

54'-9" x 22'-8"

SULPHUR CREEK BRIDGE

NAPA COUNTY, CA

REVIEW AND APPROVAL		
APPROVED	APPROVED AS NOTED	REVISE & RESUBMIT
REVIEWED BY :		
COMPANY :		
DATE :		
PLEASE CHECK ONE BOX AND ADD COMMENTS AS NEEDED ON APPROPRIATE SHEETS.		



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800-328-2047 320-345-9126 320-566-3148 FAX



BIG R

CONTECH
CONTRACT
DRAWING

54'-9" x 22'-8"

SULPHUR CREEK BRIDGE

ROLLED GIRDER - SITE-SPECIFIC MODULAR

NAPA COUNTY, CA

PROJECT No.: 830834	SEQ. No.: 010	DATE: 3/3/2025
DESIGNED: DBA	DRAWN: KBK	
CHECKED: DBA	APPROVED: SLJ	
SHEET NO.: 1 OF 9		

GENERAL NOTES

- CONTECH ENGINEERED SOLUTIONS IS RESPONSIBLE FOR THE DESIGN AND SHOP FABRICATION OF THE BRIDGE STRUCTURE ONLY. ALL MEANS, METHODS, AND EQUIPMENT USED FOR FIELD ASSEMBLY AND INSTALLATION OF THE BRIDGE STRUCTURE, INCLUDING PREPARATION OR REVIEW AND APPROVAL OF PROJECT SPECIFIC ERECTION PLANS, ARE OUTSIDE OF CONTECH'S RESPONSIBILITY.
- DESIGN IS IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8th EDITION 2017 WITH CA AMENDMENTS
- MATERIALS (UNLESS NOTED OTHERWISE):
 - STRUCTURAL STEEL: ASTM A709 GRADE 50 W WEATHERING STEEL
 - STRUCTURAL BOLTS: ASTM F3125 GRADE A325 TYPE 3
 - ELASTOMERIC PADS: GRADE 4, 55 DUROMETER
 - BRIDGE RAIL/CURB: AASHTO M180 TYP I OR II GALV.
 - BRIDGE RAIL BOLTS: AASHTO M180 GALV.
- DESIGN BASED ON LOAD COMBINATIONS OF THE FOLLOWING LOADS:
 - BRIDGE DEAD LOAD
 - FUTURE WEARING SURFACE OF 35 PSF
 - VEHICLE LIVE LOAD:
 - DESIGN VEHICLE: HL-93, ADTT = 20, LL DEFLECTION LIMIT = L/500
 - OWNER SPECIFIED VEHICLE: P15
 - WIND LOADING PER AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS SECTION 3.8:
 - WIND SPEED = 110 MPH
 - WIND EXPOSURE CATEGORY = C
 - MAX HEIGHT OF STRUCTURE = 33 FT
 - SEISMIC LOADING PER CALTRANS SEISMIC DESIGN SPECIFICATIONS FOR STEEL BRIDGES, 2ND ED. AND CALTRANS ARS ONLINE TOOL. TRANSVERSE LOADS CALCULATED USING THE TRANSVERSE PERIOD OF THE BRIDGE AND LONGITUDINAL LOADS CALCULATED USING A PERIOD OF ZERO. A RESPONSE MODIFICATION FACTOR OF 1.0 IS USED FOR THE CALCULATION OF BEARING REACTIONS. IT SHALL BE THE RESPONSIBILITY OF THE FOUNDATION ENGINEER TO DETERMINE THE FORCES USED FOR THE FOUNDATION DESIGN. SEISMIC PARAMETERS USED ARE AS FOLLOWS:
 - SITE CLASS: C
 - LATITUDE = 38.4882
 - LONGITUDE = -122.4864
 - TRANSVERSE PERIOD OF BRIDGE = $T_m = 0.031$ SEC
- BRIDGE RAIL DESIGNED FOR TL-2 LOADING IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS APPENDIX A13.2 (RAIL HAS NOT BEEN CRASH TESTED)
- BRIDGE STRUCTURE SHALL BE SHOP FABRICATED IN ACCORDANCE WITH AWS D1.5.
- ALL SHOP WELDING SHALL USE THE GAS METAL ARC WELDING OR FLUX CORED ARC WELDING PROCESS
- CLEANING: ALL EXPOSED SURFACES OF STEEL TO BE CLEANED IN ACCORDANCE WITH STEEL STRUCTURES PAINTING COUNCIL SURFACE PREPARATION SPECIFICATIONS NO. 7, SSPC-SP7 BRUSH-OFF BLAST CLEANING. EXPOSED SURFACES OF STEEL SHALL BE DEFINED AS THOSE SURFACES SEEN FROM THE DECK OR FROM THE OUTSIDE OF THE STRUCTURE. ALL OTHER SURFACES TO HAVE STANDARD MILL FINISH.
- ALL STRUCTURAL BOLTED CONNECTIONS ARE TO BE PRETENSIONED CONNECTIONS. ALL BOLTS ARE TO BE PRETENSIONED PER THE REQUIREMENTS OF SECTION 8.2 OF THE SPECIFICATION FOR STRUCTURAL JOINTS USING HIGH-STRENGTH BOLTS BY RCSC.
- ALL FIELD INSTALLED BOLTS, NUTS AND WASHERS SHALL BE FURNISHED IN THE AMOUNT OF 5% IN EXCESS OF THE NUMBER REQUIRED FOR EACH SIZE AND LENGTH. IF FIELD INSTALLED BOLTS DO NOT SMOOTHLY ENGAGE UP TO SNUG-TIGHT, THERE MAY BE AN OBSTRUCTION WITHIN THE THREADS, THE BOLTS SHOULD BE REMOVED, THE THREADS ON THE BOLT AND NUT CLEANED AND RETAPPED IF NECESSARY TO ALLOW SMOOTH INSTALLATION OF THE BOLT.
- MAINTENANCE NOTE: CONTECH ENGINEERED SOLUTIONS RECOMMENDS NOT APPLYING DE-ICING OR DUST PROHIBITIVE CHEMICALS OR SALTS TO ANY PART OF THE BRIDGE STRUCTURE. IF DE-ICING OR DUST PROHIBITIVE CHEMICALS OR SALTS ARE APPLIED TO ANY PART OF THE BRIDGE STRUCTURE, CONTECH ENGINEERED SOLUTIONS WILL NOT BE RESPONSIBLE FOR ANY RESULTANT ACCELERATED CORROSION.
- SURFACE WATER DRAINAGE OFF OF THE BRIDGE DECK IS NOT THE RESPONSIBILITY OF CONTECH ENGINEERED SOLUTIONS. IF DECK DRAINS OR ANY OTHER MODIFICATIONS TO THE DECK SYSTEM ARE NEEDED FOR DECK DRAINAGE, THEY MAY BE ADDED, HOWEVER THE DETAILS MUST BE APPROVED BY CONTECH ENGINEERED SOLUTIONS PRIOR TO THE MODIFICATIONS BEING MADE.

