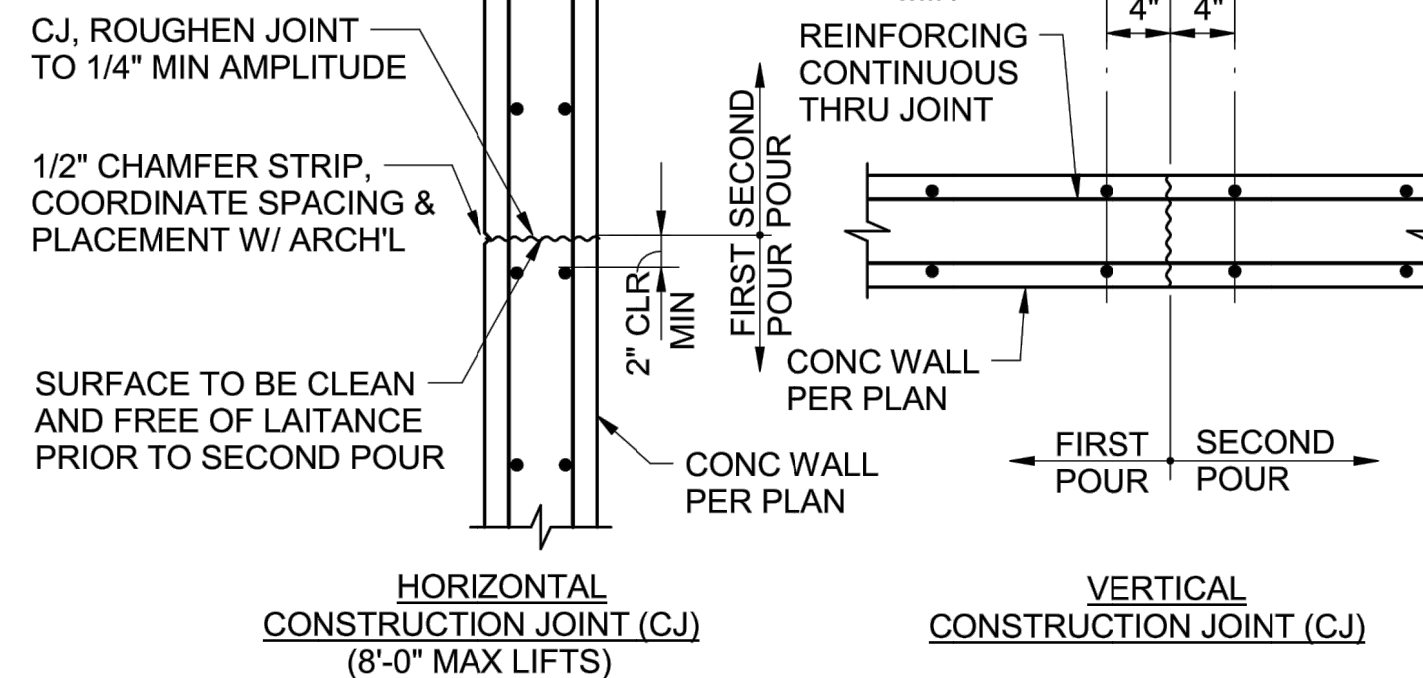
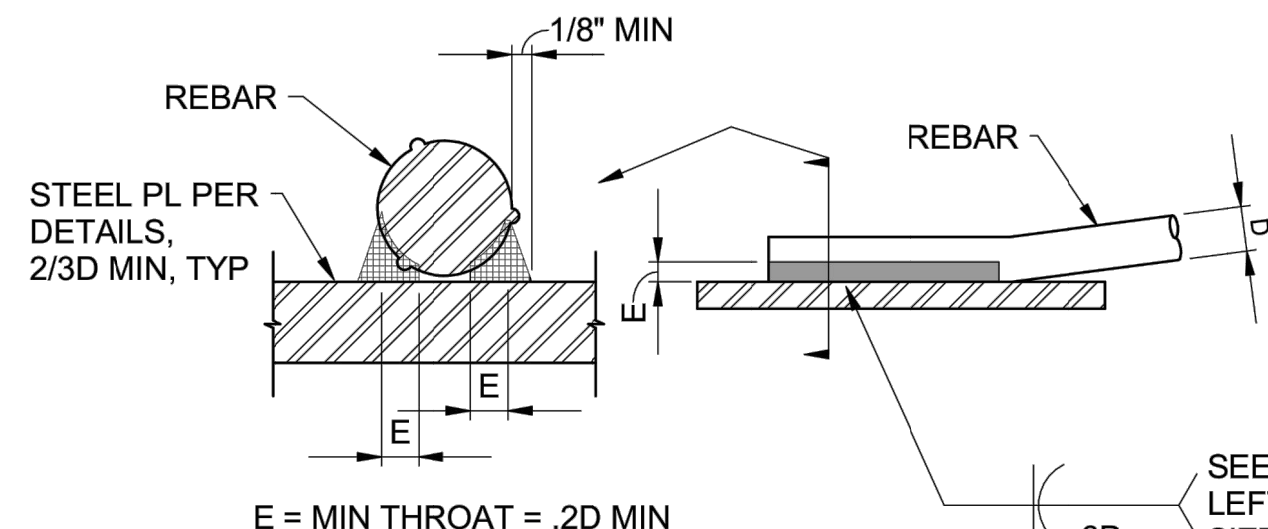
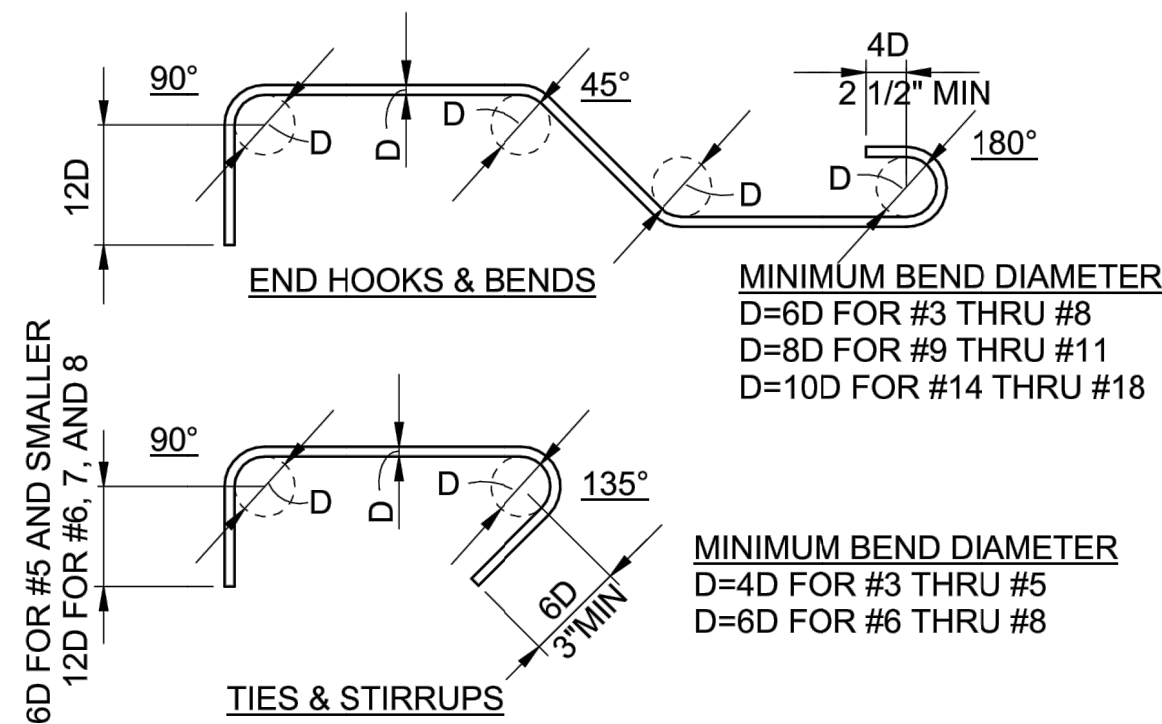
**6** **S0.04** **WATERSTOP**

