

*California Department of Transportation
Division of Maintenance*

Structure Maintenance and Investigations

B_{RIDGE}

I_{NSPECTION}

R_{ECORDS}

I_{NFORMATION}

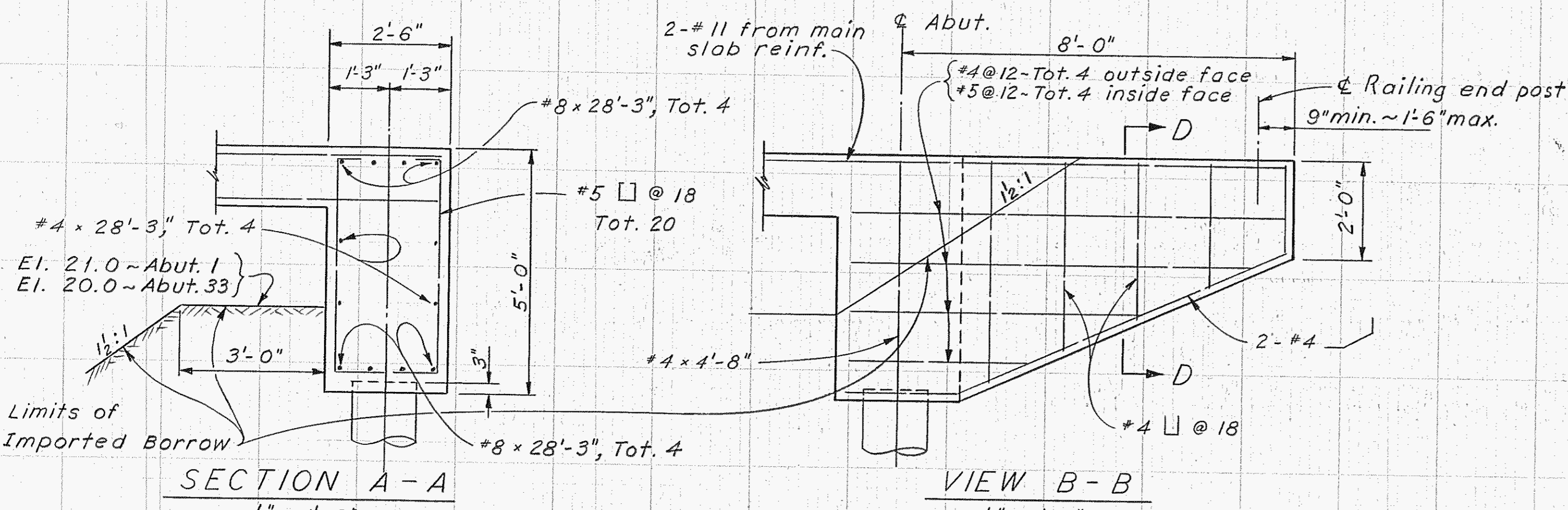
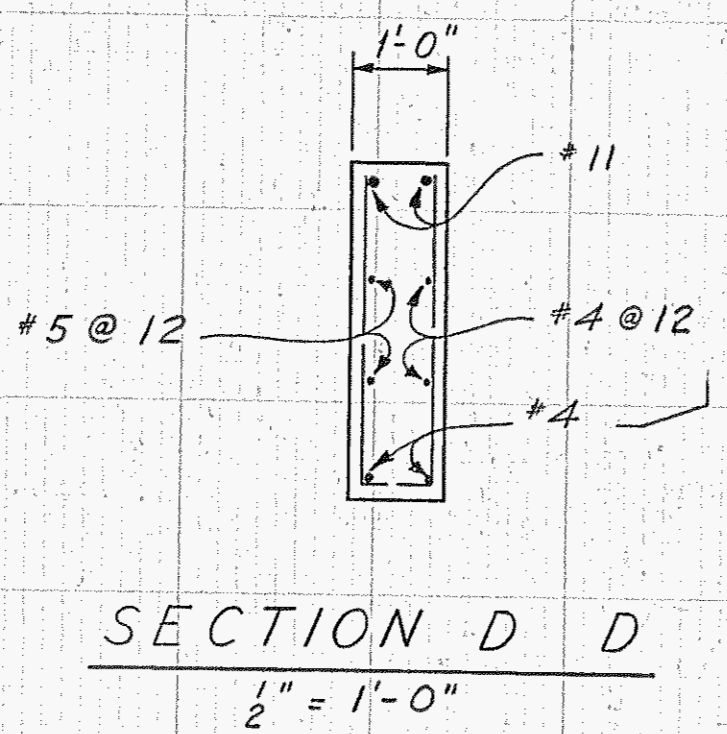
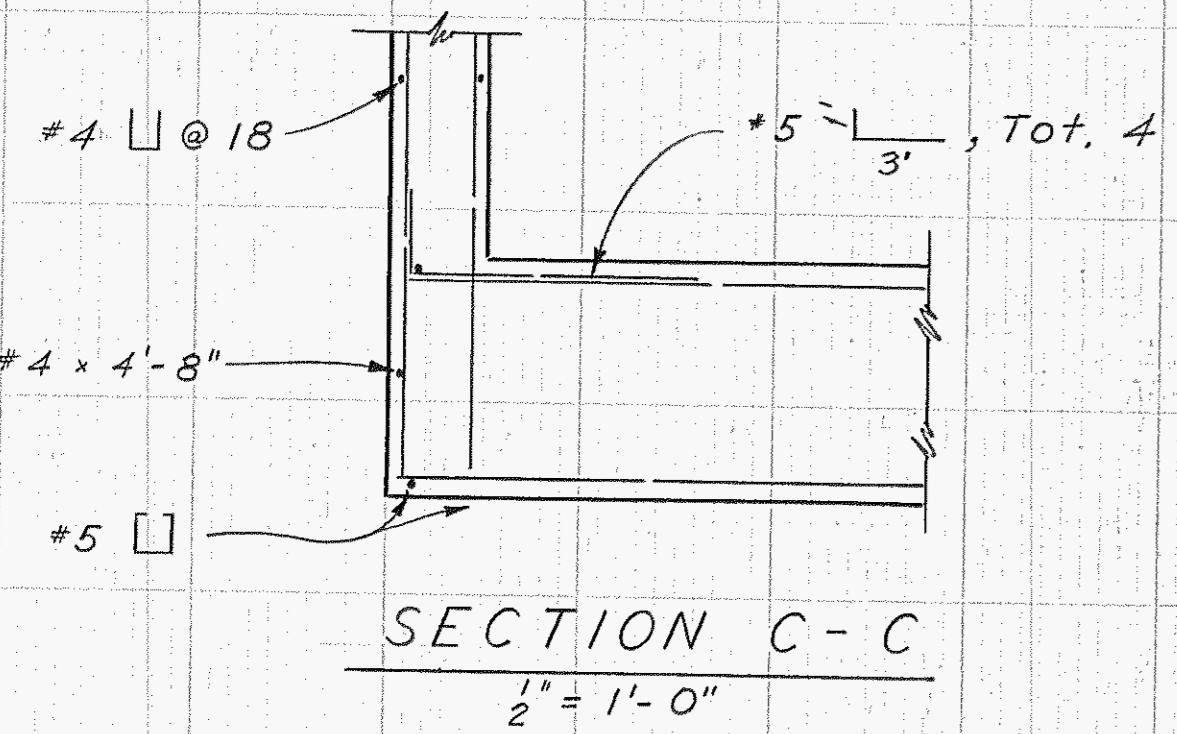
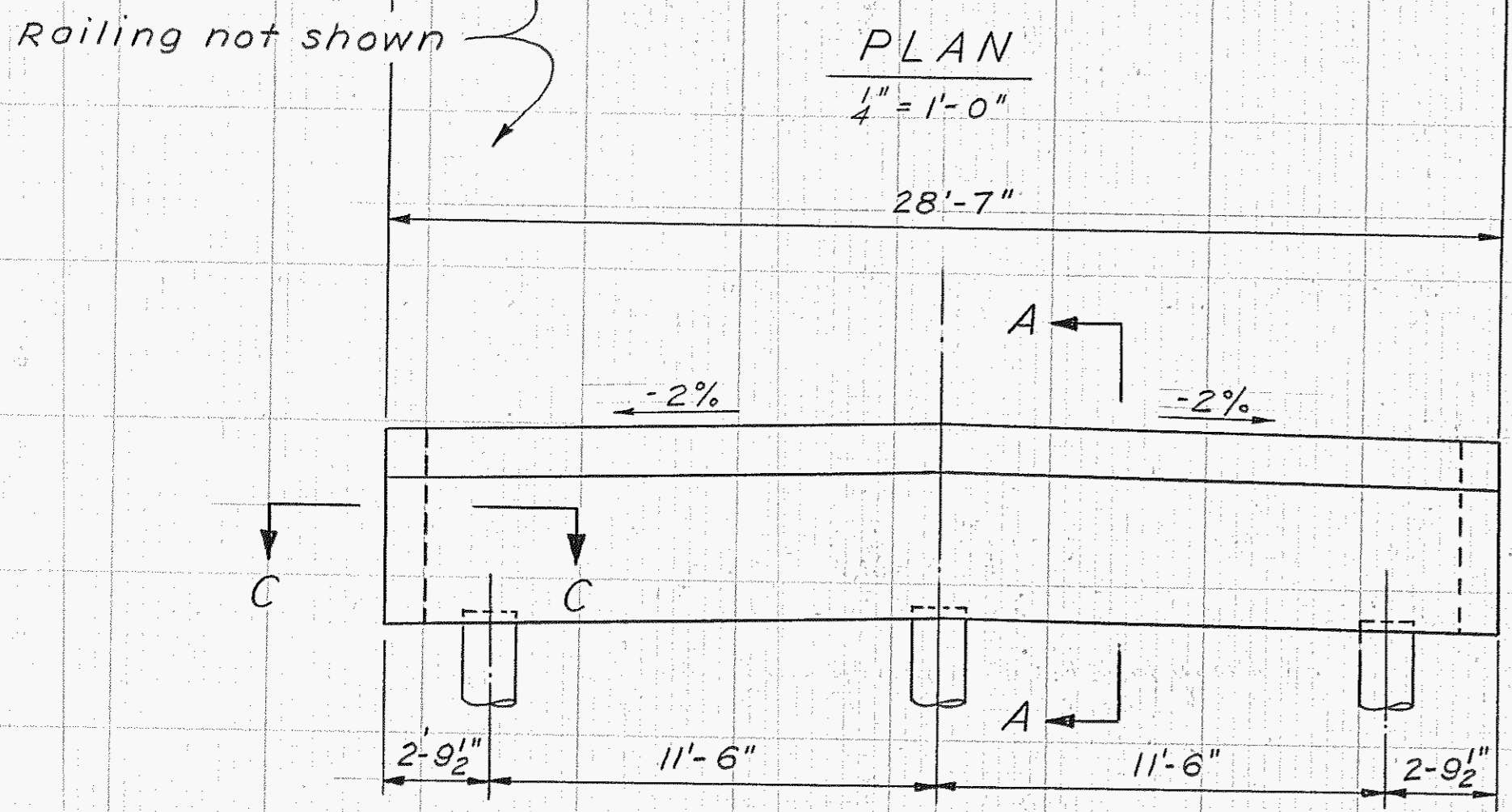
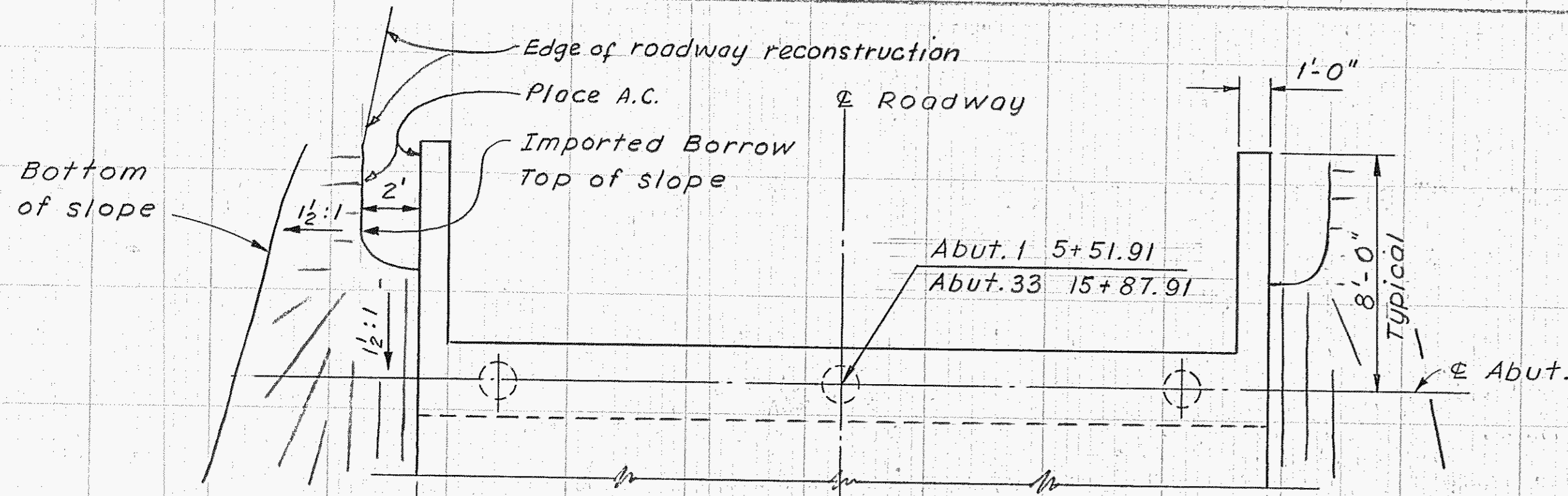
S_{YSTEM}