CONCRETE DECK NOTES:

- CONTECH ENGINEERED SOLUTIONS IS RESPONSIBLE FOR THE STRUCTURAL DESIGN OF THE CONCRETE DECK. ALL ISSUES RELATED TO MATERIAL SUPPLY, TESTING, AND INSTALLATION, INCLUDING REVIEW AND APPROVAL OF MIX DESIGNS AND REINFORCING SHOP PLANS, ARE OUTSIDE OF CONTECH'S RESPONSIBILITY.
- CONCRETE MIX DESIGN, MATERIALS, MIXING, PLACEMENT, FINISHING AND TESTING SHALL BE IN ACCORDANCE WITH THE PROJECT CONTRACT DOCUMENTS. IF THESE ITEMS ARE NOT COVERED IN THE PROJECT CONTRACT DOCUMENTS THE REQUIREMENTS OF SECTION 552 OF FEDERAL HIGHWAY ADMINISTRATION STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS (FP-14) SHALL BE USED. FP-14 CAN BE VIEWED OR DOWNLOADED AT: <https://highways.dot.gov/federalHands/specs>
- MINIMUM MATERIAL REQUIREMENTS:
 - CONCRETE:
 - STRENGTH (f'_c) = 4500 PSI
 - AIR CONTENT OF 6% +/- 1.5%
 - UNIT WEIGHT OF 145 PCF MAX
 - REINFORCING STEEL: ASTM A615 OR AASHTO M31 GRADE 60
- THE USE OF EPOXY COATED REBAR, GALVANIZED REBAR, DECK SEALERS OR ANY OTHER FORM OF PROTECTION OF THE REBAR SHALL BE DONE AS NEEDED FOR LOCAL CONDITIONS OR AS REQUIRED PER THE PROJECT CONTRACT DOCUMENTS AND IS NOT THE RESPONSIBILITY OF CONTECH ENGINEERED SOLUTIONS.
- THE CONTRACTOR MUST EXERCISE CARE TO CONTROL TRAFFIC AND STORAGE OF MATERIALS ON THE FORM DECK BEFORE CONCRETE IS PLACED.
- REINFORCING BARS MAY BE SPLICED IF REQUIRED. SPLICES SHALL BE STAGGERED EVERY OTHER BAR. TRANSVERSE BAR SPLICES SHALL BE LOCATED AT OR NEAR THE 1/3 POINTS BETWEEN GIRDERS. REQUIRED SPLICE LENGTHS ARE AS FOLLOWS:

BAR	MINIMUM LAP
TOP TRANSVERSE #5 BARS	27"
BOTTOM TRANSVERSE #5 BARS	34"
TOP LONGITUDINAL #4 BARS	22"
BOTTOM LONGITUDINAL #5 BARS	27"

QUALITY ASSURANCE NOTES

- BRIDGE STRUCTURE SHALL BE INSPECTED IN ACCORDANCE WITH AWS D1.5 AND CONTECH'S QUALITY MANUAL. ADDITIONAL INSPECTIONS, INCLUDING FIELD, AND ANY SPECIAL INSPECTIONS, ARE OUTSIDE OF CONTECH'S RESPONSIBILITY.
- BRIDGE SHALL BE BUILT IN AN AISC CERTIFIED SHOP. THE SHOP SHALL HAVE UP TO DATE QUALITY CERTIFICATION BY AISC AS CERTIFIED BRIDGE FABRICATOR - ADVANCED.
- AT LEAST ONE CERTIFIED WELD INSPECTOR (CWI) QUALIFIED TO AWS QC1, SHALL BE PRESENT DURING THE COMPLETE FABRICATION OF THE BRIDGE. THE CWI SHALL PROVIDE WRITTEN DOCUMENTATION THAT THE BRIDGE HAS BEEN FABRICATED IN ACCORDANCE WITH THE APPROVED DRAWINGS.
- WELD PROCEDURE SPECIFICATIONS (WPS) AND ASSOCIATED PROCEDURE QUALIFICATION RECORDS (PQR) AND WELDER QUALIFICATION TEST RECORDS (WQTR) MAY BE REQUIRED TO BE SUBMITTED.
- MATERIAL CERTIFICATIONS SHALL BE AVAILABLE FOR REVIEW FOR ALL MATERIALS WITHIN THE BRIDGE, INCLUDING ROTATIONAL CAPACITY TEST FOR ALL STRUCTURAL BOLTS. TRACEABILITY OF HEAT NUMBERS IS REQUIRED FOR ALL STEEL. CHARPY V-NOTCH TESTING FOR ZONE 2 SHALL BE REQUIRED ON GIRDER MATERIALS.
- DOCUMENTATION SHOWING THE PERFORMANCE OF ALL CRITICAL QUALITY CHECKS SHALL BE MADE AVAILABLE FOR REVIEW IF REQUESTED.
- ALL STRUCTURAL STEEL SHALL MEET THE BUY AMERICA REQUIREMENTS PER CFR 635.
- THIRD PARTY INSPECTION MAY BE REQUIRED.



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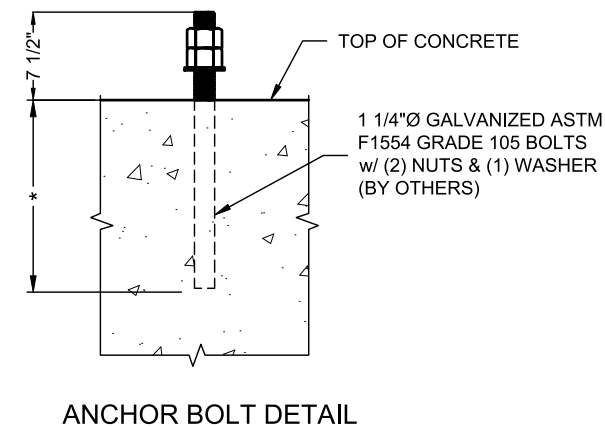
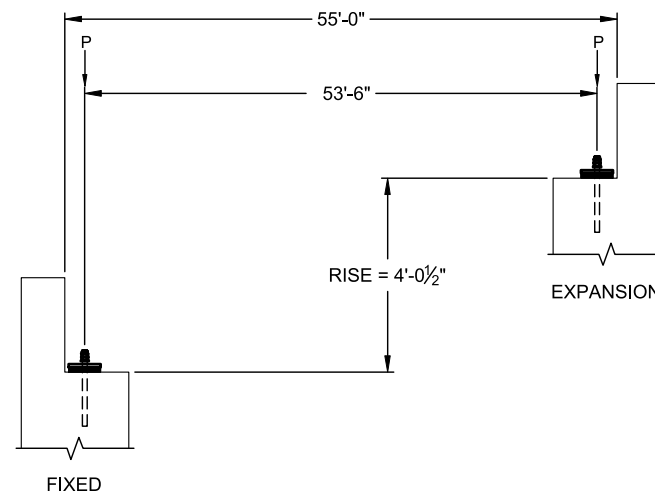
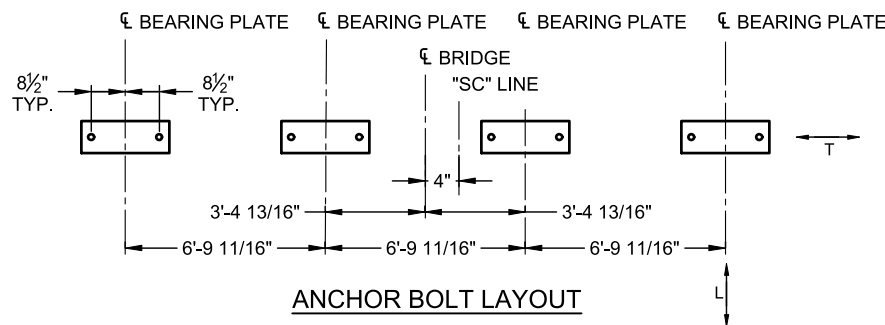
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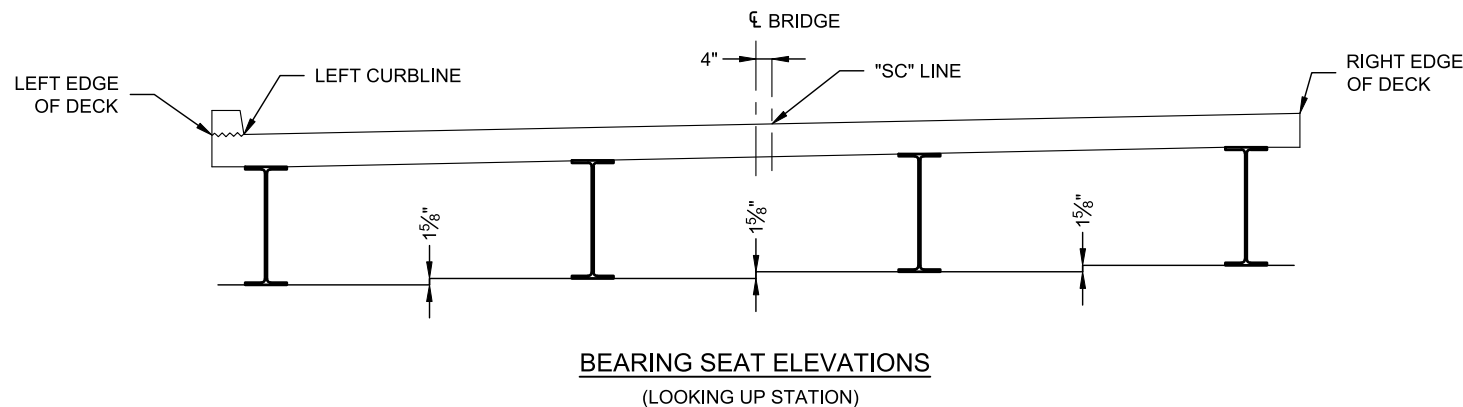
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54'-9" x 22'-8"
SULPHUR CREEK BRIDGE
ROLLED GIRDER - SITE-SPECIFIC MODULAR
NAPA COUNTY, CA