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**7** **S0.04** **CORNER REINFORCING AT CONCRETE FOOTINGS**



- NOTES:**
- REINFORCING TO BE WELDED, EXCEPT ASTM A706, SHALL CONFORM TO THE MATERIAL PROPERTY REQUIREMENTS OF ANSI/AWS D1.4, NEWEST EDITION.
  - ALL PREHEATING AND WELDING SHALL BE DONE IN ACCORDANCE WITH ANSI/AWS D1.4, NEWEST EDITION.
  - ALL WELDING SHALL BE CONTINUOUSLY INSPECTED BY A QUALIFIED LABORATORY.

**8** **S0.04** **STANDARD REBAR HOOKS AND BENDS**

**9** **S0.04** **REBAR WELDING**

**10** **S0.04** **CONCRETE WALL JOINTS**

**11** **S0.04** **OPENING REINFORCING IN CONCRETE WALLS**



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CERTIFICATION # 18-015

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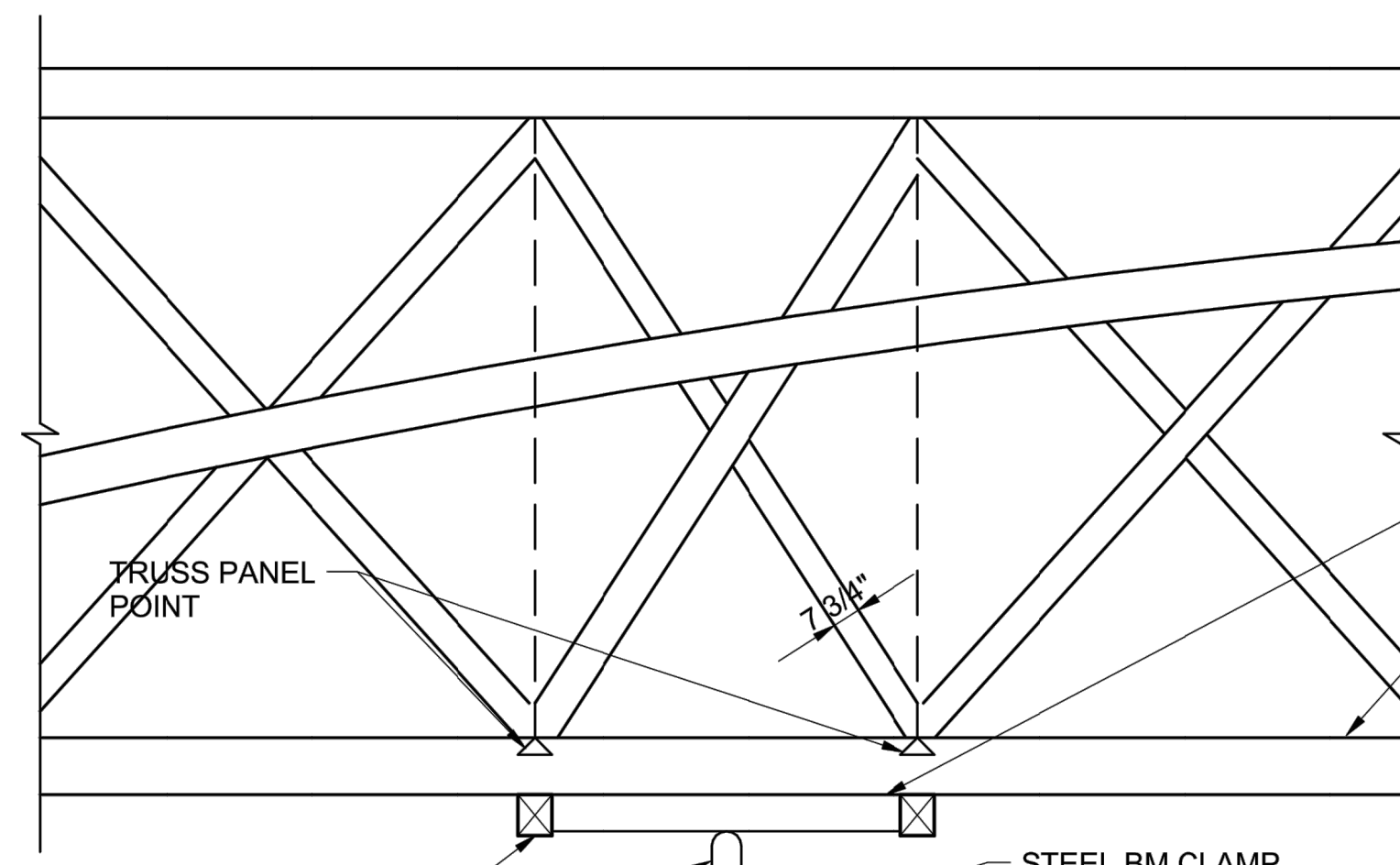
SOUTH YUBA RIVER STATE PARK  
HISTORIC COVERED BRIDGE REHABILITATION AND RESTORATION

