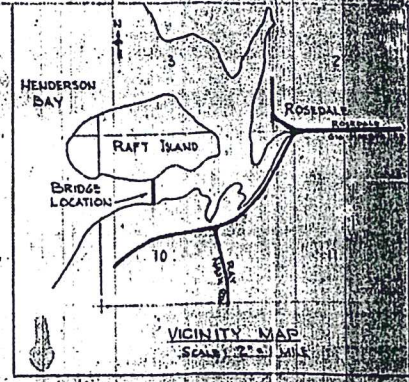
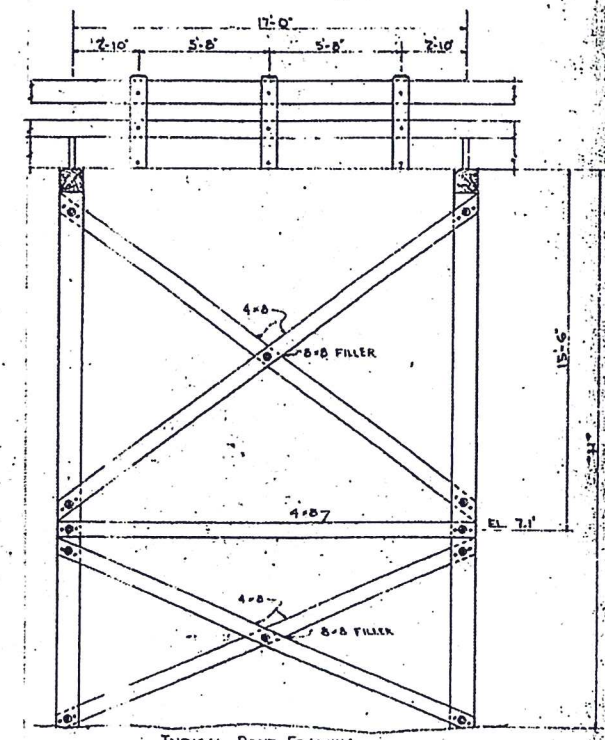
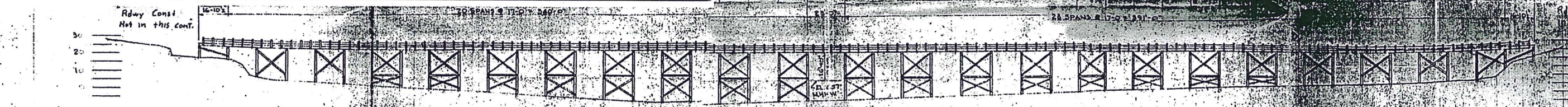
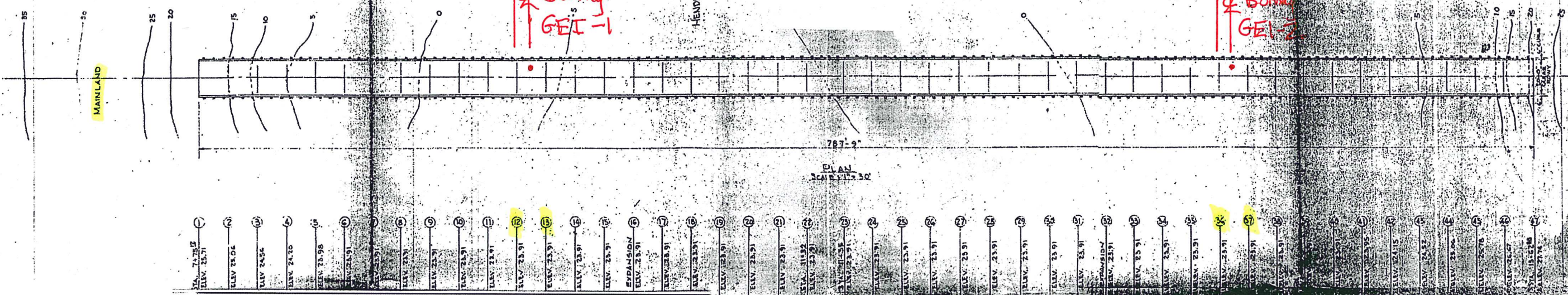