The requested documents have been generated by BIRIS.

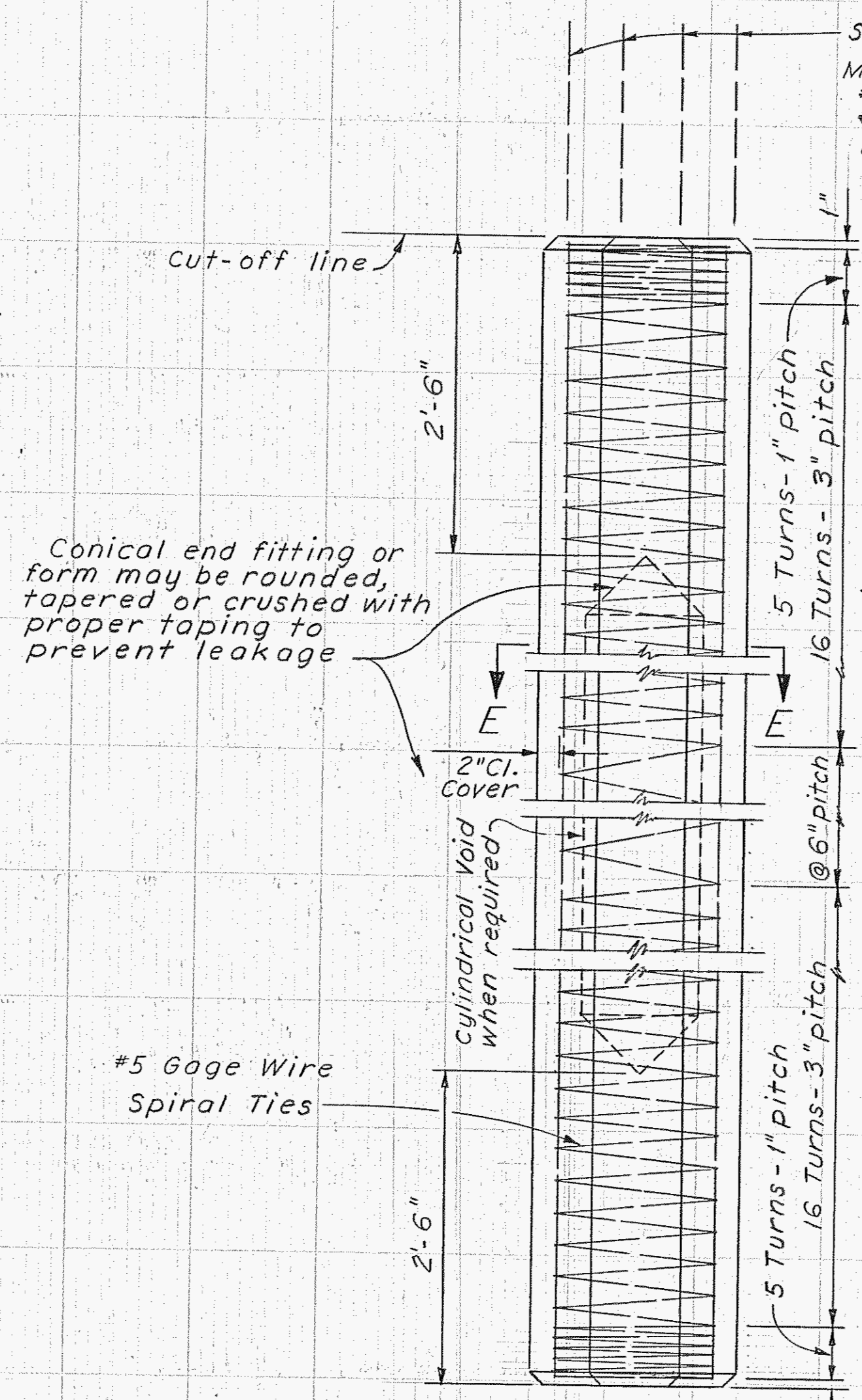
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Records for “Confidential” bridges may only be released outside the Department of Transportation upon execution of a confidentiality agreement.

