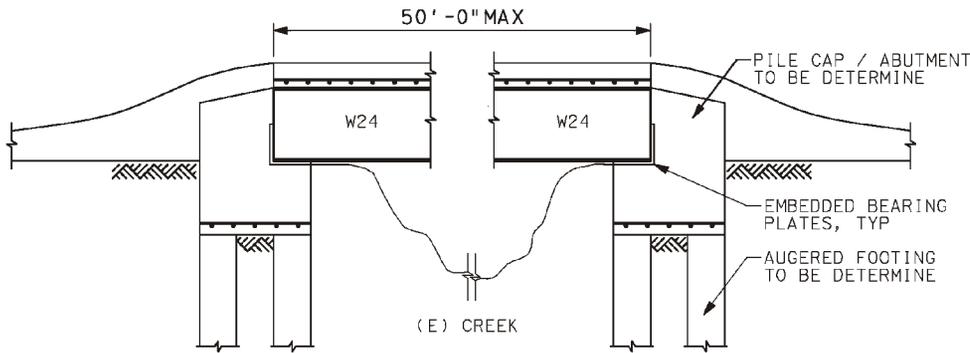


SECTION A



SECTION B

GENERAL NOTES

1. LOAD LIMIT SIGNS SHALL BE POSTED AT EACH END OF BRIDGE INDICATING AS FOLLOWS: MAX. GROSS VEHICLE WEIGHT = 50 TONS.
2. STRUCTURAL STEEL: ASTM A36, FABRICATION AND ERECTION PER AISC.
3. BOLTS: GALVANIZED ASTM A307, 5/8" DIAMETER.
4. TIMBER: DOUGLAS FIR SELECT STRUCTURAL.
5. THE TEMPORARY STRUCTURE SHALL HAVE AN ADEQUATE WATERWAY OPENING, BUT GENERALLY NOT LESS THAN 75 PERCENT OF THE EFFECTIVE WATERWAY OPENING OF THE PROPOSED STRUCTURE OR MAY BE DESIGNED TO PROVIDE FOR A FIVE-YEAR FREQUENCY FLOOD AS A MINIMUM. THE CONTRACTOR SHALL BE RESPONSIBLE, HOWEVER, FOR ANY DAMAGES CAUSED BY UPSTREAM FLOODING DUE TO INSUFFICIENT TEMPORARY STRUCTURE SIZE OR THE ACCUMULATION OF DEBRIS OR SEDIMENT IN THE CHANNEL. A CLEAR ROADWAY WIDTH OF AT LEAST 7.0 M (23 FEET) FACE TO FACE OF GUARDRAILS SHALL BE PROVIDED.
6. THE TEMPORARY STRUCTURE SHALL BE DESIGNED FOR THE GREATER OF LOADING OF HS20-44 OR WEIGHT OF EQUIPMENT SUCH AS TRANSFORMERS AND REGULATORS AT UNIT STRESSES OF THOSE SPECIFIED BY PERTINENT SECTIONS OF AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES". TRANSFORMERS MAY BE UP TO 150 TONS, CONTACT PG&E FOR ACTUAL EQUIPMENT WEIGHTS.
7. PILING SHALL BE DRIVEN TO SUFFICIENT PENETRATION TO CARRY THE SUPERIMPOSED LOADS IN ACCORDANCE WITH AASHTO BEARING PILE SPECIFICATIONS, BUT NOT LESS THAN 12 METRIC TONS (12 TONS) PER PILE.
8. THE CONTRACTOR SHALL MAINTAIN ALL PORTIONS OF THE TEMPORARY STRUCTURE IN GOOD CONDITION WITH RESPECT TO BOTH SAFETY AND SMOOTHNESS FOR TRAVEL AS LONG AS IT IS NEEDED FOR MAINTENANCE OF TRAFFIC. THE CHANNEL AND WATERWAY OPENING SHALL ALSO BE SATISFACTORILY MAINTAINED.
9. REMOVAL. WHEN THE TEMPORARY STRUCTURE IS NO LONGER NEEDED, IT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE BY HIM ACCORDINGLY.

APPROX. SLAB CONCRETE VOL. = 800 CUBIC FT
APPROX. STEEL WEIGHT = 25,000 LBS
APPROX. REBAR WEIGHT = 5,000 lbs

REFERENCES

1. STANDARD SINGLE LANE BRIDGE _____ CDS 341755



Source: PG&E, 2006
Preliminary drawing, subject to change as a result of the CPUC permit process, final engineering, and necessary adjustments during construction.

**Delta DPA Capacity
Increase Substation Project**
**Figure B.1-7
Typical Temporary Steel
Deck-Plate Bridge**