TYPICAL DETAILS

DRAWING NO.  
30419.006

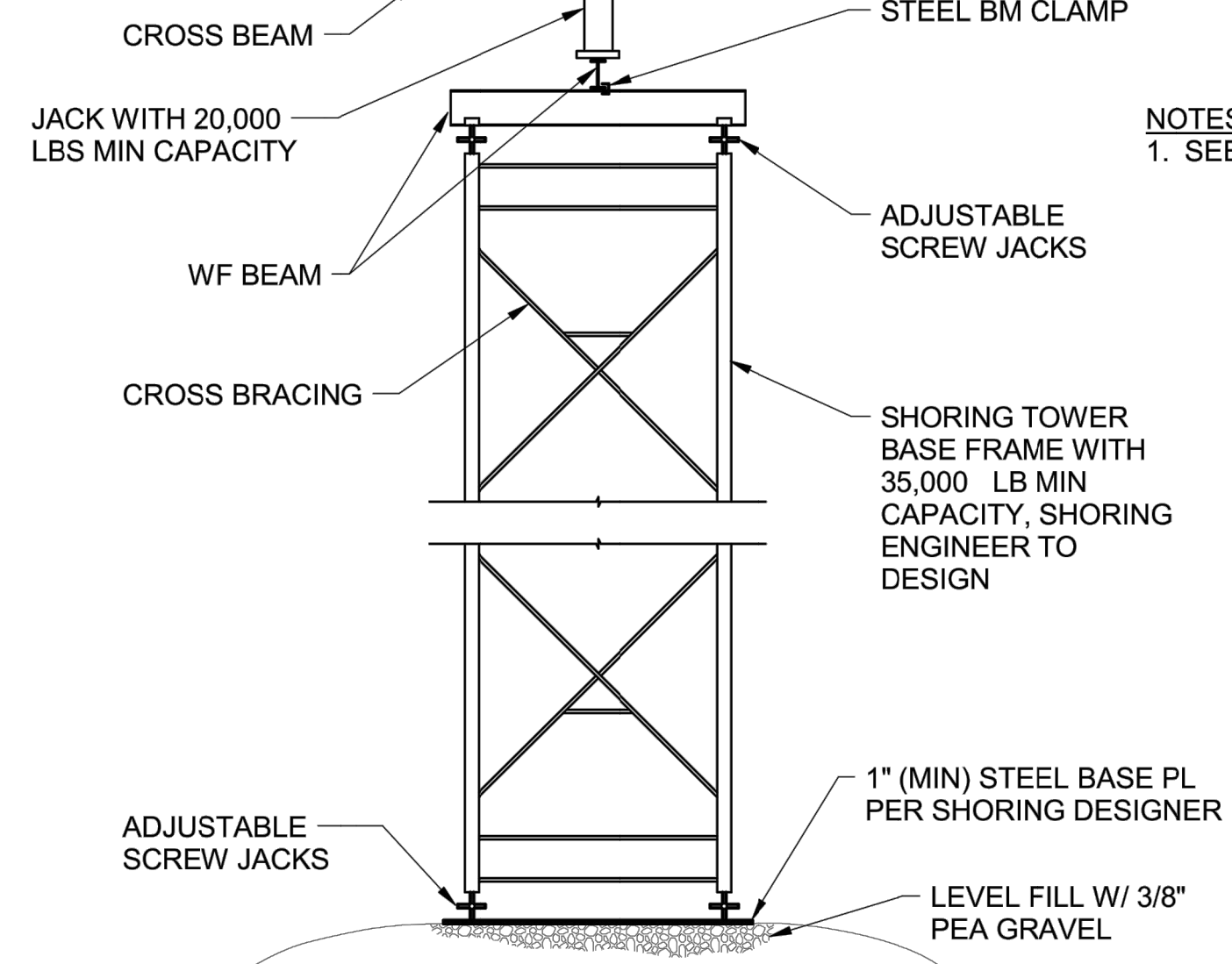
SHEET NO.  
S0.04

006 OF 030



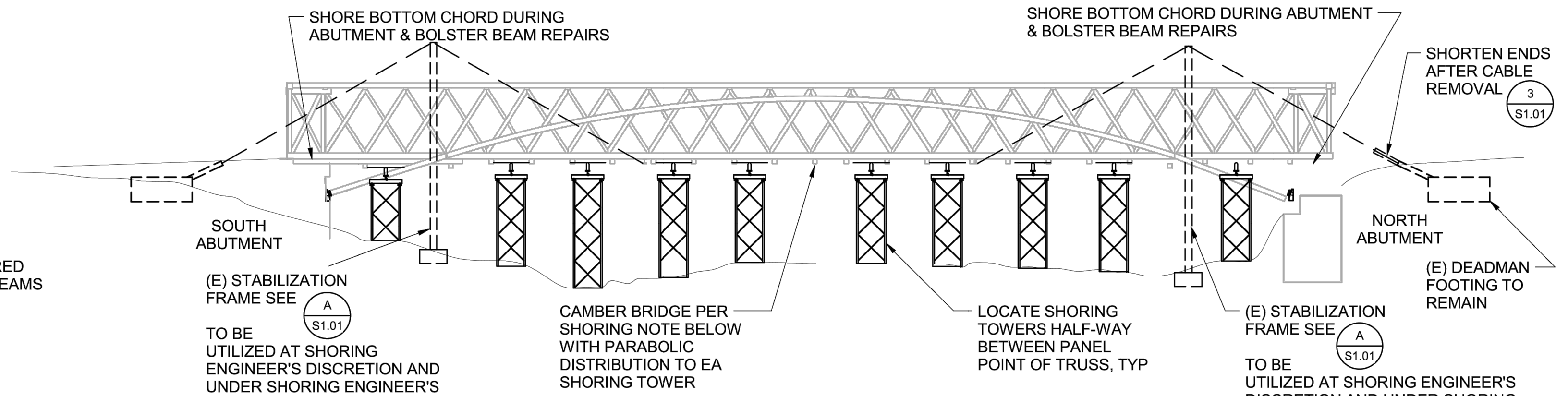
PROVIDE I-BEAM BLKG SECURED BETWEEN EXISTING CROSS BEAMS

BOTTOM CHORD - BRACE BOTTOM CHORD LATERALLY DURING FLOOR DECK REMOVAL AND RE-INSTALLATION



NOTES:  
1. SEE SHORING NOTES FOR DEAD LOADING

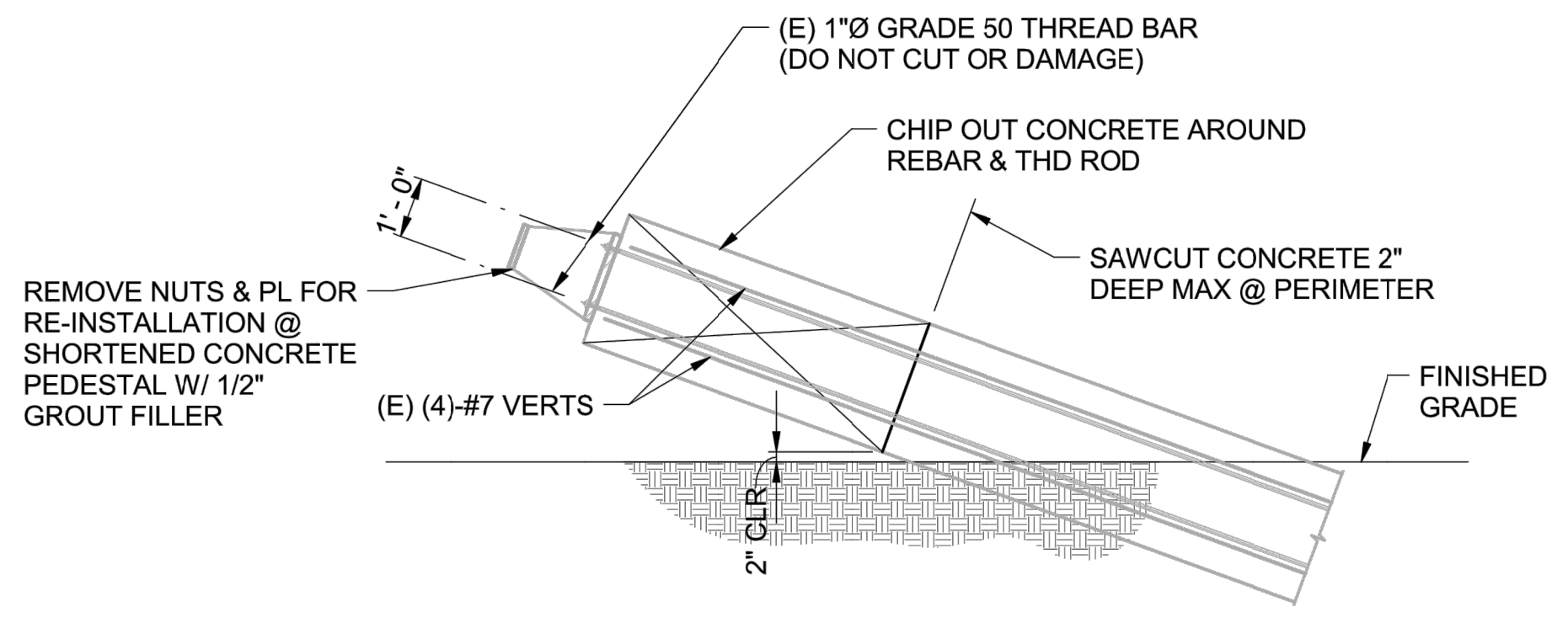
**SHORING DETAIL** (1) S1.01 — 1/4" = 1'-0"