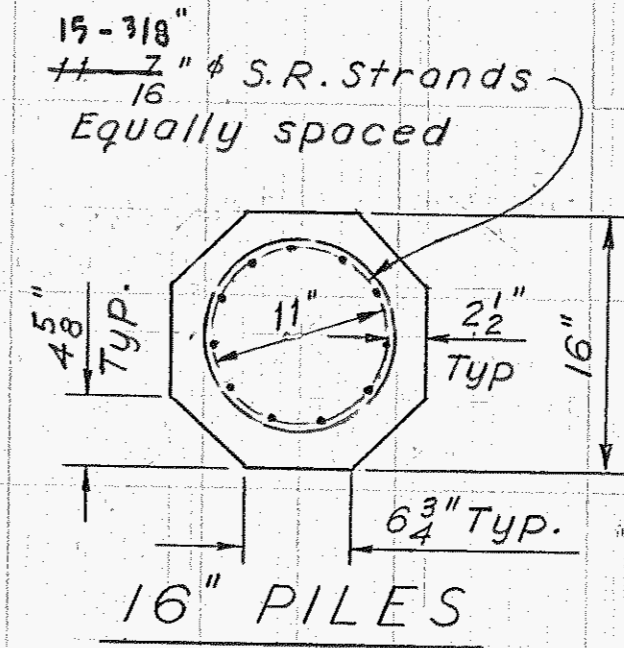
MICROFILMED



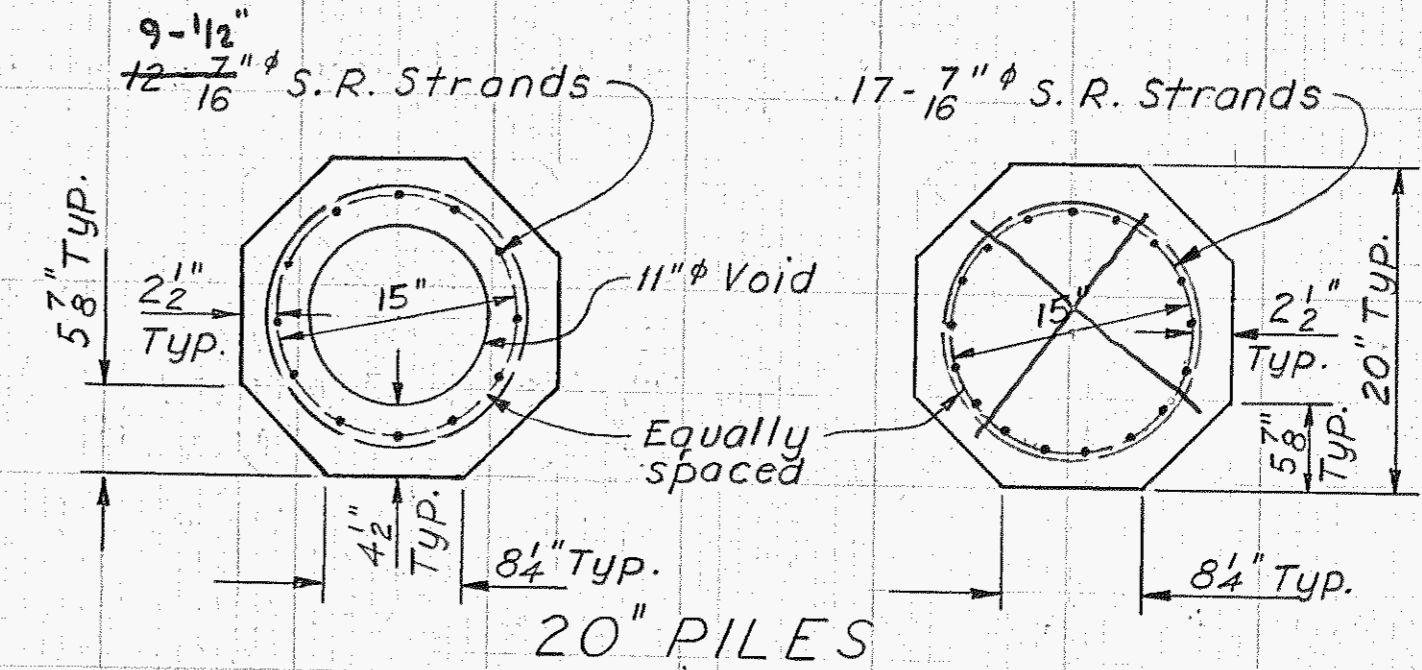
ABUTMENT DETAILS



See "Pile Anchorage"
Minimum mild reinforcing is:
#6 x 3'-6" - Tot. 6 for 16" Pile.
#6 x 3'-6" - Tot. 8 for 20" Pile.
Bars to spaced uniformly.



16" PILES



20" PILES

SECTION E-E
1" = 1'-0"

PILE DETAILS

PILE ANCHORAGE

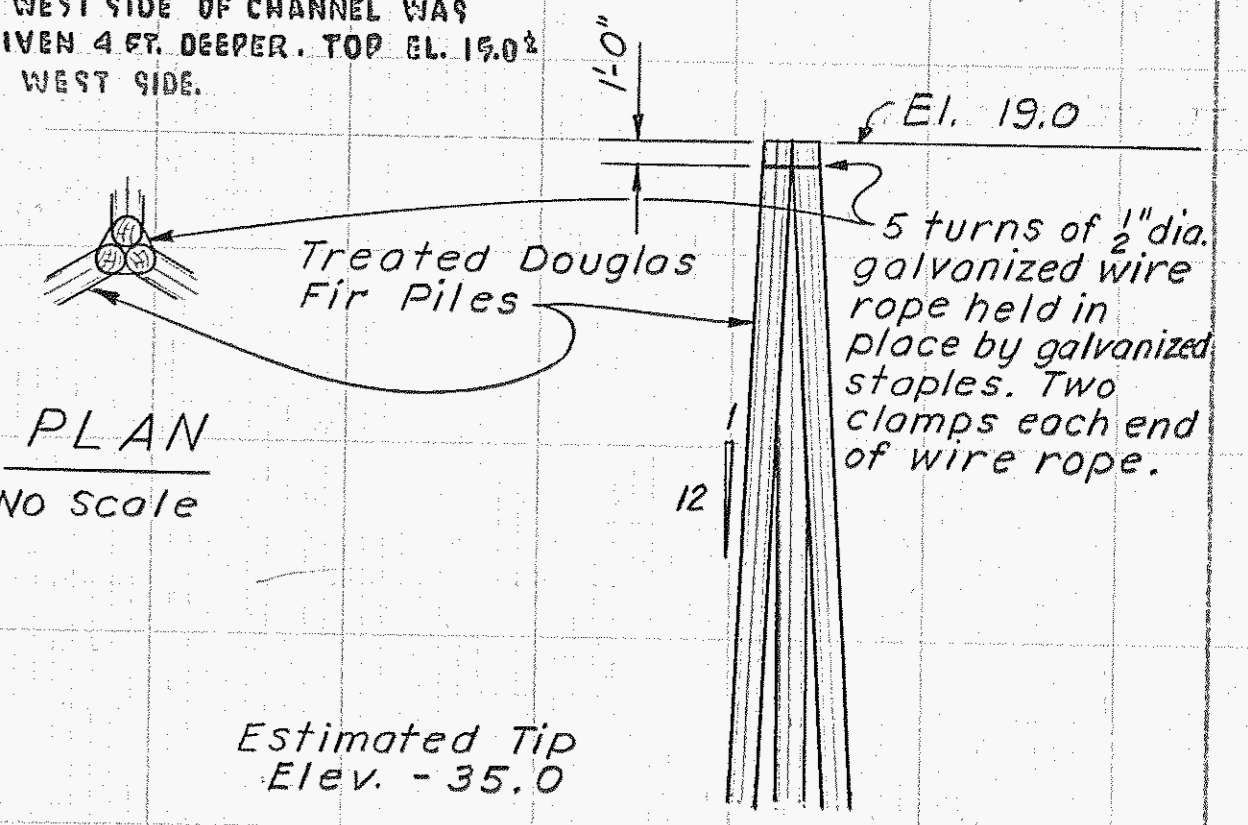
- Piles shall be attached to slab or abutment by any one of the following methods.
1. Allow all strands to project a minimum of 24".
 2. Cast mild reinforcing steel in pile head with bars projecting for anchorage.
 3. Provide cored holes in pile head for subsequent use of grouted dowel bars.
 4. Drill holes in pile head for installation of grouted dowel bars. Special care shall be taken to prevent damage to the pile head.

PILE NOTES

Concrete stress:
 $f'_c = 5000$ psi @ time of driving
 $f'_{ci} = 4000$ psi @ transfer

Prestressing force:
prestressing strand shall be $7/16$ " seven-wire stress relieved strand conforming to the requirements at ASTM Designation A416-57. Initial tension in strand shall be 18,900 pounds.

DUE TO GROUND CONDITIONS PILING ON WEST SIDE OF CHANNEL WAS DRIVEN 4 FT. DEEPER. TOP EL. 19.0 ON WEST SIDE.



PLAN
No Scale

ELEVATION
No Scale

3 PILE DOLPHIN (4 Req'd.)

GENERAL NOTES

Specifications:
Design: A.A.S.H.O. dated 1961.

Construction: Specifications of the County of Sacramento.

Live Loading: H20-S16-44

Unit Stresses: $f_s = 20,000$ psi, $f_c = 1,200$ psi., $n = 10$
 $f'_c = 3,000$ psi

Pile Loading: 45 Tons Type: Precast Concrete
20 Tons Type: Treated Timber

Structural Steel: $f_s = 20,000$ psi. Type: A36

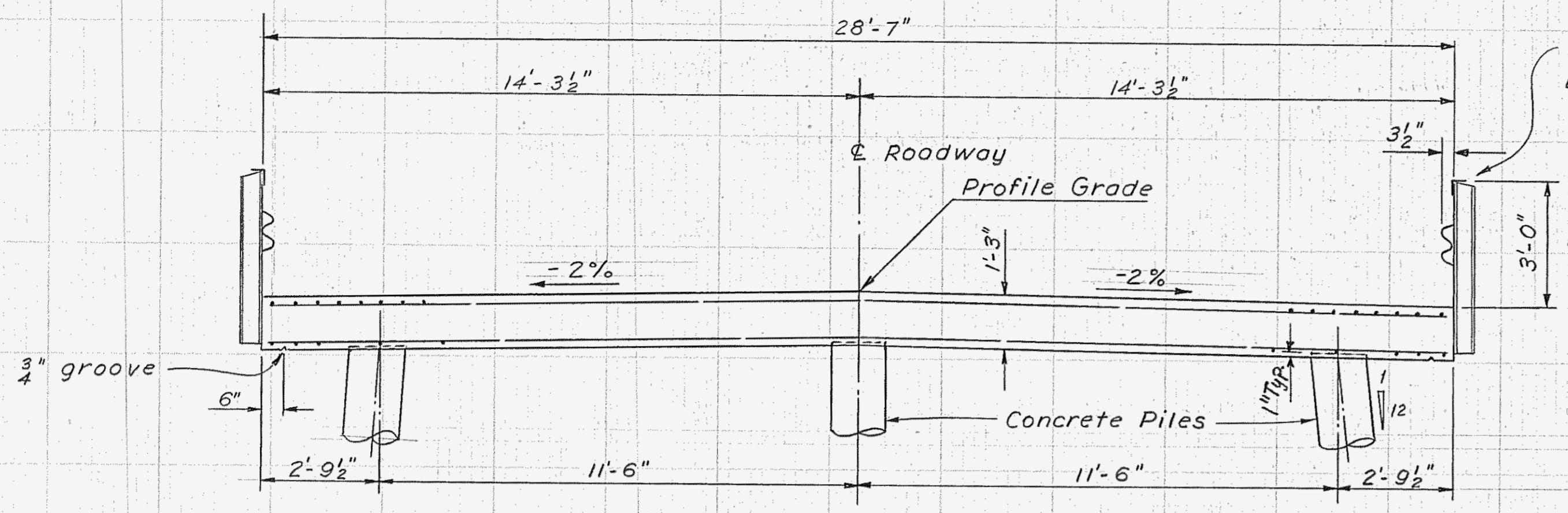
Reinforcement: Embedment to main reinforcement is 2" clear unless otherwise noted. Where bars are spliced they shall have a 20 diameter lap unless otherwise called for on the plans.