PROJECT No.: 830834	SEQ. No.: 010	DATE: 3/3/2025
DESIGNED: DBA	DRAWN: KBK	
CHECKED: DBA	APPROVED: SLJ	
SHEET NO.: 2		OF 9



***NOTE:**
 ANCHOR BOLTS ARE DESIGNED BY CONTECH FOR STEEL STRENGTH IN SHEAR AND TENSION OF THE ANCHOR BOLT ONLY. ALL DESIGN CONSIDERATIONS REGARDING CONCRETE BREAKOUT STRENGTH IN SHEAR AND TENSION, PULLOUT STRENGTH, CONCRETE SIDE-FACE BLOWOUT STRENGTH, CONCRETE PRYOUT STRENGTH, EMBEDMENT DEPTH, TYPE OF ANCHORAGE OR ANY OTHER CONCRETE FAILURE MODES ARE NOT CONSIDERED AND ARE NOT THE RESPONSIBILITY OF CONTECH. IF LARGER DIAMETER BOLTS ARE REQUIRED TO MEET ANY OF THESE REQUIREMENTS, THAT INFORMATION MUST BE PROVIDED TO CONTECH PRIOR TO BEGINNING ANY FABRICATION ON THE BRIDGE. IT SHALL BE THE RESPONSIBILITY OF THE FOUNDATION ENGINEER TO DETERMINE THE SEISMIC CONNECTION FORCES IN ACCORDANCE WITH GENERAL NOTE 2.



UNFACTORED BEARING REACTIONS IN KIPS	MAX AT INTERIOR GIRDER			MAX AT EXTERIOR GIRDER			TOTAL AT BRIDGE END		
	P	T	L	P	T	L	P	T	L
DEAD LOAD (DC)	27.22	—	—	20.64	—	—	95.72	—	—
WEARING SURFACE & UTILITES (DW)	5.44	—	—	5.44	—	—	21.78	—	—
HL-93 DESIGN VEHICLE	(LL)	55.89	—	48.67	—	—	153.29	—	—
	(LL+HM)	70.21	—	61.14	—	—	192.54	—	—
P15 OWNER SPECIFIED VEHICLE	(LL)	78.51	—	68.36	—	—	107.65	—	—
	(LL+HM)	98.13	—	85.46	—	—	134.56	—	—
WIND LOAD (WS)	-12.41*	2.05	—	0.00*	2.05	—	-12.41*	8.21	—
THERMAL LOAD (TU)	—	—	4.14	—	—	4.14	—	—	16.56
BRAKING FORCE (BR)	—	—	9.00	—	—	9.00	—	—	36.00
SEISMIC LOAD (EQ)	—	24.89	38.19	—	24.89	38.19	—	99.57	152.75

LIFTING WEIGHTS IN LBS			
ITEM	QTY	UNIT WEIGHT	TOTAL WEIGHT
BRIDGE MODULE 1 ASSEMBLY	1	13,040	13,040
BRIDGE MODULE 2 ASSEMBLY	1	13,040	13,040
LOOSE ITEMS	LS	-	7,280
TOTAL BRIDGE WEIGHT:			33,360



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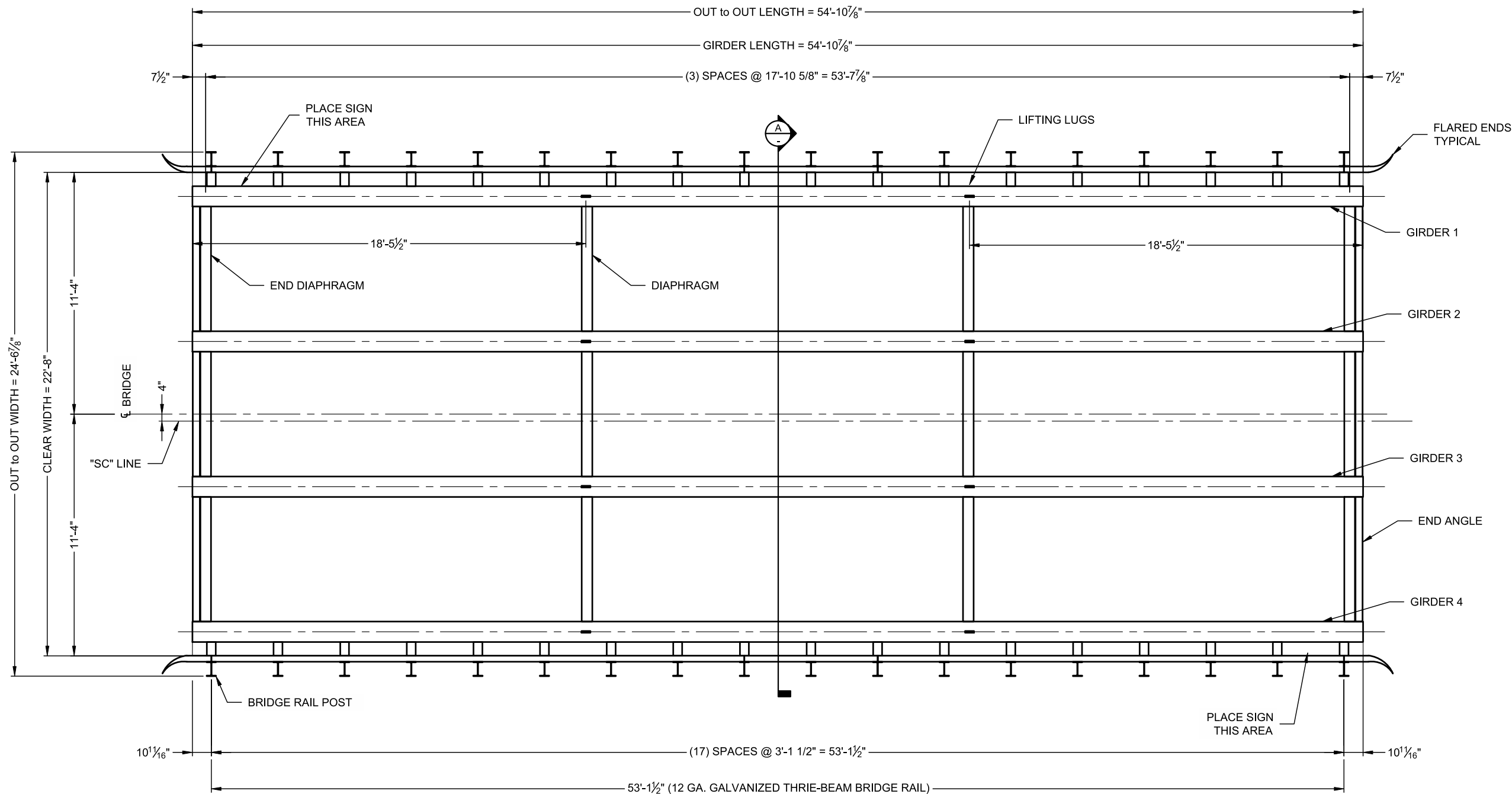
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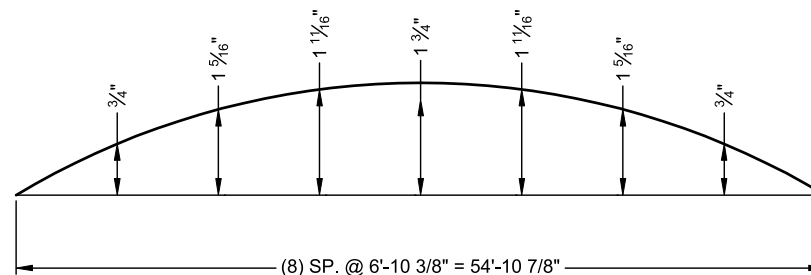
54'-9" x 22'-8"
 SULPHUR CREEK BRIDGE
 ROLLED GIRDER - SITE-SPECIFIC MODULAR
 NAPA COUNTY, CA