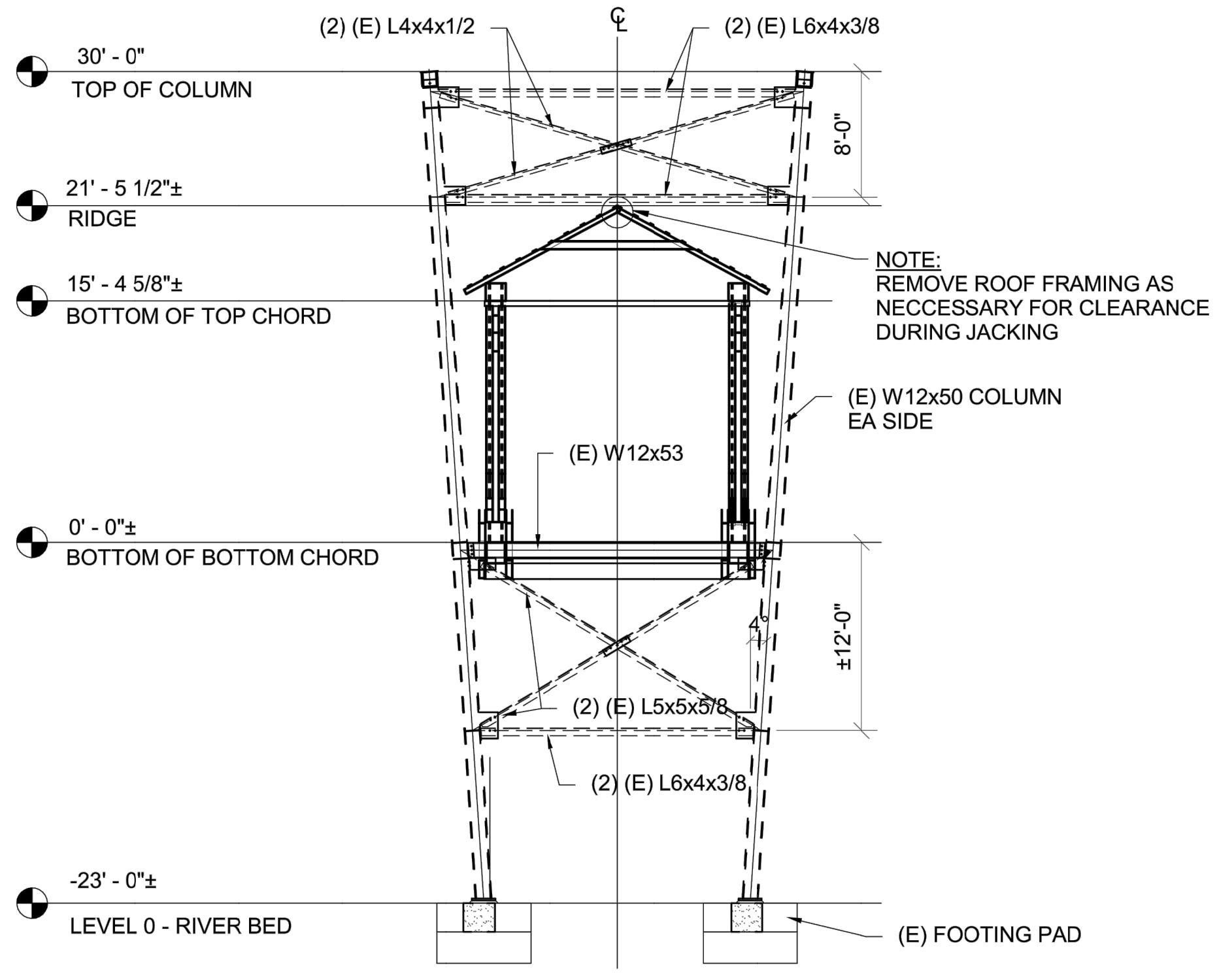
(E) STABILIZATION FRAME SEE (A) S1.01 TO BE UTILIZED AT SHORING ENGINEER'S DISCRETION AND UNDER SHORING ENGINEER'S STAMP AND SEAL

**SHORING ELEVATION** (2) S1.01 — 1" = 20'-0"

NOTE:  
CUSTODY OF EXISTING TEMPORARY STABILIZATION FRAME TO REMAIN WITH CALIFORNIA STATE PARKS.



**EXISTING TIEBACK END REPAIR** (3) S1.01 — 3/8" = 1'-0"



**(E) TEMPORARY STABILIZATION FRAME** (A) S1.01 — 1/8" = 1'-0"

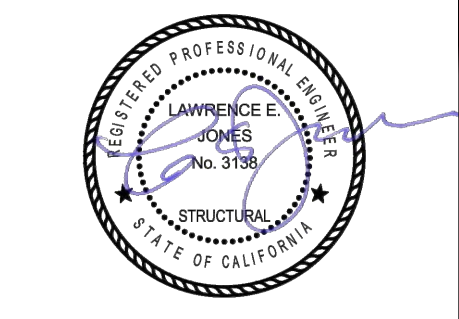
(B) S1.01

- SHORING NOTES:**
1. PRIOR TO SHORING, CONTRACTOR TO PERFORM AS-BUILT SURVEY AND PROVIDE SHORING AND ALIGNMENT PROCEDURES IN ORDER TO ESTABLISH VERTICAL AND HORIZONTAL CONTROL.
  2. CONTRACTOR SHALL ENGAGE A CIVIL ENGINEER TO DESIGN & DETAIL SHORING & BRACING SYSTEM.
  3. SHORING CONTRACTOR SHALL HAVE 5 YEARS MINIMUM EXPERIENCE.
  4. SHORING SYSTEM SHALL BE ADJUSTABLE TO ALLOW STRAIGHTENING AND CAMBERING OF EXISTING TRUSS ELEMENTS AND REPLACEMENT OF DETAILED MEMBERS
  5. DEAD LOAD OF EACH TRUSS IS 650 LBS PER FOOT
  6. CONTRACTOR TO PROVIDE SHORING AND BRACING SHOP DRAWINGS AND CALCULATIONS SIGNED BY CIVIL ENGINEER REGISTERED IN CALIFORNIA.
  7. BRIDGE TO BE SHORED TO ELEVATION SHOWN ON DRAWINGS. PROVIDE AN INITIAL UPWARD CAMBER OF 4" AT MIDSPAN PRIOR TO SHORING RELEASE TO ACCOUNT FOR TRUSS DEAD LOAD DEFLECTION.
  8. SECONDARY SHORING NOT SHOWN. SHORING CONTRACTOR TO DETERMINE WHERE REQUIRED
  9. CONTRACTOR MAY UTILIZE (E) STABILIZATION FRAME IN SHORING PRIOR TO REMOVAL