Existing Bridge: Contractor to verify dependent dimensions in the field.

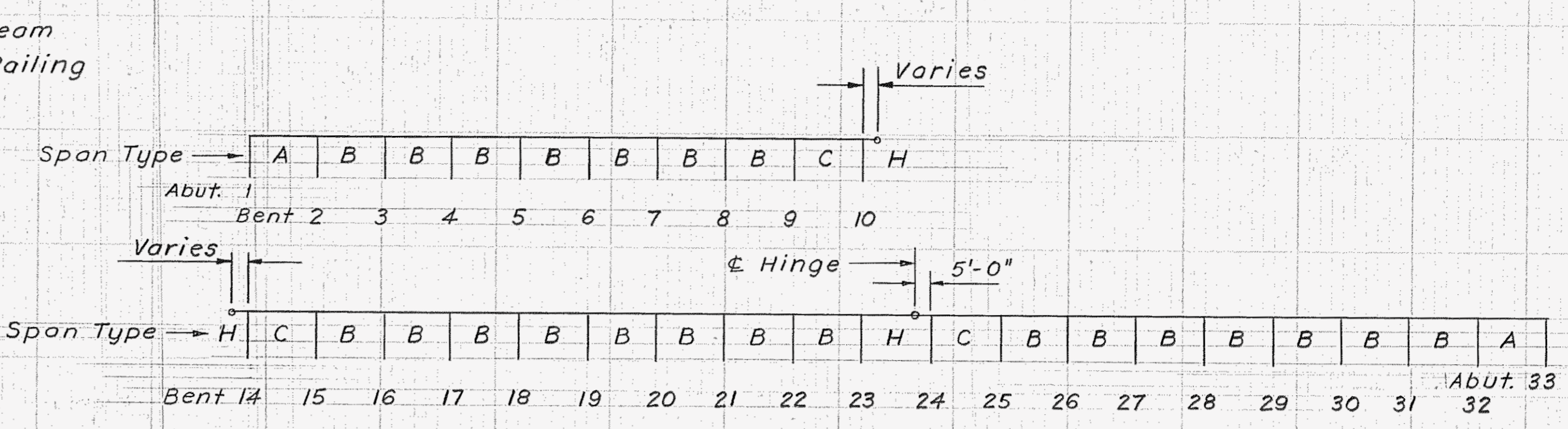
As Built Cons. Made 4-20-66

SNODGRASS SLOUGH BRIDGE		
SLAB SPANS-SUBSTRUCTURE		
SACRAMENTO COUNTY ENGINEERS OFFICE		
Sheet No. 2 of 7	Date: 12-1-64	Scale: As Noted
Bridge No. 467002	Approved: <i>[Signature]</i>	12.5.12.022

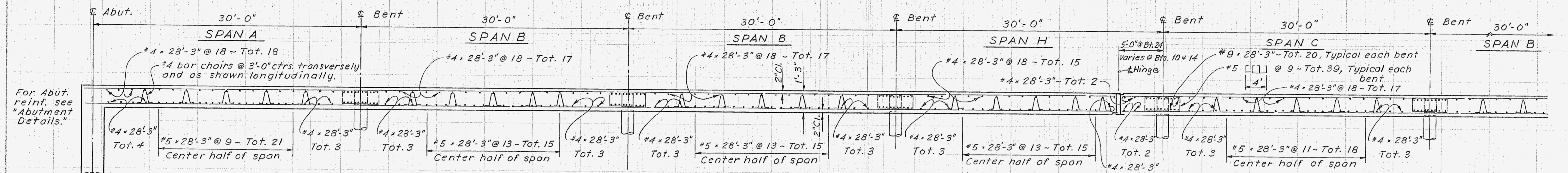
MICROFILMED



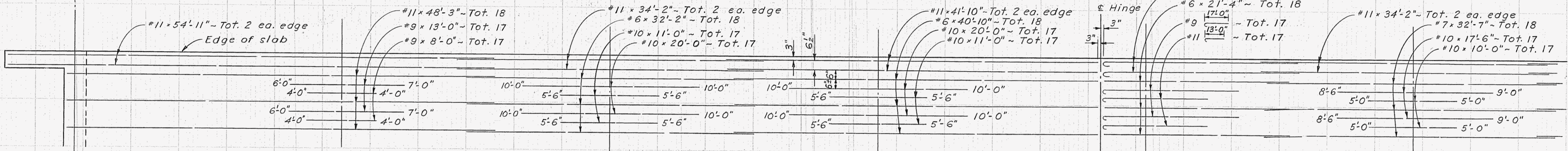
TYPICAL SECTION



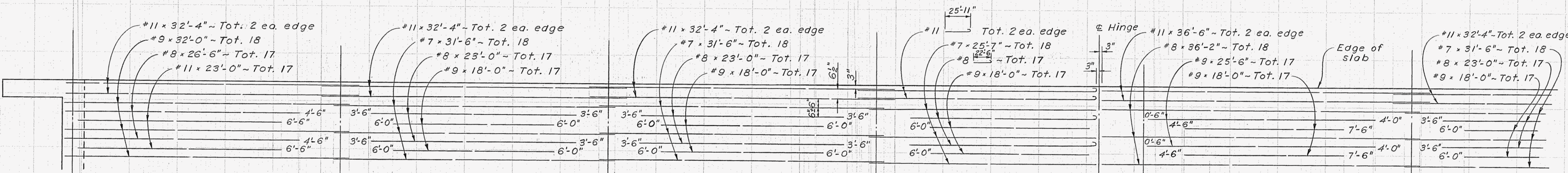
SPAN LAYOUT
1" = 50'