KMK
1/28/13 1/2



Bent 12
8'-6"
Boring
GET-1

Bent 36
8'-6"
Boring
GET-2



ALL LONGITUDINAL BRACES SHALL BE FASTENED AT EACH END WITH 1/2" FLAT HEAD BOLTS WITH WASHERS AND 2" x 1/4" BOAT SCREWS AND AT INTERSECTIONS WITH ONE (1) FLAT HEAD BOLT WITH WASHERS AND WASHERS.

LONGITUDINAL STIFF AND CROSS BRACES SHALL BE PLACED ON OUTSIDE FACES ON BOTH SIDES OF TRUSS AS SHOWN. TWO STORY BRACING SHALL BE USED WHERE THE HEIGHT EXCEEDS TWENTY (20) FEET.

GENERAL NOTES

ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STATE OF WASHINGTON, DEPARTMENT OF HIGHWAYS, STANDARD SPECIFICATION FOR BRIDGE AND DRINKA, CONSTRUCTION DATED JULY, 1987.

RAW EXPOSURE SHALL BE PAINTED WITH ONE PRIMUM COAT OF WHITE PAINT, STATE STANDARD FORMULA 111, AND ONE FINISH COAT OF YELLOW PAINT, STATE STANDARD FORMULA D-31.

ALL OTHER TIMBER AND LUMBER SHALL BE PRESSURE TREATED BY THE EMERY-CALL PROCESS TO PROVIDE A MINIMUM RETENTION OF TWENTY (20) POUNDS OF CHLOROPIC ACID PER CUBIC FOOT OF TIMBER EXCEPT PILE CAPS WHICH ARE TO HAVE EIGHT (8) GALLONS.

ALL PILES SHALL BE TREATED BY THE EMERY-CALL PROCESS TO PROVIDE A MINIMUM RETENTION OF TWENTY (20) POUNDS OF CHLOROPIC ACID PER CUBIC FOOT OF PILE.

PILE GUARD RAILS TO BE 5/8" DIA. OR EQUAL. FIELD BRACES TO MATCH BOLT HOLES IN PILES AND SHALL HAVE ONE (1) SHOP COAT OF PAINTING AND TWO (2) FIELD COATS OF FEDERAL YELLOW D-2 GUMBO RAIL IN 1/2" DIA. LENGTHS.

ALL HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH A.S.T.M. DESIGNATION A-153.

ALL PILES SHALL BE DRIVEN TO A DEPTH SUFFICIENT TO DEVELOP A MINIMUM LOAD BEARING CAPACITY OF FIFTY (50) TONS PER PILE.

PRESTRESSED CONCRETE DECK SLAB

MINIMUM COMPRESSIVE STRENGTH OF CONCRETE IN 28 DAYS TO BE 5,000 P.S.I. PARALLEL AT THE END OF RAILROAD TO BE 4,000 P.S.I. FOR 75 FOOT SLABS. THE CONCRETE STRENGTH IS TO BE 5,000 P.S.I. AND 4,000 P.S.I. RESPECTIVELY. THE 2" STRESS RELIEVER STRANDA TO BE AN ULTIMATE STRENGTH OF 170,000 P.S.I. AND TO BE TENSIONED TO ITS B.R.M. (14). THE 1/2" FOOT SLABS ARE TO HAVE 4" x 4" UNBARRED STRANDS TIED TO BOTTOM REINFORCEMENT (2 EACH SIDE) FOR ULTIMATE LOAD REQUIREMENTS. DESIGN CRITERIA FOR PRESTRESSED SLABS ARE IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUREAU OF PUBLIC ROADS, U.S. DEPARTMENT OF COMMERCE.