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JAN 09 2018  
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CERTIFICATION # 18-025  
Reviewed by: *AFB* Date: *1/10/18*  
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DATE: Issue Date

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SOUTH YUBA RIVER STATE PARK  
HISTORIC COVERED BRIDGE REHABILITATION AND RESTORATION  
**SHORING PLAN**

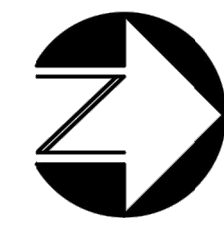
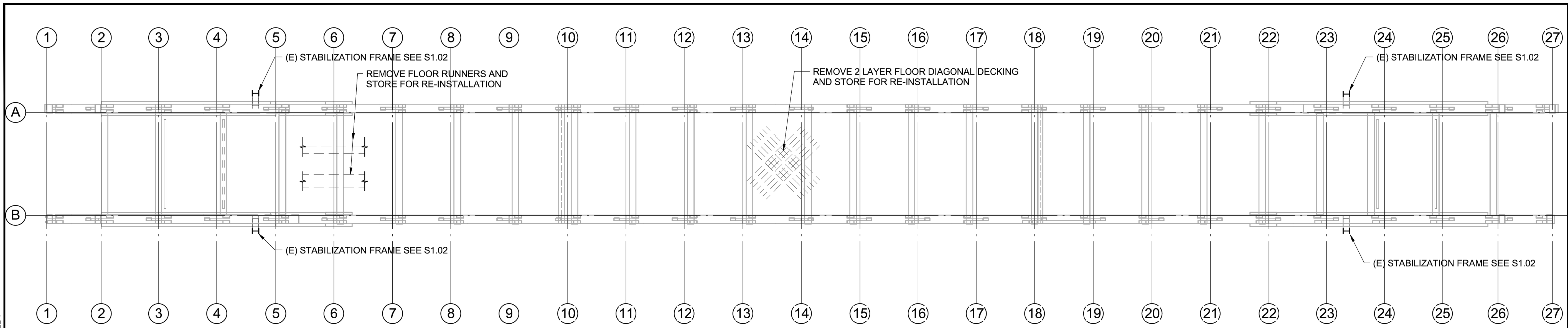


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DRAWING NO.  
30419.007

SHEET NO.  
**S1.01**

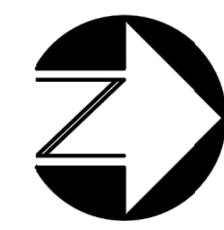
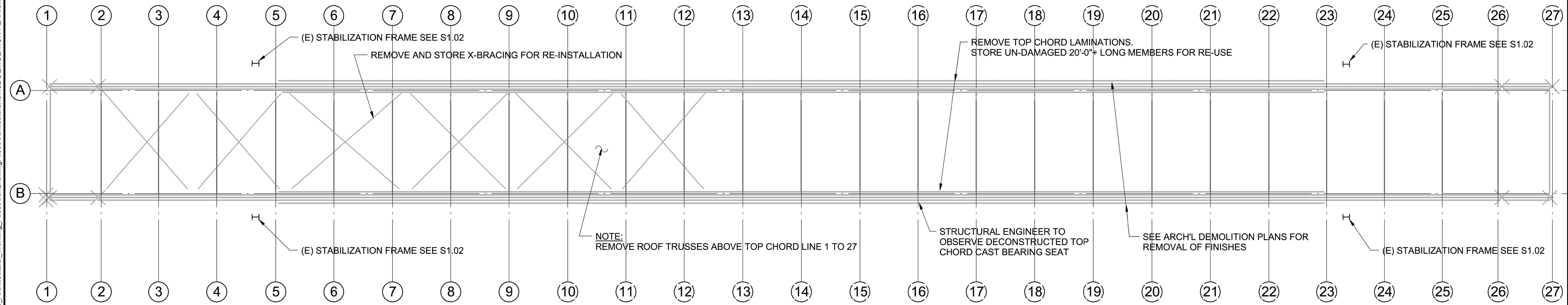
007 OF 030



**FLOOR DECK DEMOLITION PLAN — 1/8" = 1'-0"**

**NOTE:**

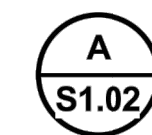
1. SEE S0.02 FOR DEMOLITION NOTES.
2. SEE SHEET S1.01 FOR SHORING NOTES PRIOR TO DEMOLITION.
3. KNOWN DAMAGE TO EXISTING FLOOR DIAGONAL DECKING AND BOTTOM CHORD HAS BEEN RECORDED IN DRAWING SET. ANY ADDITIONAL DAMAGE ENCOUNTERED DURING CONSTRUCTION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
4. AFTER FLOOR DECK HAS BEEN REMOVED, CONTRACTOR TO PROVIDE TIMBER INSPECTION OF THE (E) BOTTOM CHORDS. NOTIFY STATE REPRESENTATIVE AND ENGINEER OF ANY DAMAGE ENCOUNTERED.



**TOP CHORD DEMOLITION PLAN — 1/8" = 1'-0"**

**NOTE:**

1. SEE SHEET S1.01 FOR SHORING NOTES PRIOR TO DEMOLITION.
2. SALVAGE EXISTING MATERIALS AND STORE. DO NOT DAMAGE EXISTING MATERIALS DURING DEMOLITION
3. KNOWN DAMAGE TO THE EXISTING UPPER CHORD AND UPPER STRUCTURE HAS BEEN RECORDED IN DRAWING SET. ANY ADDITIONAL DAMAGE ENCOUNTERED DURING CONSTRUCTION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
4. AT TIME OF TOP CHORD REMOVAL FOR RECONSTRUCTION, ALERT STRUCTURAL ENGINEER. TOP CHORD CAST IRON BEARING SEAT TO BE REMOVED FOR OBSERVATION BY SEOR



**SALVAGE REUSE NOTES:**

1. CONTRACTOR SHALL HOLD 20% CONTINGENCY FOR BROKEN OR DAMAGED MEMBERS.
2. REUSED MATERIALS SHALL BE SUBJECT TO TIMBER INSPECTOR OVERSIGHT.
3. NET SIZES OF REPLACED MEMBERS SHALL MATCH EXISTING MEMBERS.
4. SEE GENERAL NOTES FOR LUMBER GRADE & MOISTURE CONTENT REQUIREMENTS.
5. REMOVE EXISTING TENSION RODS WITHOUT CUTTING OR DAMAGING.

**DEMOLITION NARRATIVE OF INTENT:**

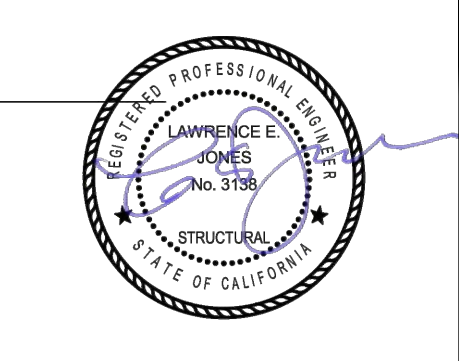
DEMOLITION OF THE STRUCTURE SHALL BE HANDLED WITH CARE TO PRESERVE THE HISTORIC STRUCTURE. ALL REMOVED MEMBERS SHALL BE SALVAGED AND STORED FOR REUSE. SEE HISTORIC REHABILITATION NOTES. SHORING SHALL PRECEDE DEMOLITION.