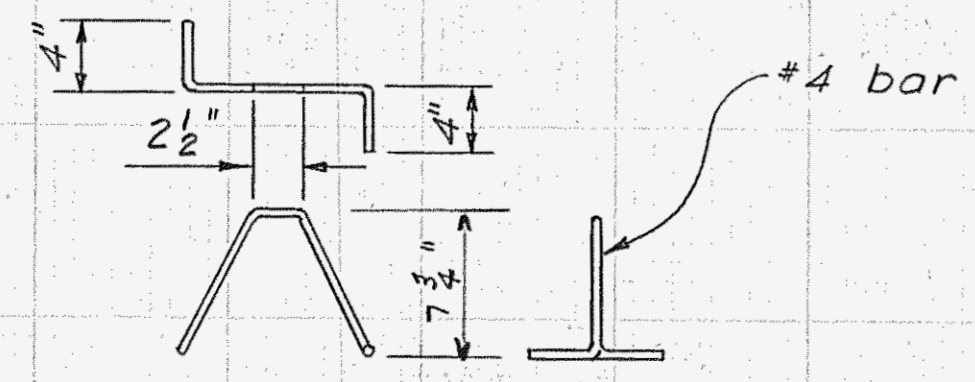
PART LONGITUDINAL SECTION
No Scale



STEEL-TOP OF SLAB
No Scale



STEEL-BOTTOM OF SLAB
No Scale



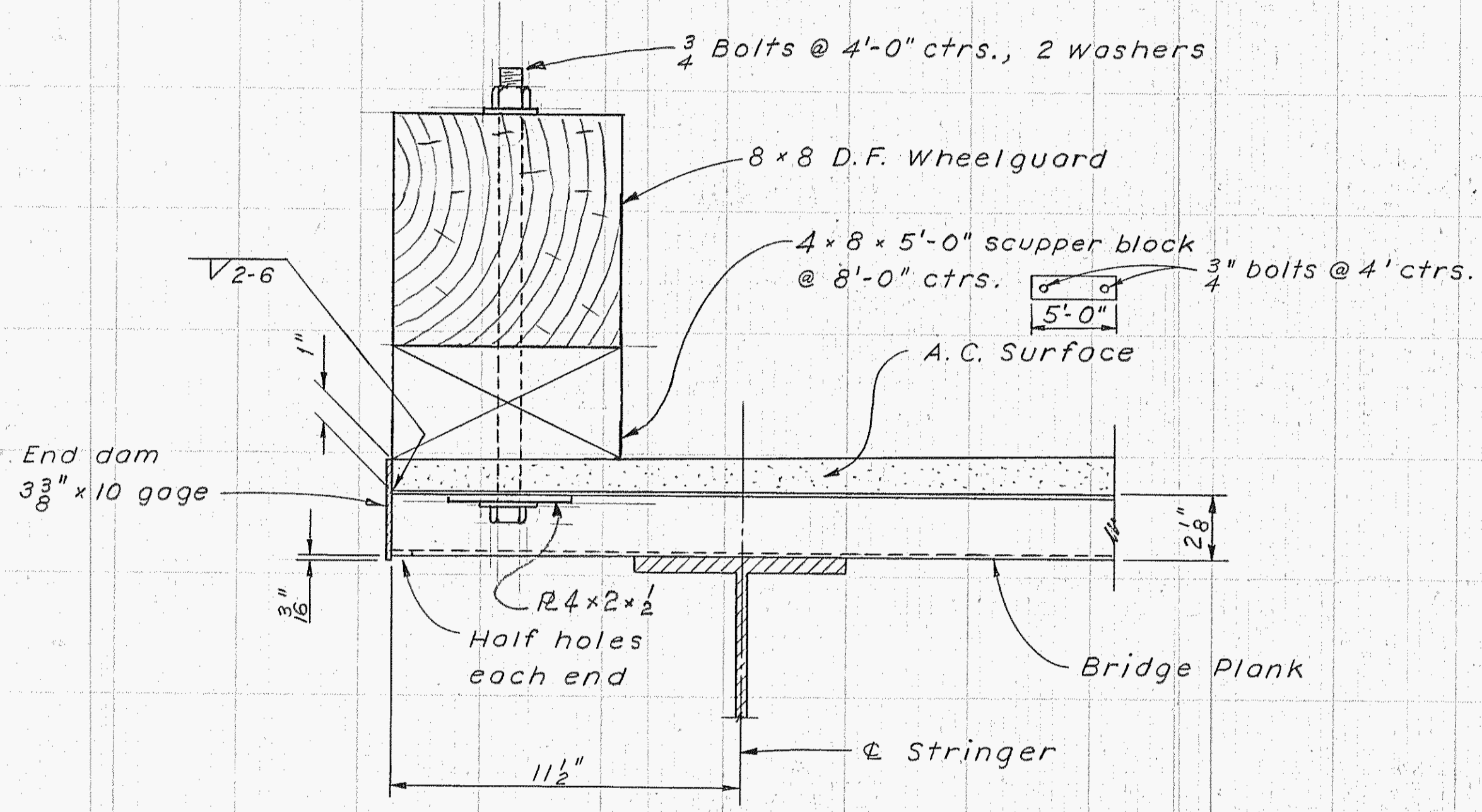
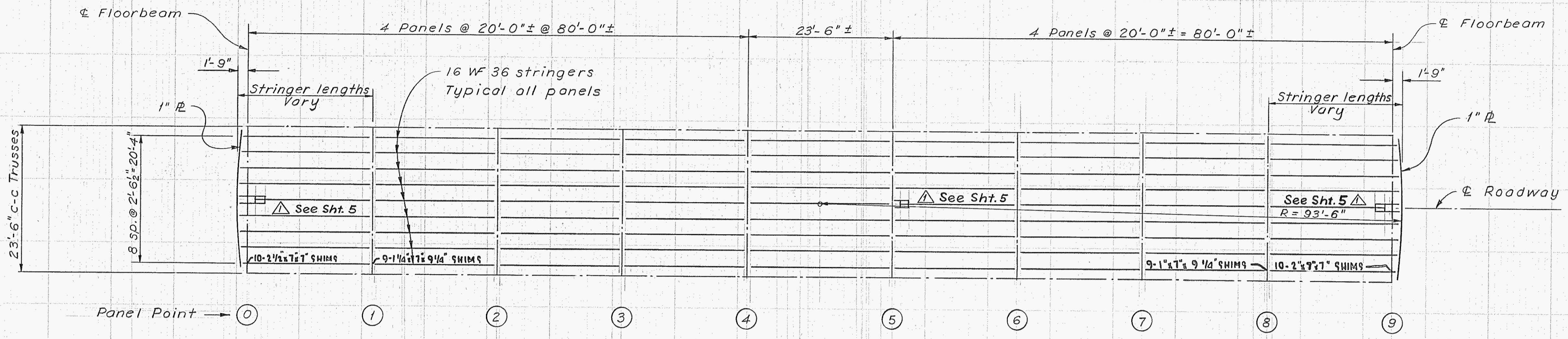
BAR CHAIR DETAIL (1400 Req'd.)
No Scale

Note: Number at end of bar is distance from ϵ Bent.

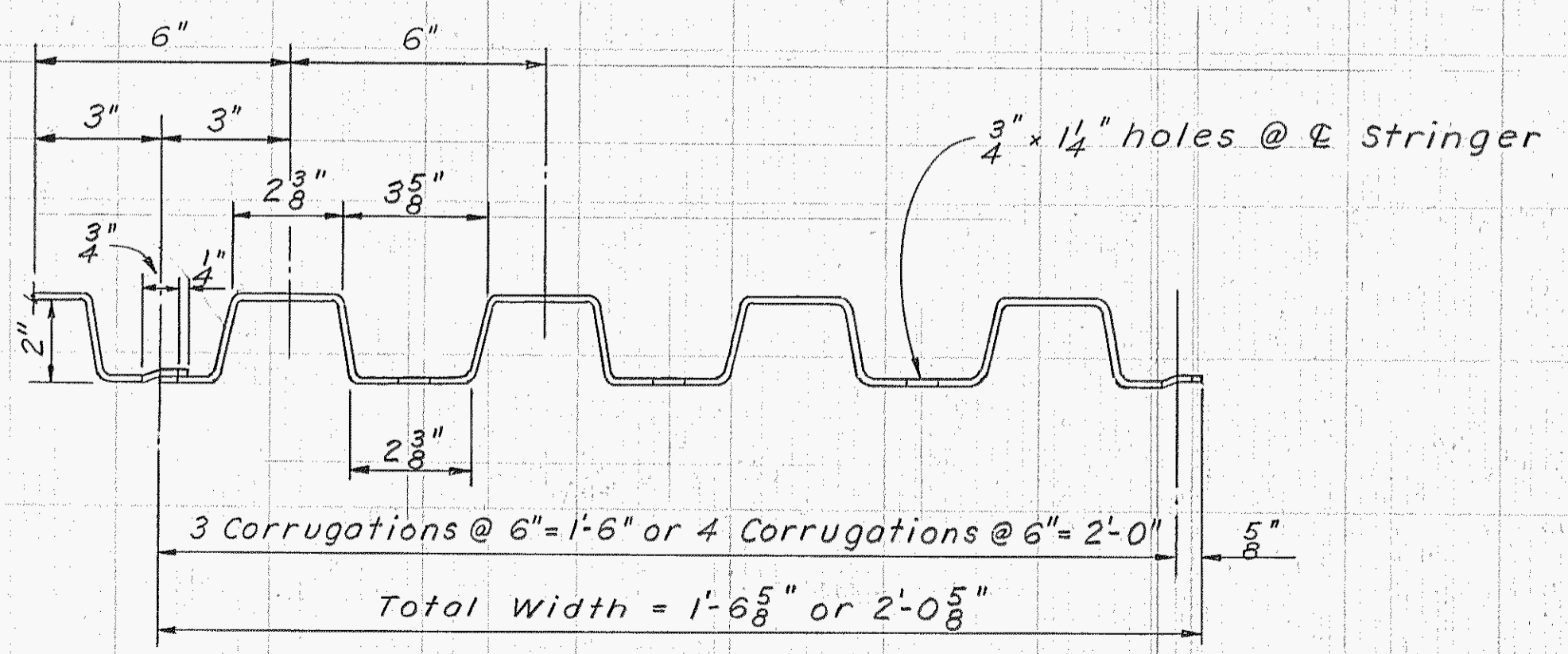
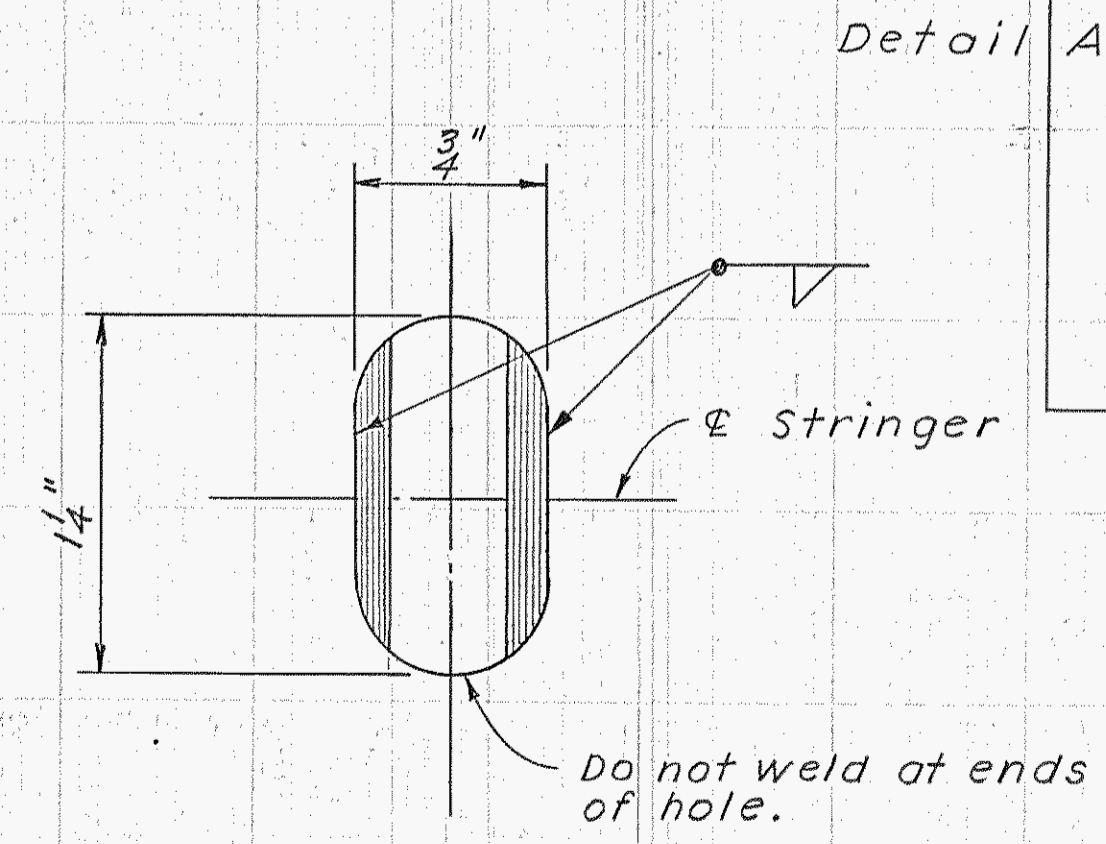
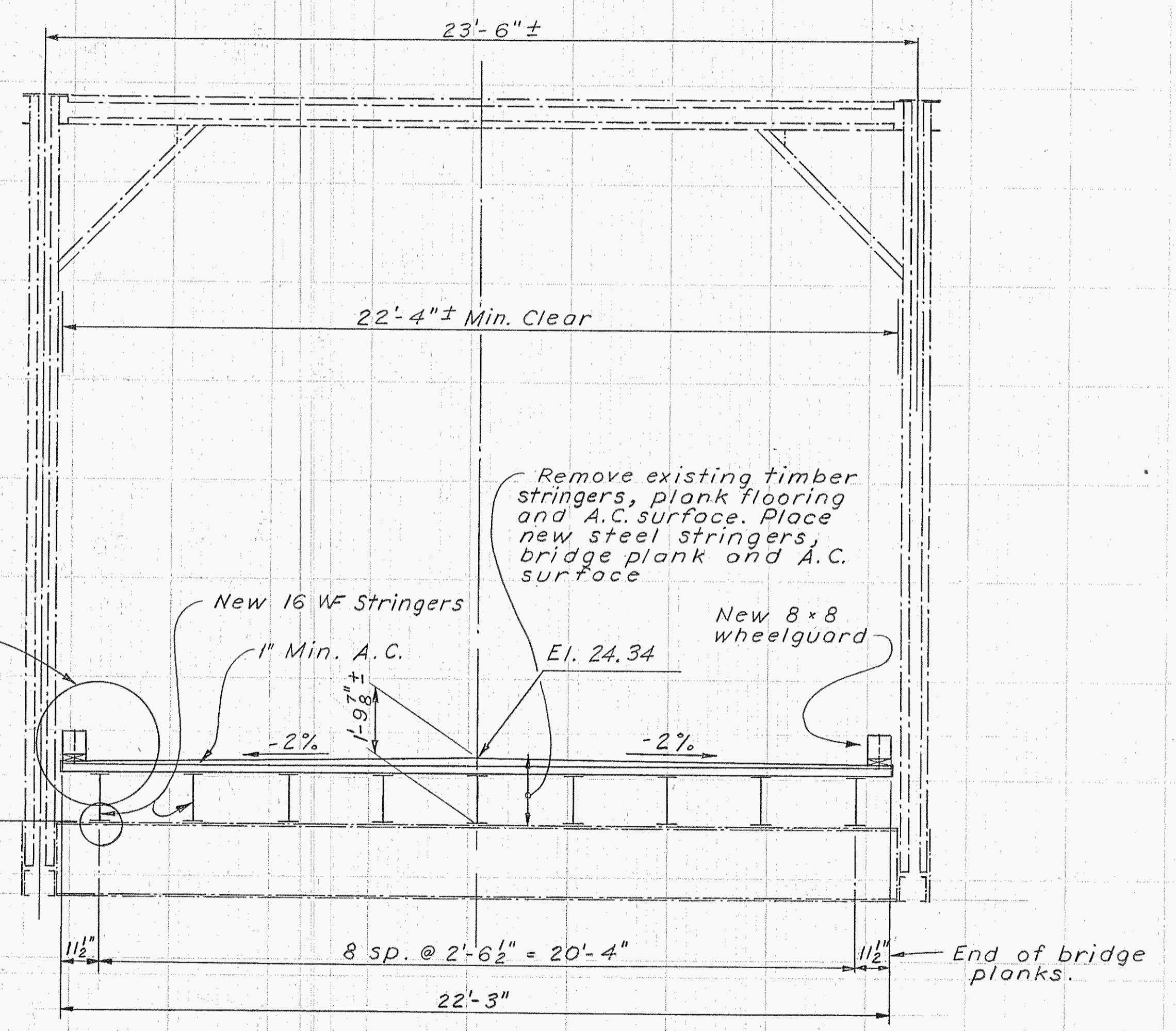
As BUILT