GROUP SHALL BE ONE (1) PART AND SHALL BE SET IN TWO (2) PARTS OF EQUAL PARTS. BRACKETS SHALL BE MADE OF STEEL. BRACKETS SHALL BE MADE OF STEEL. BRACKETS SHALL BE MADE OF STEEL.

APPROXIMATE QUANTITIES

PRECAST CONCRETE BRIDGE DECK (NOT IN CONTRACT)

TYPE 11 ASPHALT PAVT. (PLAN) (NOT IN CONTRACT)

PILE GUARD RAIL (NOT IN CONTRACT)

STEEL REINFORCING BARS (NOT IN CONTRACT)

TIMBER & LUMBER (NOT IN CONTRACT)

FURNISHING TIMBER PILES (NOT IN CONTRACT)

DRAMA TRUSS PILES (NOT IN CONTRACT)

ERECTING & DRIVING TIMBER PILES (NOT IN CONTRACT)

PLACING & CURING PRECAST CONCRETE BRIDGE DECK

NOTE: DATUM U.S.A. 1985 (1985) IS SHOWN IN ALL ELEVATIONS.



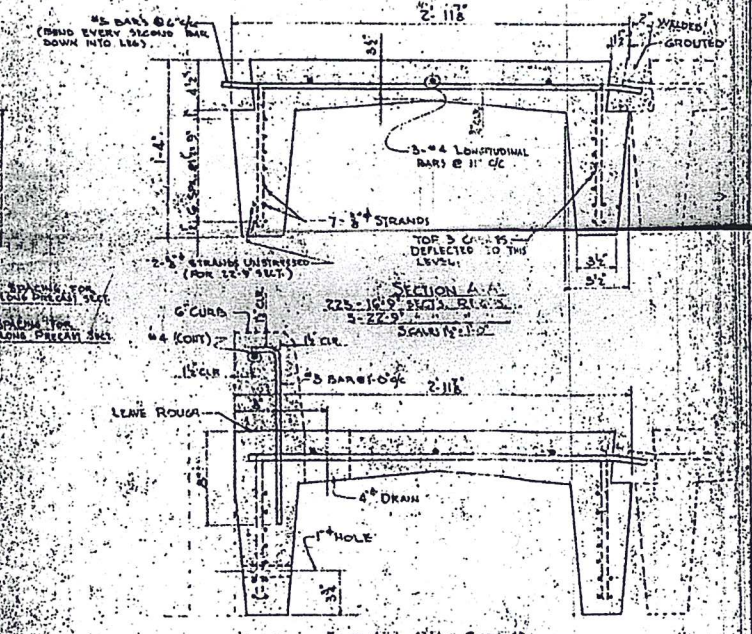
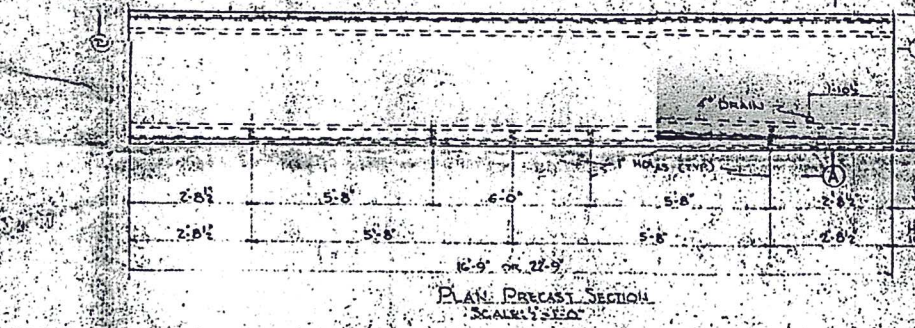