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JAN 09 2018

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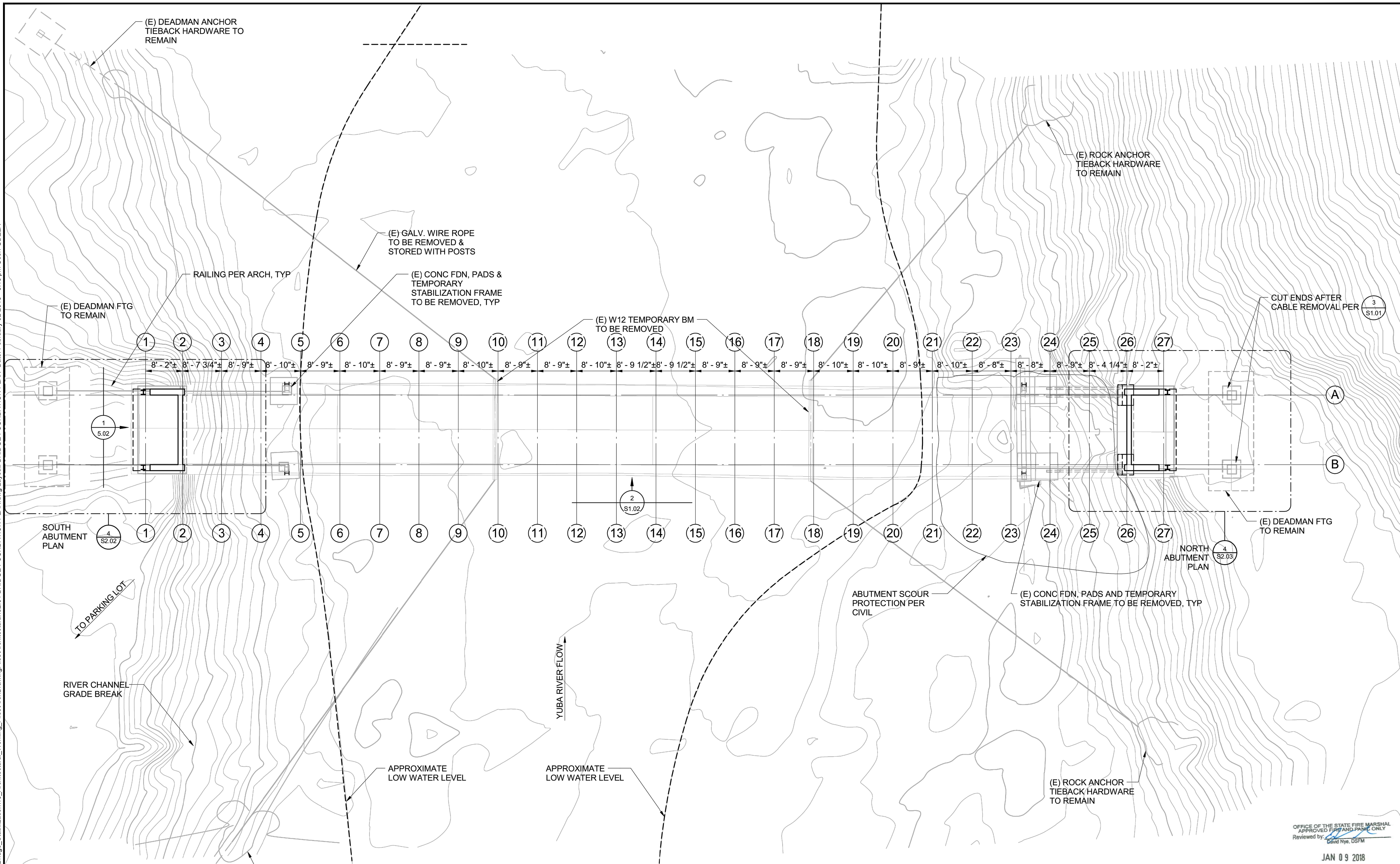
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△	DATE

SOUTH YUBA RIVER STATE PARK  
HISTORIC COVERED BRIDGE REHABILITATION AND RESTORATION  
DEMOLITION PLAN

DRAWING NO.  
30419.008

SHEET NO.  
S1.02

008 OF 030



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BRIDGE FOUNDATION PLAN

DRAWING NO.  
30419.009

SHEET NO.  
S2.01

009 OF 030

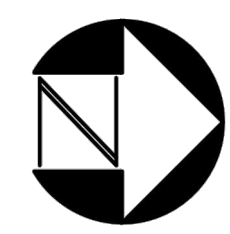
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Edwin Nye, USFM  
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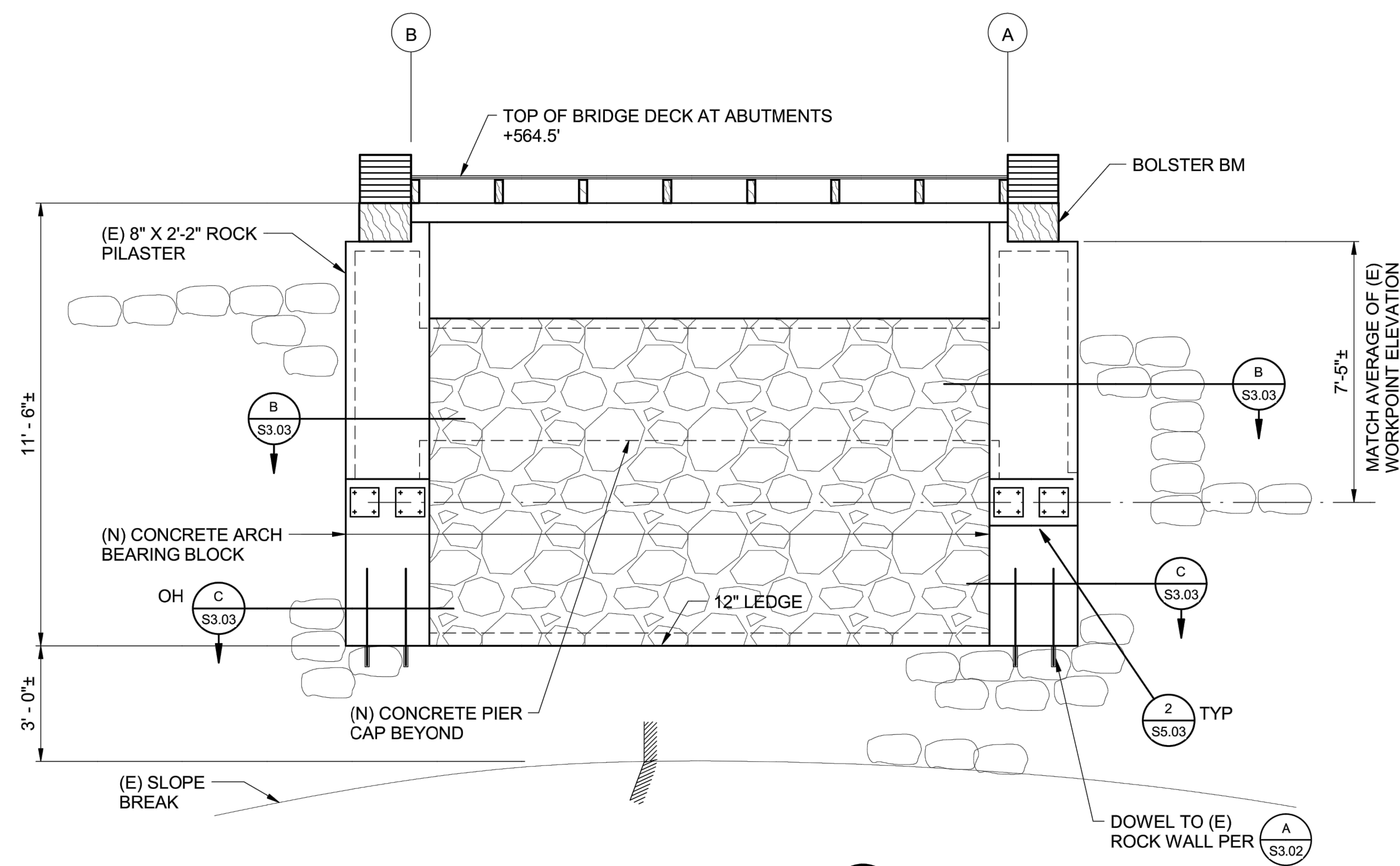