SNODGRASS SLOUGH BRIDGE		
SLAB SPANS-SUPERSTRUCTURE		
SACRAMENTO COUNTY ENGINEERS OFFICE		
Sheet No. 3 of 7	Date: 12-1-64	Scale: As Noted
Bridge No. 487002	Approved: <i>[Signature]</i>	R.E. 12/22/64

MICROFILMED



C.C.O.#1
PLACED SHIMS UNDER EACH END OF GIRDERS OR SWING SPAN. TO ADJUST CONCRETE DECK GRADE (SEE PLAN ABOVE)

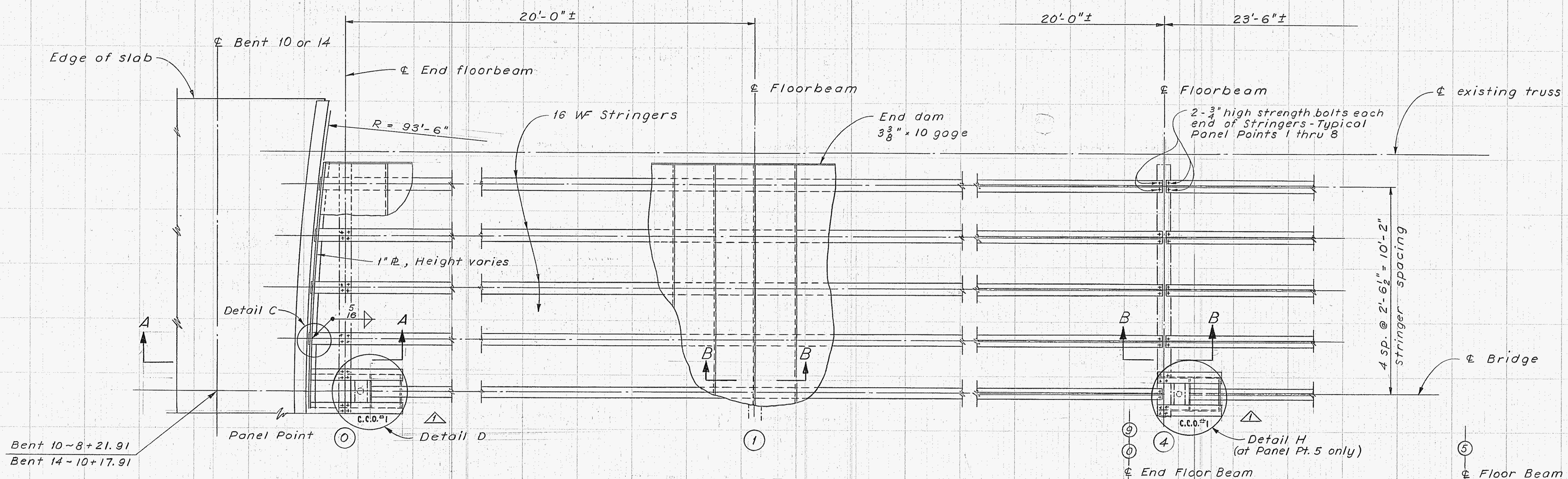


Rev. Δ Revise Stringers to clear operating mechanism.