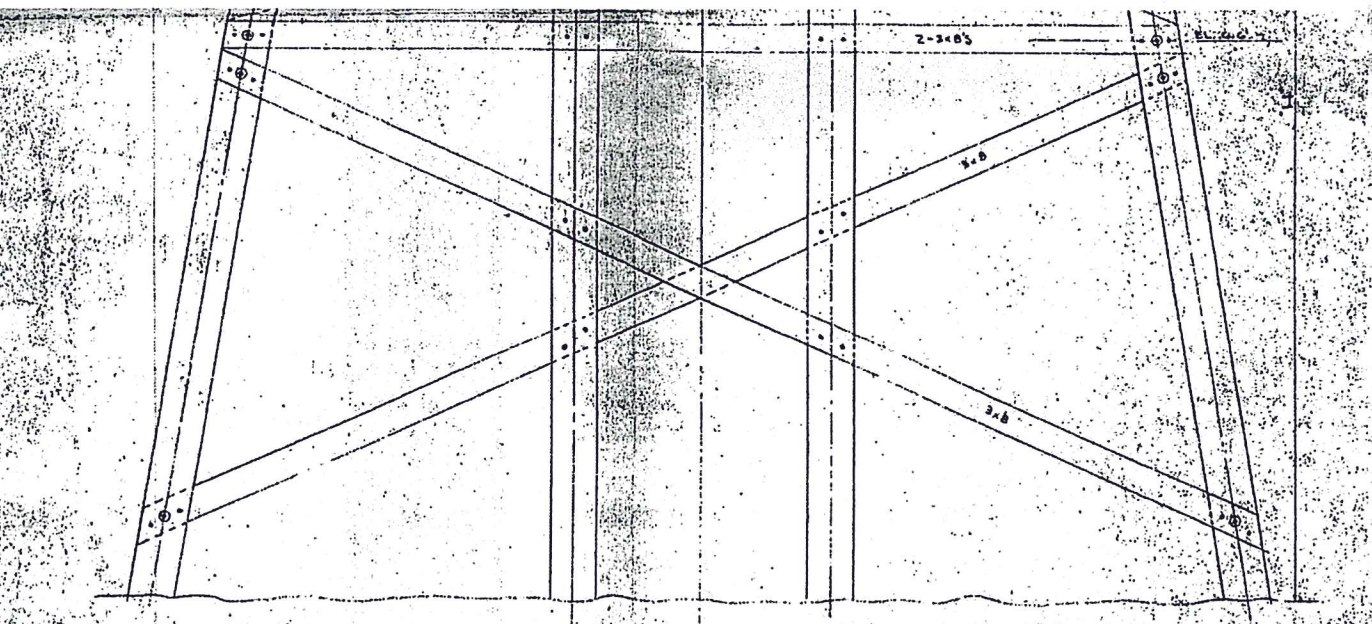
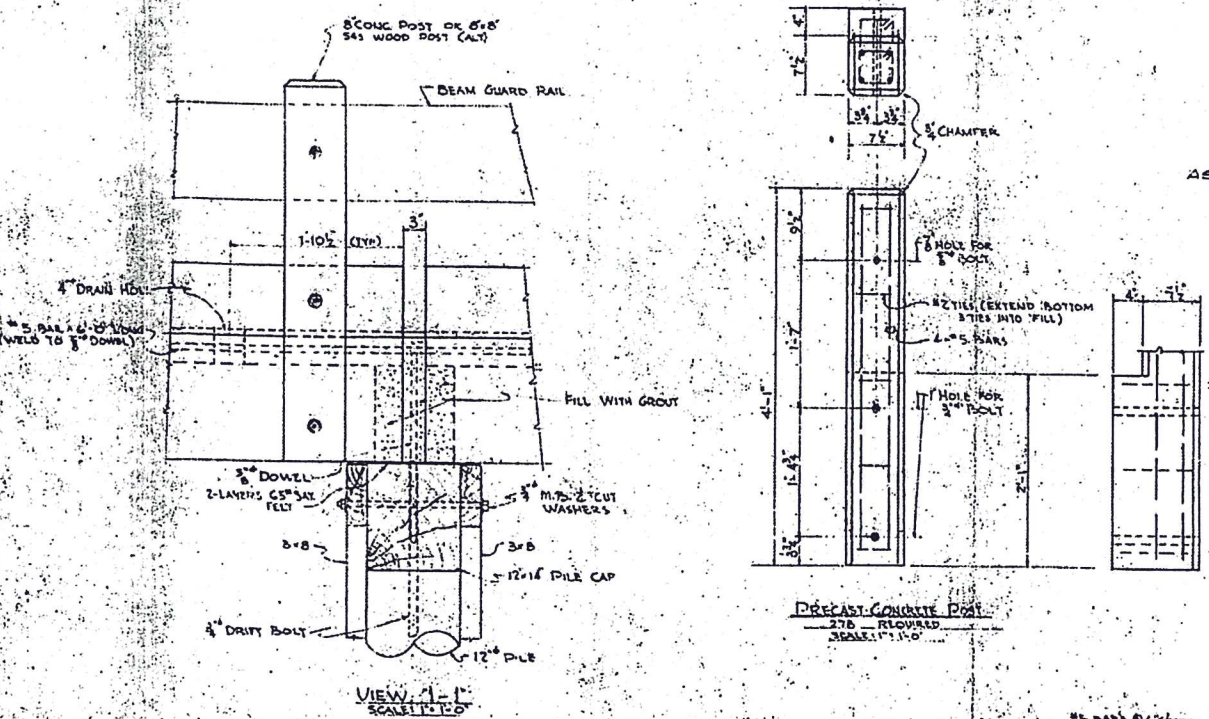
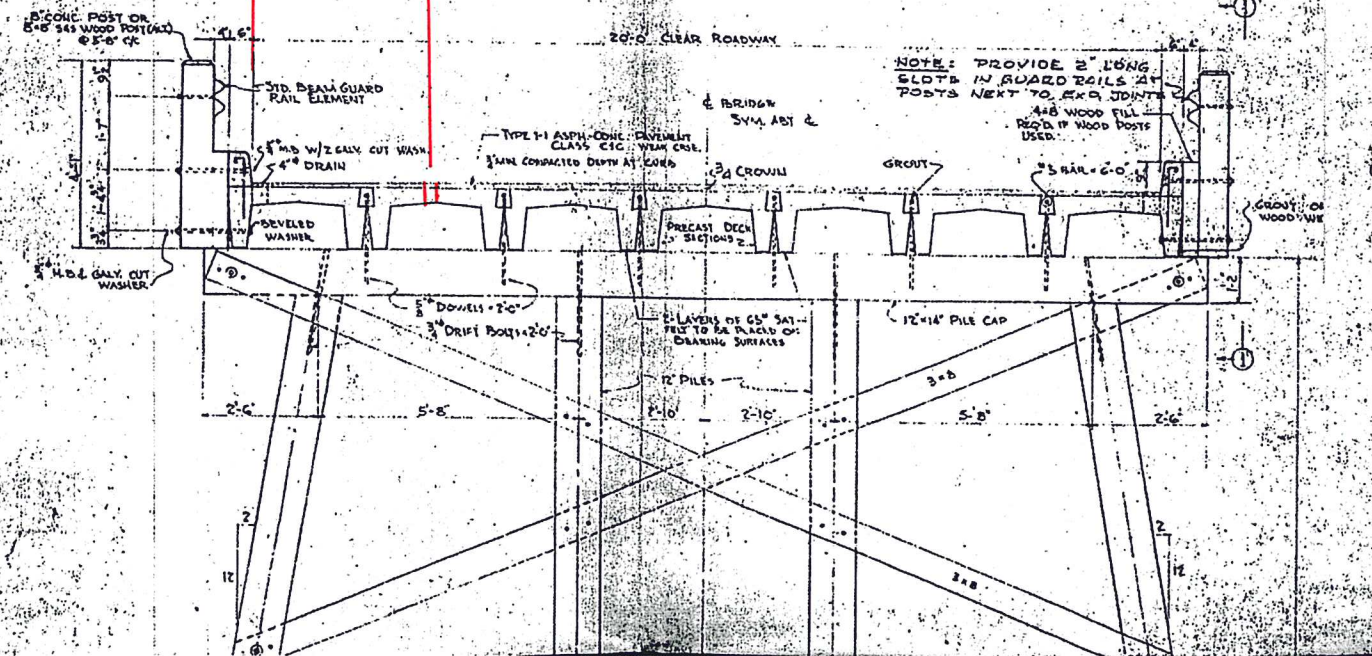
M15-44 LOADING	
PROFILE FOR RAIL ISLAND BRIDGE	
FOR ARCHIE MATHEWY, JR. NO. 2816, TACOMA, WA.	
SITTS & HILL PROFESSIONAL ENGINEERS CIVIL & STRUCTURAL	
1550 CENTER ST. TACOMA, WA.	
DRAWN: D.L.T.	CHECKED: K.O.S. APPROV: J.F.S.
SCALE: AS NOTED	56-54
DATE: 8-26-57	