PROJECT No.: 830834	SEQ. No.: 010	DATE: 3/3/2025
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SHEET NO.: 3 OF 9		



NOTE:
ALL LONGITUDINAL DIMENSIONS
MEASURED ALONG GRADE.

FRAMING PLAN



CAMBER DETAIL

MEMBERS	DESCRIPTION
GIRDER	W 30x90
BRIDGE PLANK	DMAC 2x9 22-Ga.
DIAPHRAGM	W 18x35
END DIAPHRAGM	C 15x33.9
POST BLOCK	W 14x22
END ANGLE	L 4 x 4 x 3/8"



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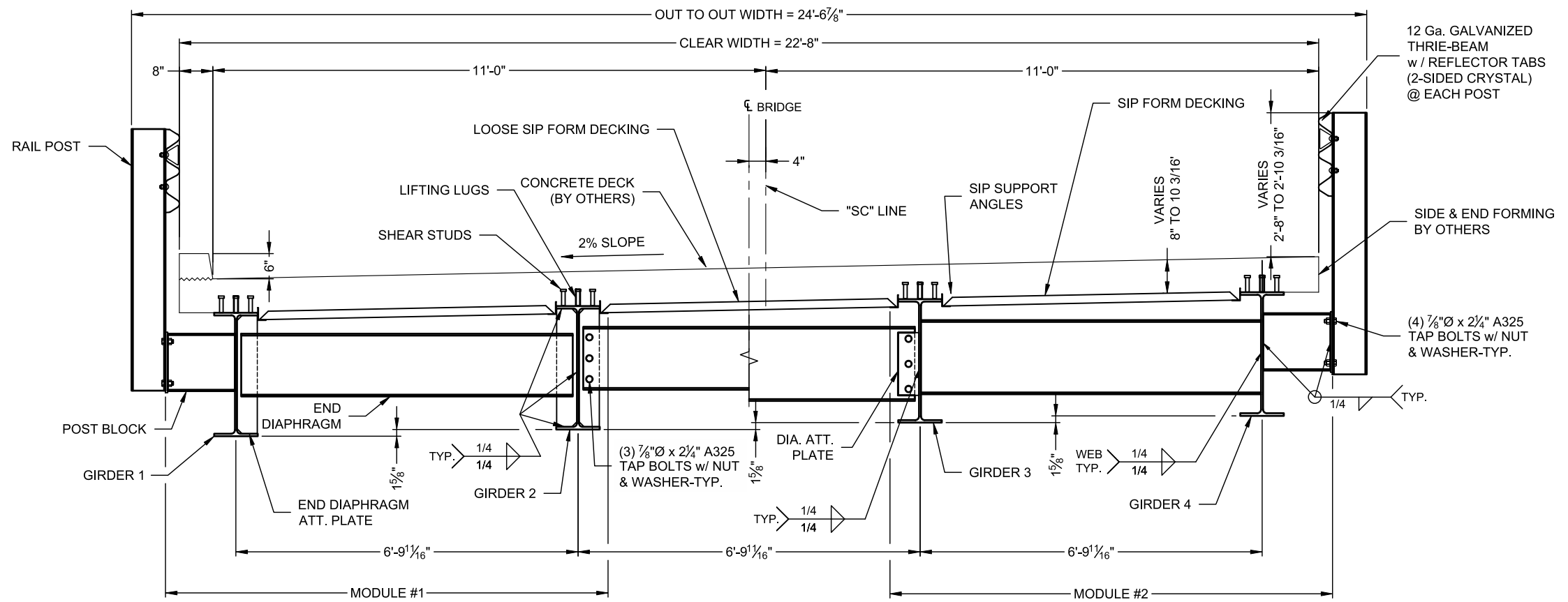
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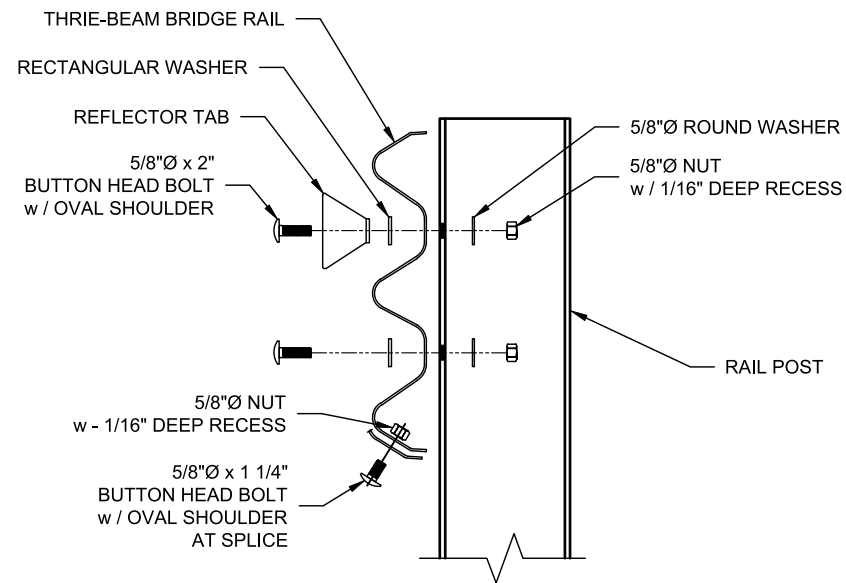
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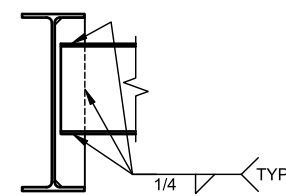
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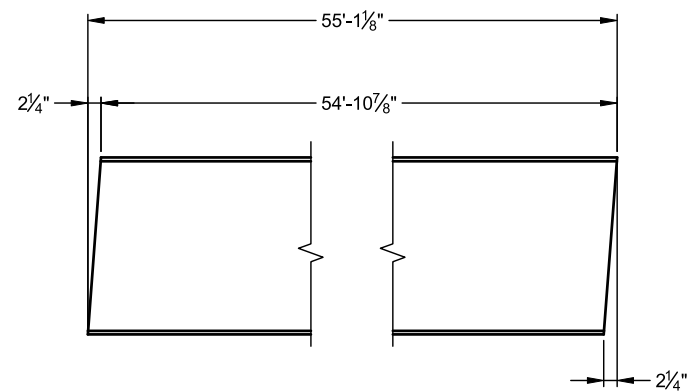
SECTION A



THRIE-BEAM RAIL ATTACHMENT DETAIL
(W 8x18 POSTS)