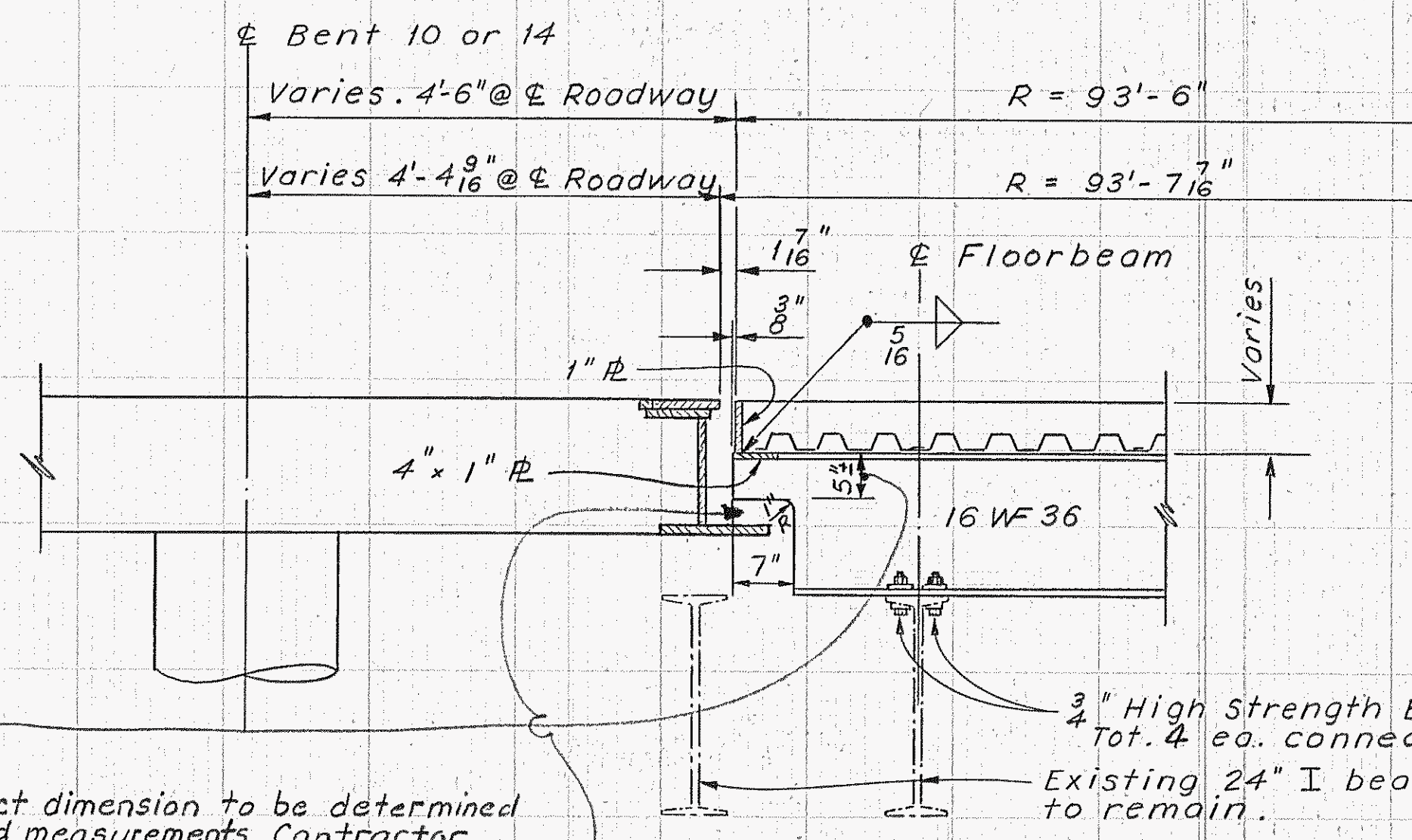
AS BUILT

SNODGRASS SLOUGH BRIDGE		
TRUSS SPANS - DETAIL NO. 1		
SACRAMENTO COUNTY ENGINEERS OFFICE		
Sheet No. 4 of 7	Date: 12-1-64	Scale: As Noted
Bridge No. 467002	Approved: <i>[Signature]</i>	R.E. 12022

MICROFILMED

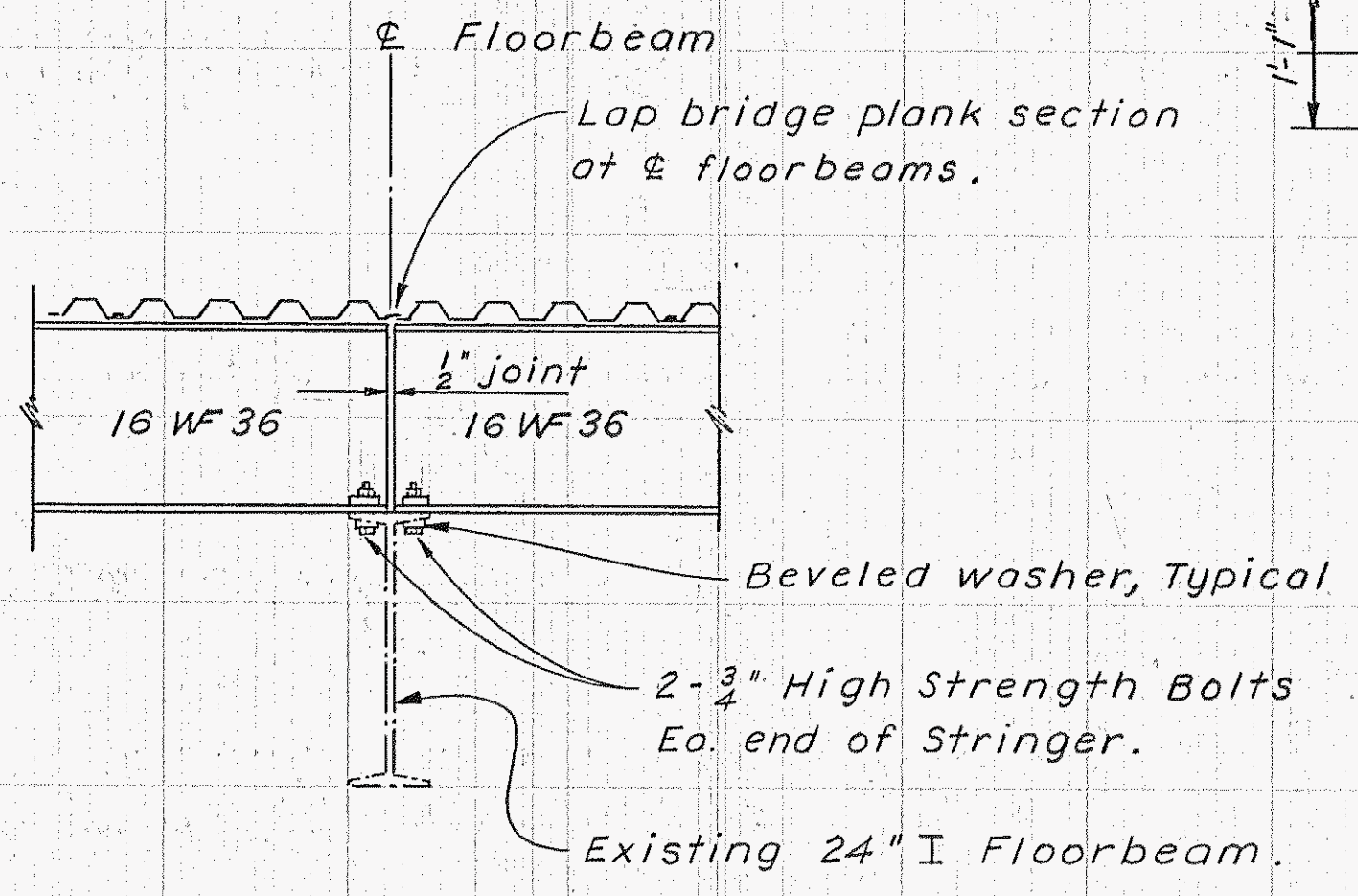


PART PLAN
3/8" = 1'-0"

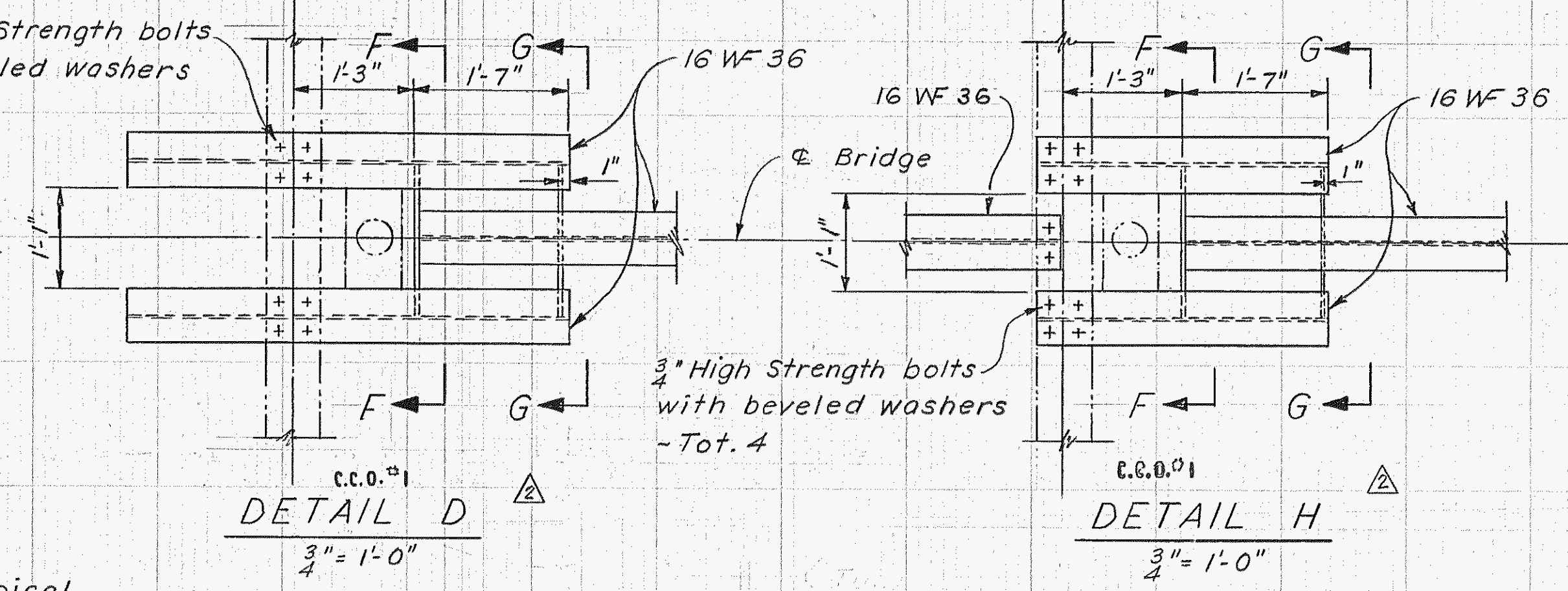


SECTION A - A
3/4" = 1'-0"

Exact dimension to be determined by field measurements. Contractor shall release end jacks and measure deflection of truss. Clearance above 12" x 1" PL to be 1" min.