West

East

KMK
1/23/13
3/2

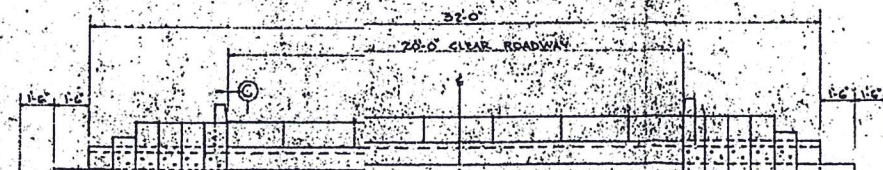
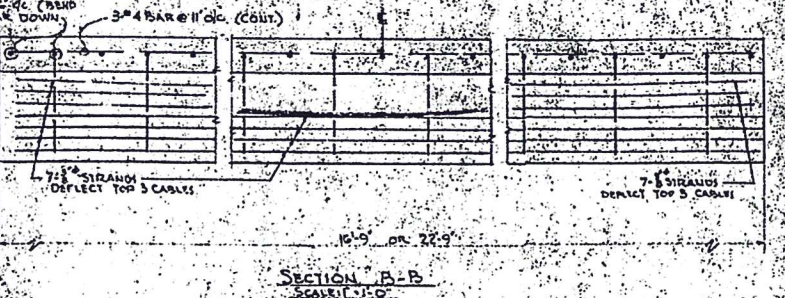
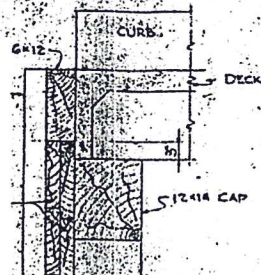
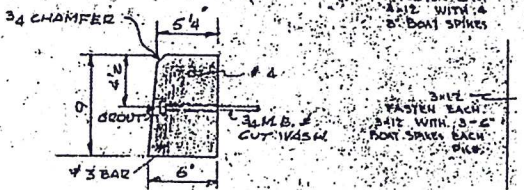
← Curbline
← 4'-0" Boring



ALL SWAY AND SWAY BRACES SHALL BE FASTENED AT EACH END WITH 1/2" PLATE HANG POINT WITH WASHERS, WASHER AND 2-1/2" POINT SPIKES AND AT INTERMEDIATE POINTS WITH 2-1/2" POINT SPIKES.

SWAY BRACING SHALL BE PLATED ON ALL SIDES WHEN IT EXCEEDS TWENTY (20) FEET. TWO (2) STORY BRACING SHALL BE USED AS SHOWN. USE TWO (2) STORY BRACING ON BENT # 19 & # 20.

TYPICAL SECTION



FRAMING DETAILS FOR RAFT ISLAND BRIDGE FOR ARCHIE MATTHEW, SRM NG MOIROR, JACONA



SITTS & HILL
Professional Engineers
Civil & Structural
2828 CENTER AVENUE
TROY, MICHIGAN 48064