WELD DETAIL



GIRDER TAPER DETAIL



3/3/25



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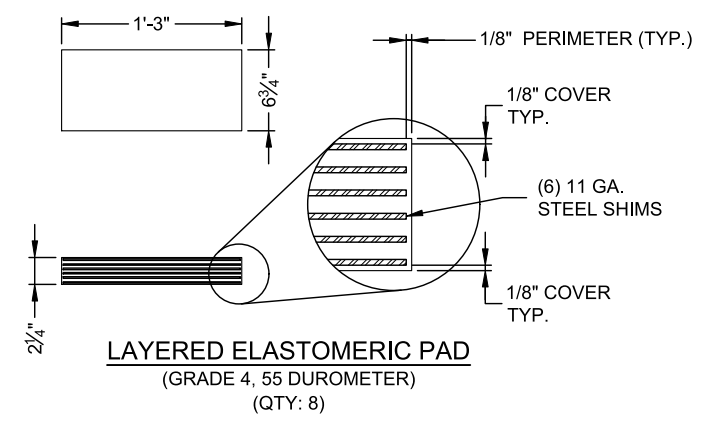
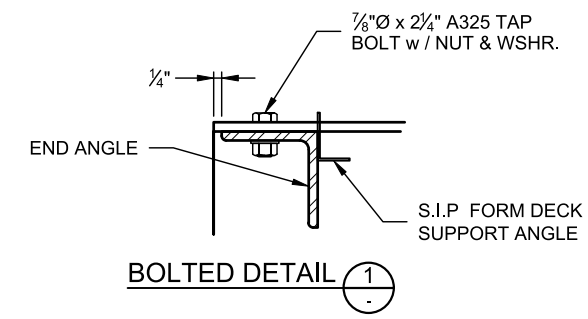
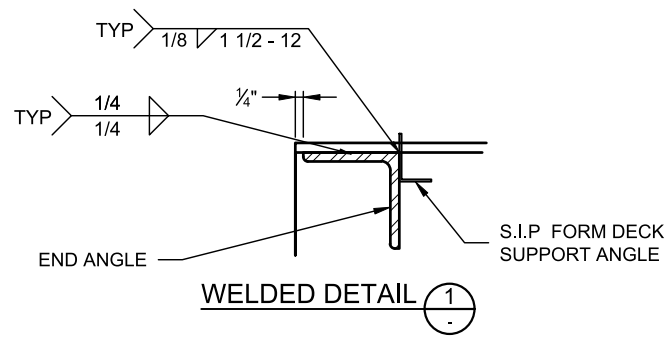
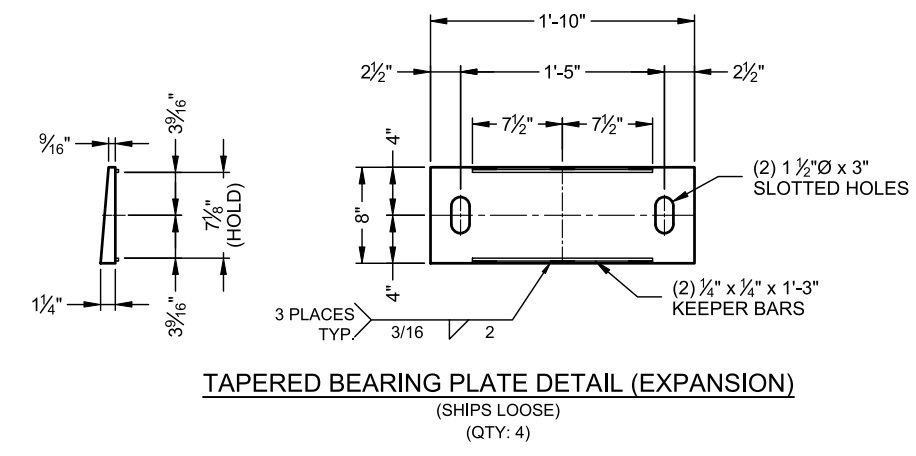
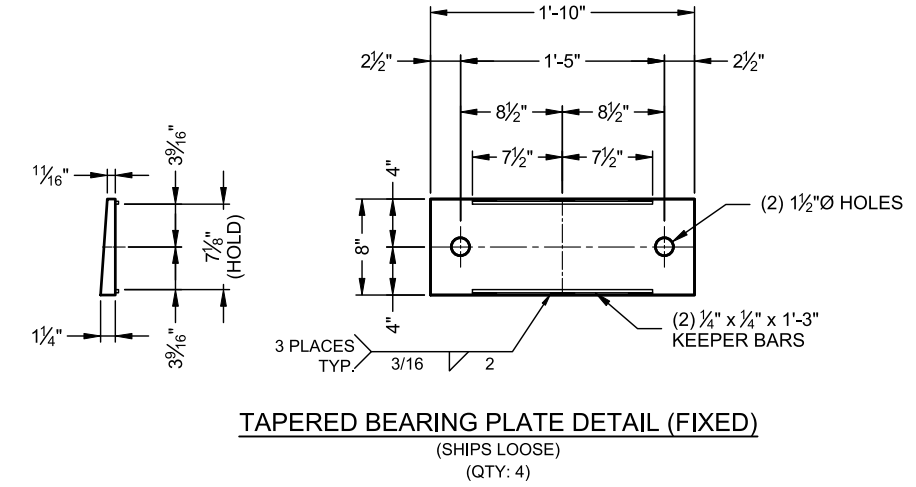
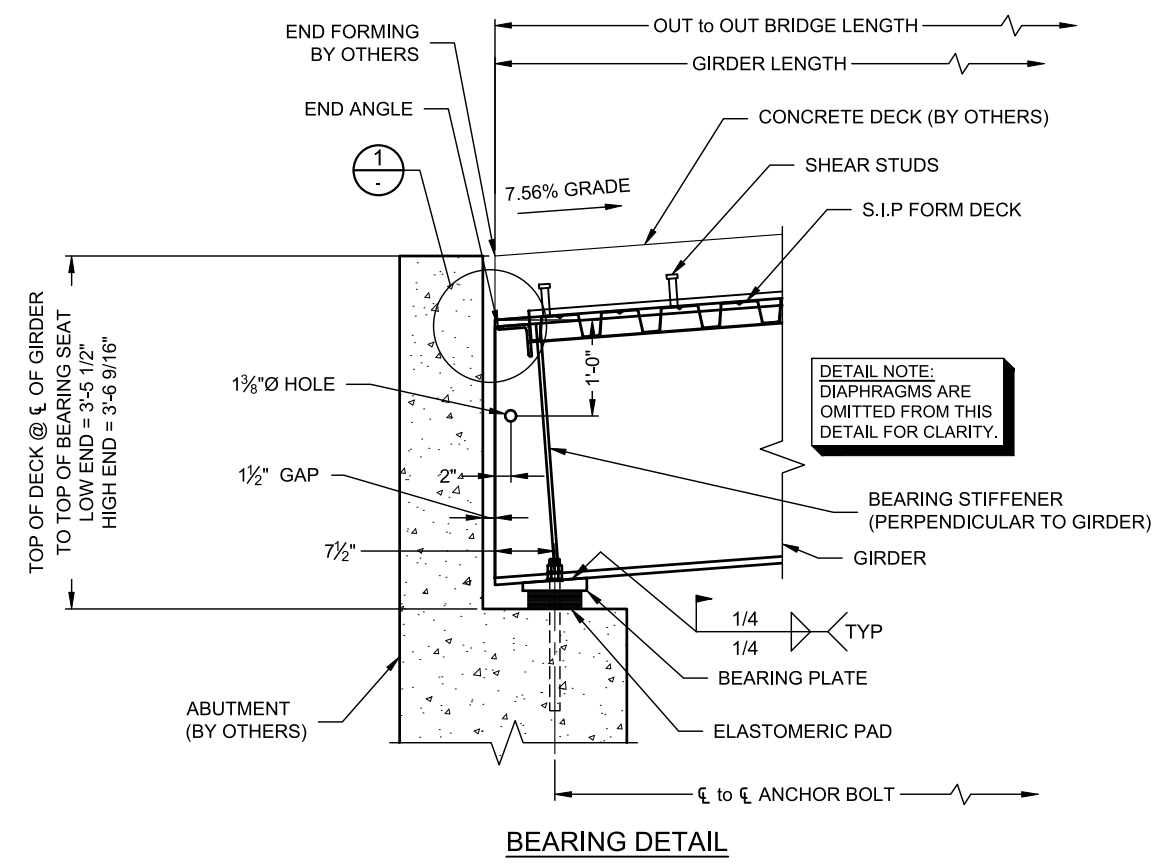
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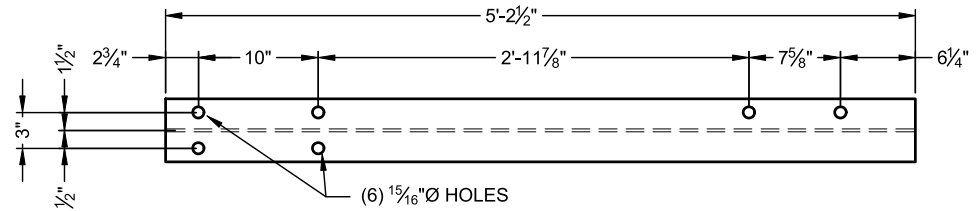
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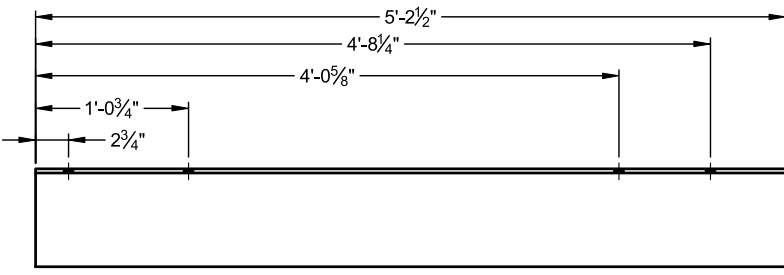
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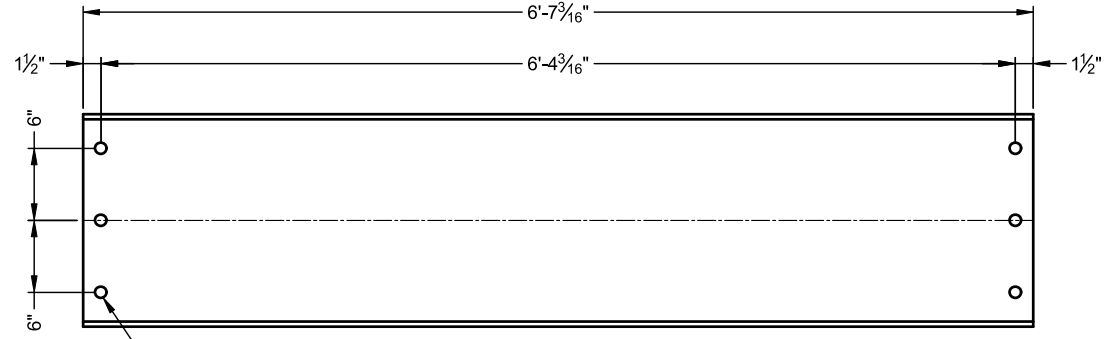
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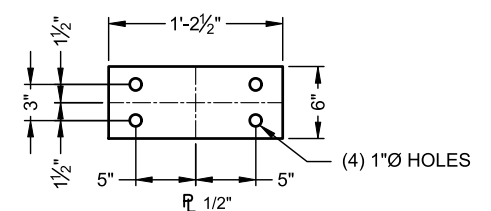
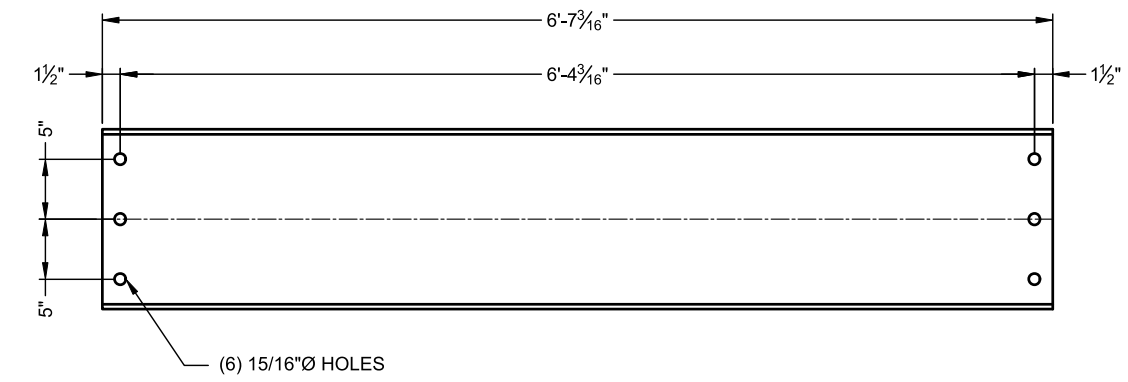
BRIDGE RAIL POST DETAIL
(SHIPS LOOSE)
(QTY: 36)