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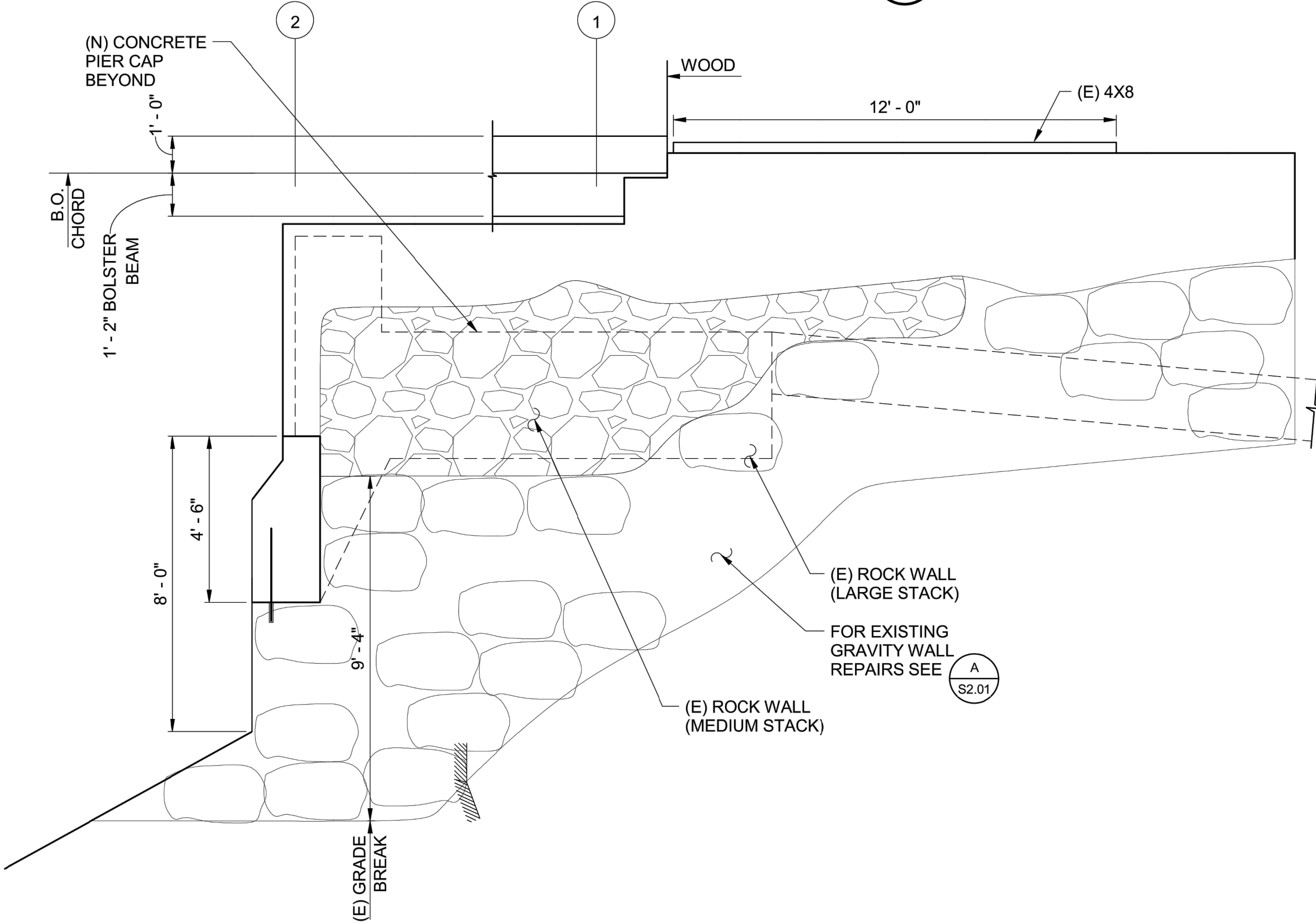
- A S2.01** ABUTMENT ROCK WALL REPAIR PROCEDURES
- EXISTING LARGE STACK ROCK WALL TO REMAIN INTACT. REPAIR INTENTION IS TO STABILIZE ROCK WALL. EXISTING STONE MASONRY VENEER IS INTENDED TO BE REPLACED.
  - CLEAN JOINTS BETWEEN ROCK AND GROUT TO 12" DEPTH OR TWO-THIRDS ROCK DEPTH MINIMUM.
  - PROVIDE SHORING AS REQUIRED.
  - REMOVE BACKFILL BEHIND ROCK WALL FOR PILE CAP WALL ANCHORAGE AND INSTALLATION.
  - INSTALL MICROPILES.
  - BACKFILL AND CONSTRUCT PILECAP.
  - CONSTRUCT STONE MASONRY VENEER TO MATCH EXISTING CONDITIONS. CONTRACTOR CAN PREPARE AND SUBMIT ALTERNATE REPAIR PROCEDURE FOR REVIEW. (SEE GENERAL NOTE #8 ON SHEET S0.01)
  -