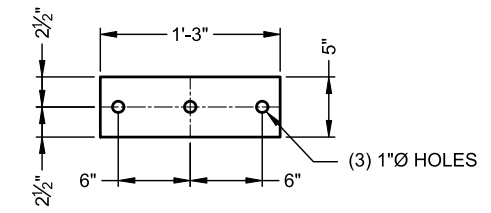
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(SHIPS LOOSE)
(QTY: 2)



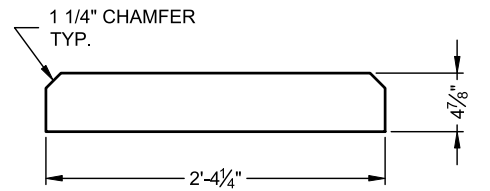
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(SHIPS LOOSE)
(QTY: 2)



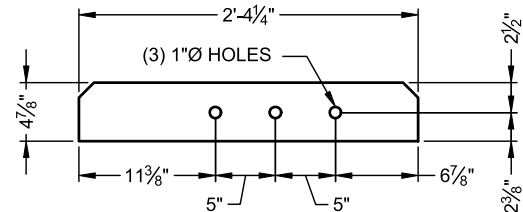
POST BLOCK PLATE DETAIL
(QTY: 36)



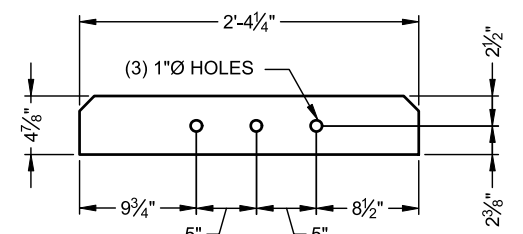
DIAPHRAGM ATT. PLATE DETAIL
(QTY: 4)



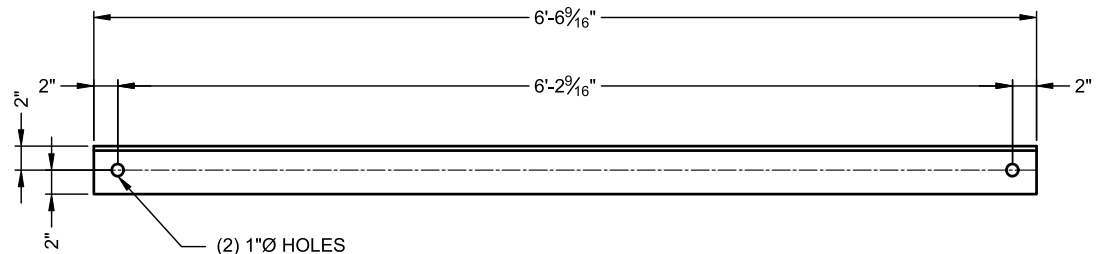
END DIAPHRAGM STIFFENER PLATE DETAIL
(QTY: 8)