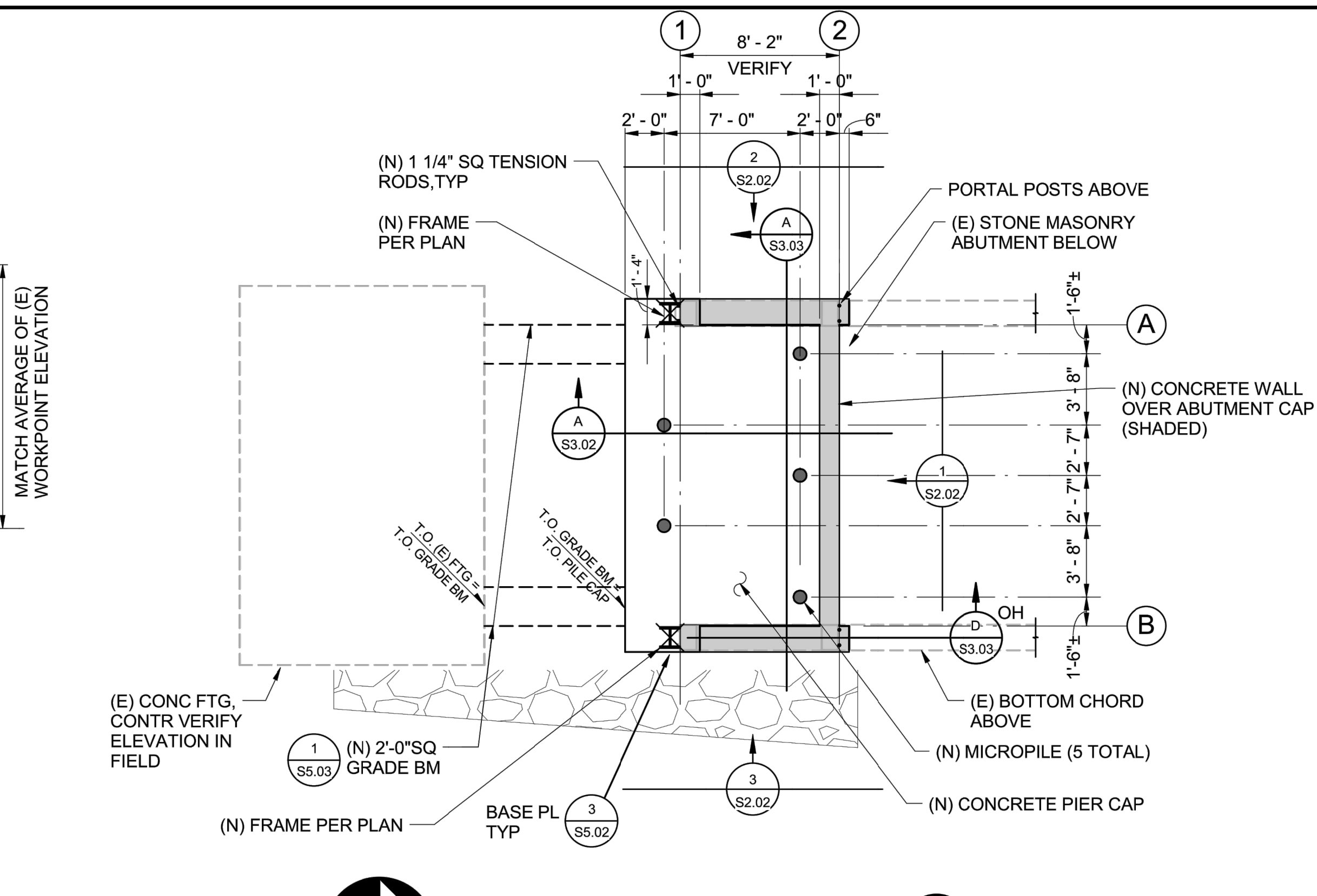
BRIDGE FOUNDATION PLAN — 3/32" = 1'-0"



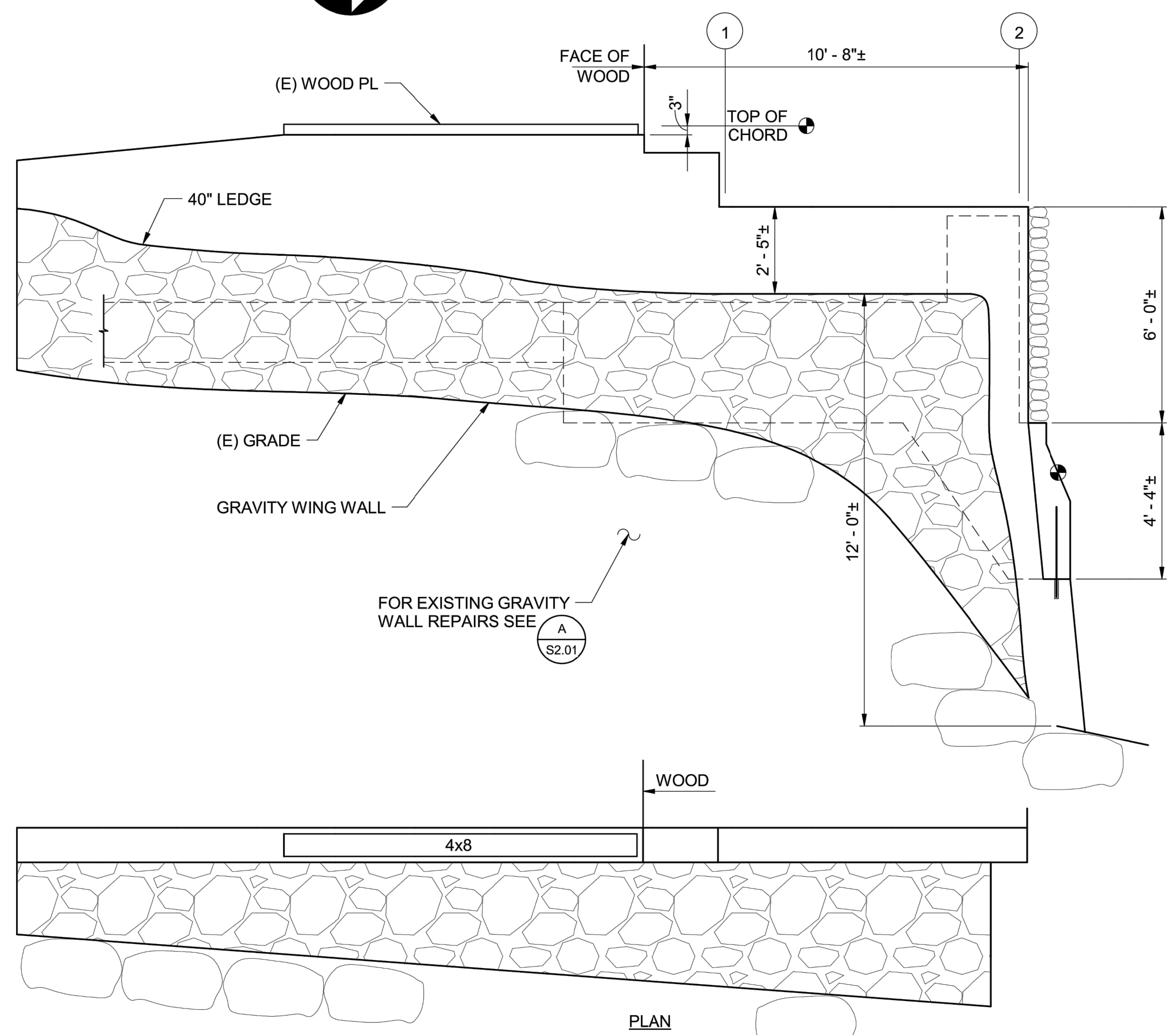
**SOUTH ABUTMENT ELEVATION** 1/S2.02 — 3/8" = 1'-0"



**SOUTH ABUTMENT - WEST ELEVATION** 2/S2.02 — 3/8" = 1'-0"



**SOUTH ABUTMENT PLAN** 4/S2.02 — 3/16" = 1'-0"



**SOUTH ABUTMENT - EAST ELEVATION** 3/S2.02 — 3/8" = 1'-0"

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SOUTH YUBA RIVER STATE PARK  
HISTORIC COVERED BRIDGE REHABILITATION AND RESTORATION  
**SOUTH BRIDGE ABUTMENT PLAN**

DRAWING NO.  
30419.010

SHEET NO.  
**S2.02**

10 OF 030