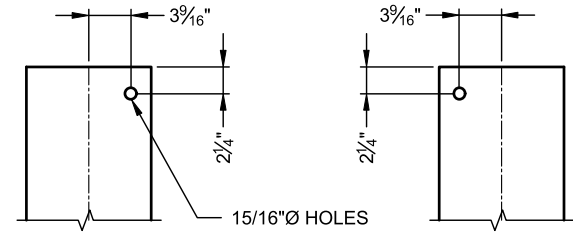
END DIAPHRAGM ATT. PLATE "A" DETAIL
(QTY: 2)



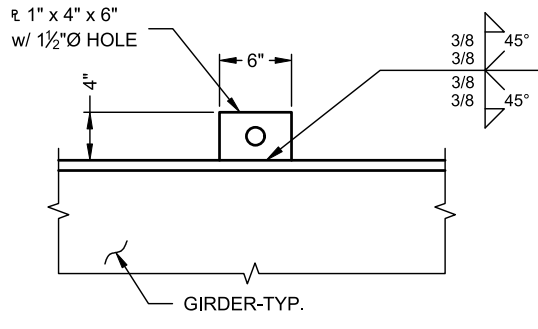
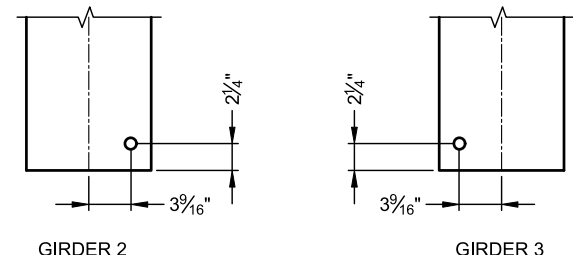
END DIAPHRAGM ATT. PLATE "B" DETAIL
(QTY: 2)



END ANGLE DETAIL
(SHIPS LOOSE)
(QTY: 2)



GIRDER HOLE DETAIL



LIFTING LUG DETAIL
(QTY: 8)



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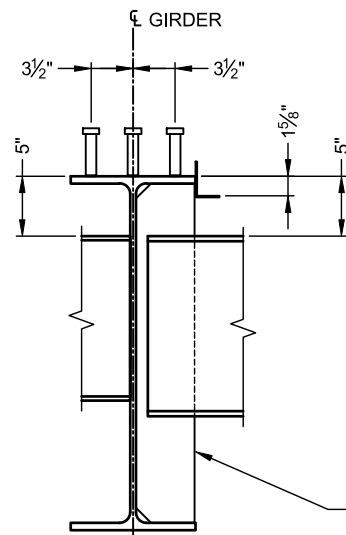
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ENGINEERED SOLUTIONS LLC
A QUIKRETT COMPANY
19060 Cr 66 Greeley, CO 80631
800-328-2047 320-345-9126 320-566-3148 FAX

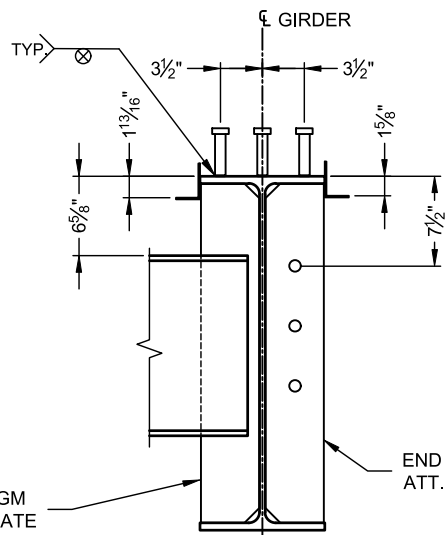
BIG R
CONTECH CONTRACT DRAWING

54'-9" x 22'-8"
SULPHUR CREEK BRIDGE
ROLLED GIRDER - SITE-SPECIFIC MODULAR
NAPA COUNTY, CA

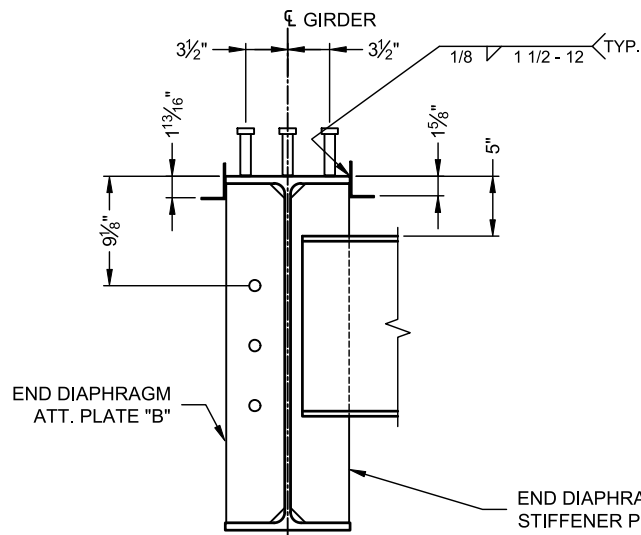
PROJECT No.: 830834	SEQ. No.: 010	DATE: 3/3/2025
DESIGNED: DBA	DRAWN: KBK	
CHECKED: DBA	APPROVED: SLJ	
SHEET NO.: 7		OF 9



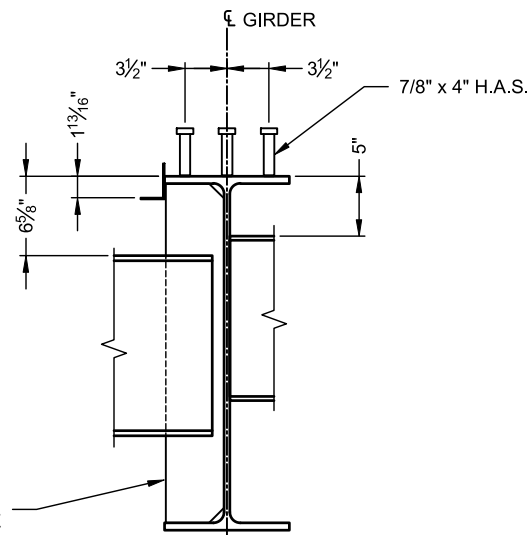
GIRDER 1



GIRDER 2

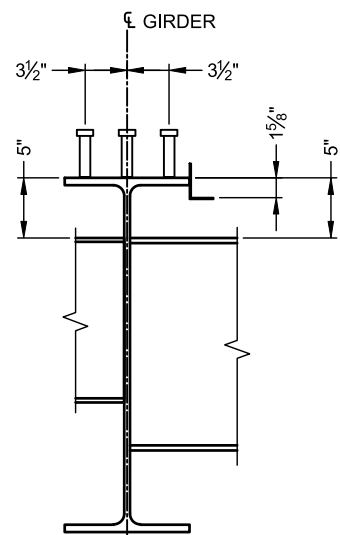


GIRDER 3

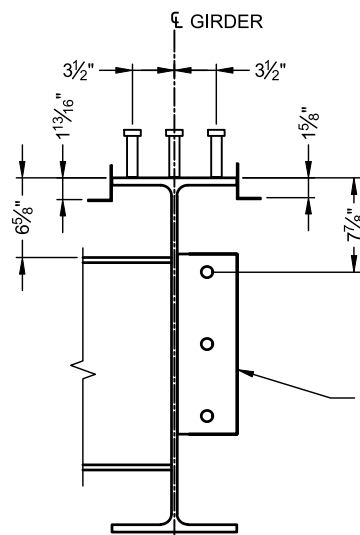


GIRDER 4

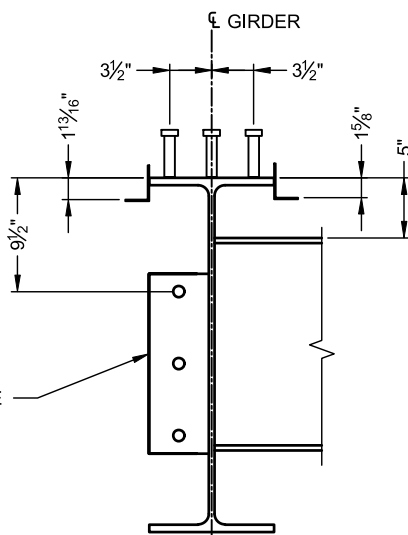
END DIAPHRAGM ATT. PLATE & SIP ANGLE DETAIL



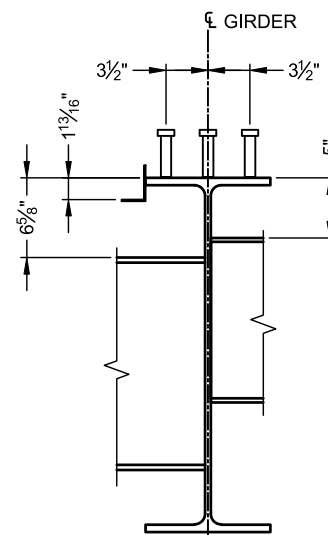
GIRDER 1



GIRDER 2

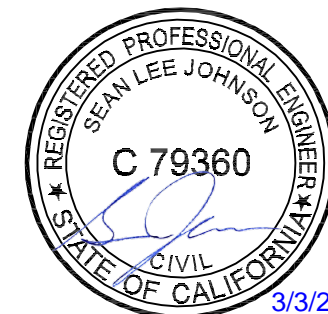


GIRDER 3



GIRDER 4

DIAPHRAGM ATT. PLATE & SIP ANGLE DETAIL



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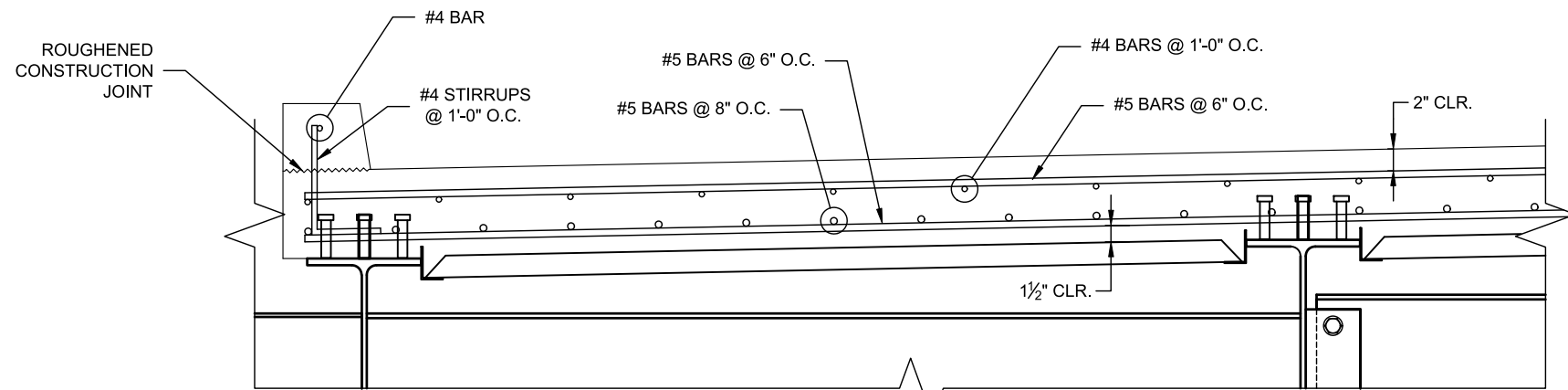
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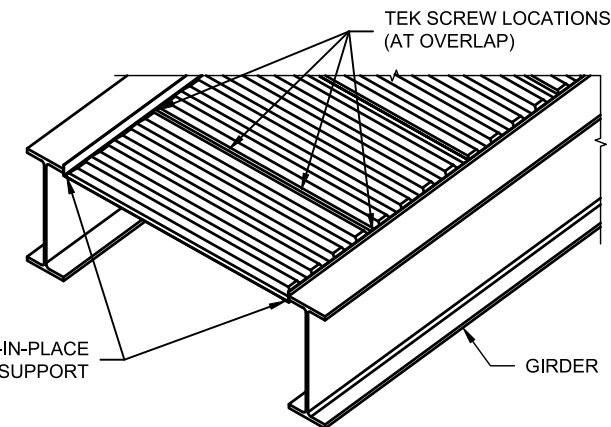
CONTECH CONTRACT DRAWING

54'-9" x 22'-8"
SULPHUR CREEK BRIDGE
ROLLED GIRDER - SITE-SPECIFIC MODULAR
NAPA COUNTY, CA

PROJECT No.: 830834	SEQ. No.: 010	DATE: 3/3/2025
DESIGNED: DBA	DRAWN: KBK	
CHECKED: DBA	APPROVED: SLJ	
SHEET NO.: 8 OF 9		



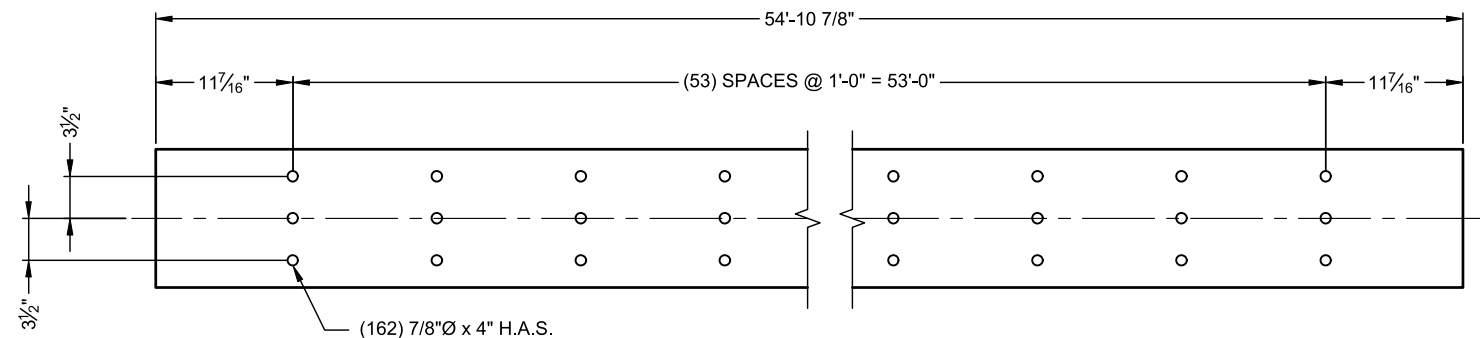
DECK REBAR DETAIL



NOTES:

- 1) END DAM NOT SHOWN FOR CLARITY.
- 2) STAY-IN-PLACE DECK PANS TO BE ATTACHED TO THE SUPPORT ANGLE WITH SELF-TAPPING TEK SCREWS PLACED AT THE FOUR PAN CORNERS AND AT THE 1/3 POINTS ALONG THE LONGITUDINAL OVERLAPS. (4 PER SHEET).

TYPICAL STAY-IN-PLACE DECK MOUNTING DETAIL



GIRDER SHEAR STUD LAYOUT
(TYPICAL ALL GIRDERS)

SCREED ELEVATIONS (ELEVATION BEFORE DL DEFLECTION) (FT)	BD	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	ED
LEFT EDGE OF DECK ELEV.	314.788	315.225	315.679	316.152	316.638	317.109	317.550	317.951	318.309	318.624	318.895
LEFT CURBLINE ELEV.	314.802	315.238	315.693	316.165	316.651	317.122	317.563	317.965	318.323	318.637	318.909
"SC" LINE ELEV.	315.022	315.458	315.913	316.385	316.871	317.342	317.783	318.185	318.543	318.857	319.129
RIGHT EDGE OF DECK ELEV.	315.242	315.678	316.133	316.605	317.091	317.562	318.003	318.405	318.763	319.077	319.349



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BIG R

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