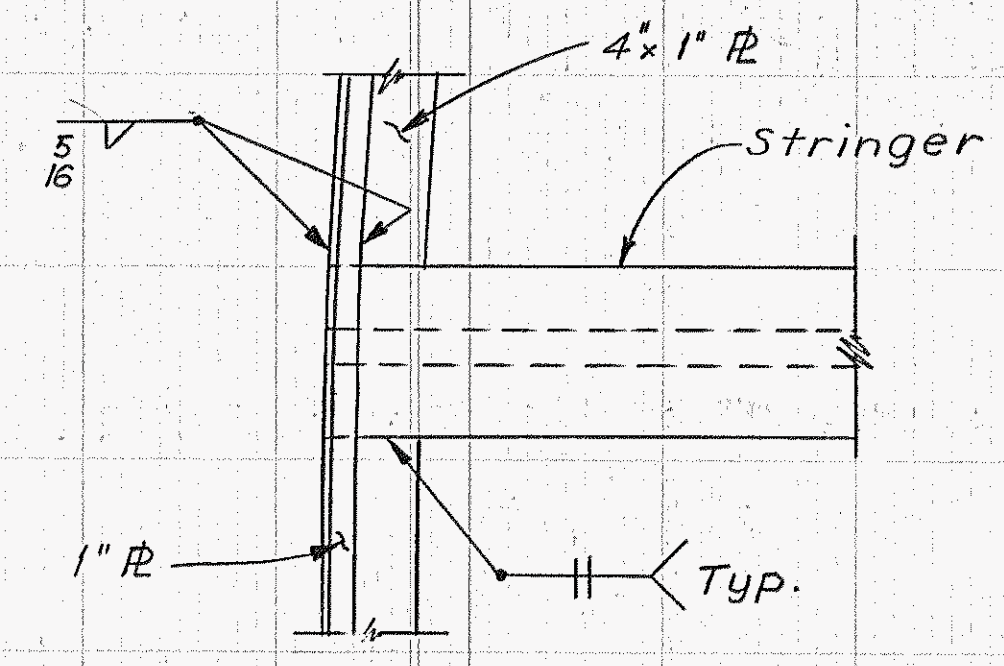


SECTION B - B
3/4" = 1'-0"

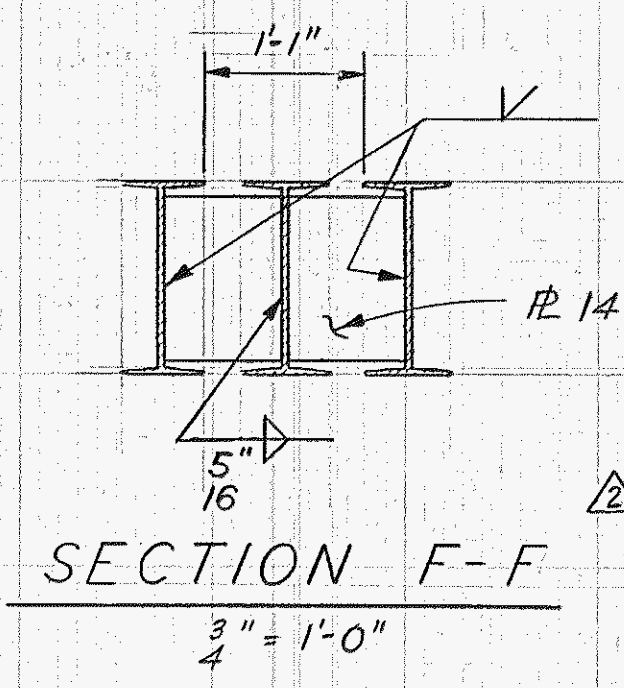


DETAIL D
3/4" = 1'-0"

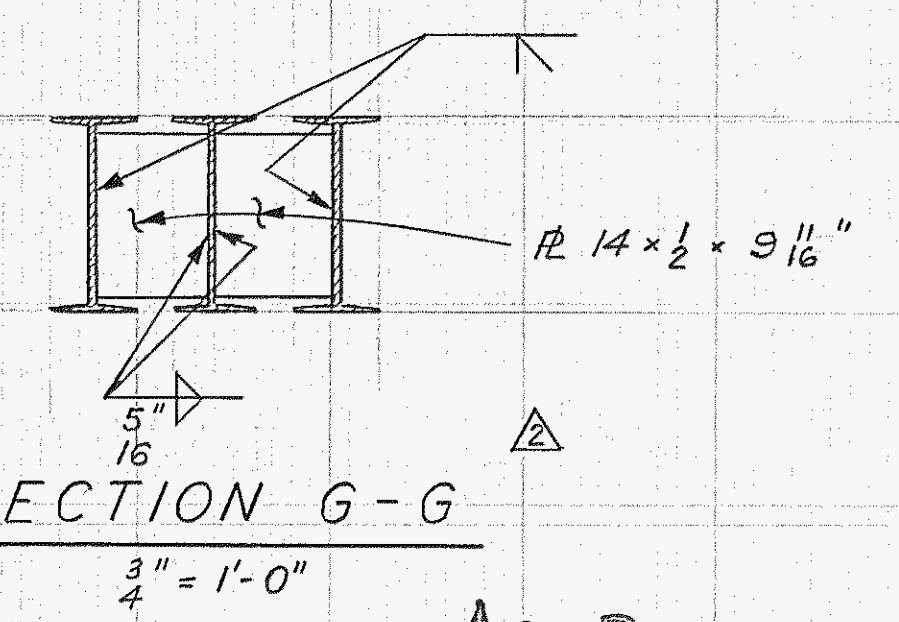
DETAIL H
3/4" = 1'-0"



DETAIL C
No Scale



SECTION F - F
3/4" = 1'-0"



SECTION G - G
3/4" = 1'-0"

AS BUILT

Rev. Δ Revise Stringers to clear operating mechanism.
Rev. ∇ Add new stringer details.

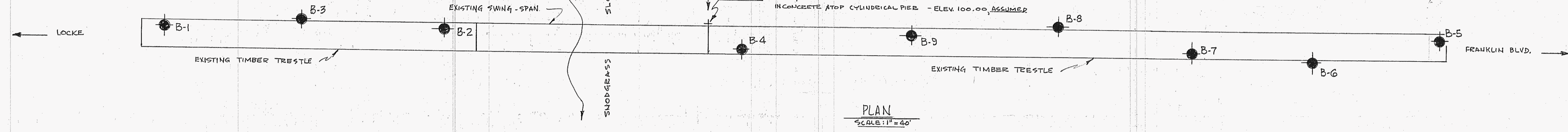
SNODGRASS SLOUGH BRIDGE		
TRUSS SPANS - DETAIL NO. 2		
SACRAMENTO COUNTY ENGINEERS OFFICE		
Sheet No. 5 of 7	Date: 12-1-69	Scale: As Noted
Bridge No. 467002	Approved: <i>[Signature]</i>	12.022

MICROFILMED

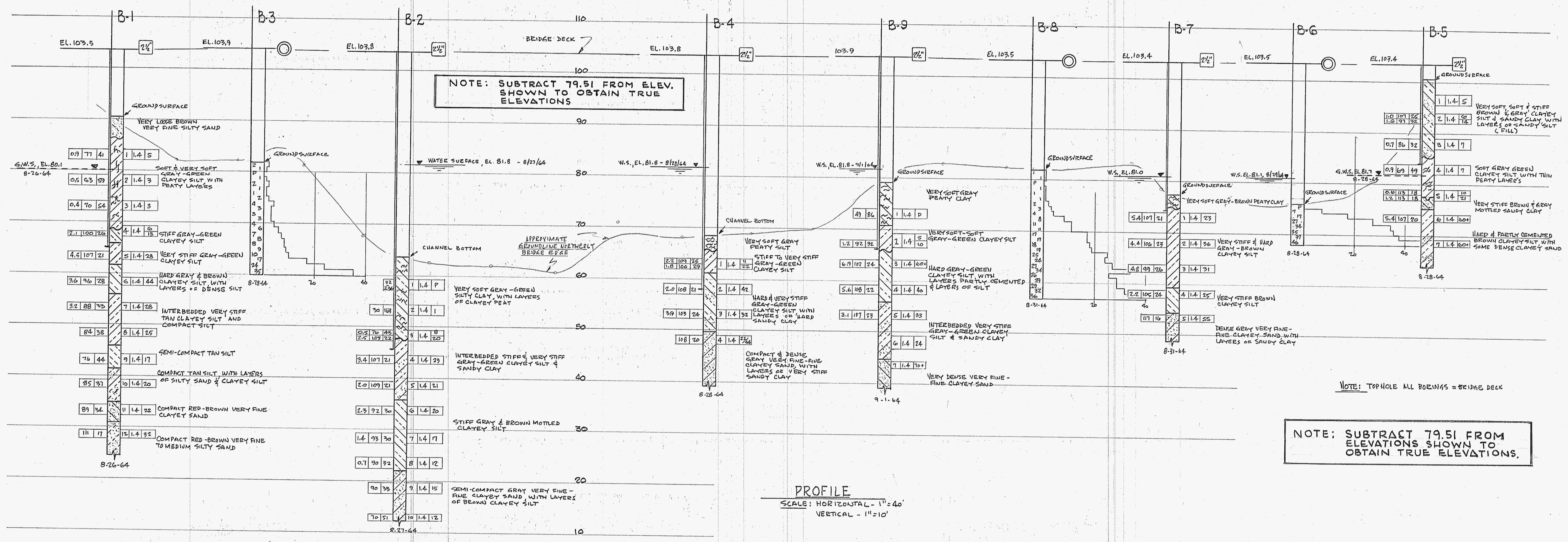
CO. B.M. U2A-32 EL. 20.49
 STD. BRONZE TABLE STAMPED U.S.C. & G.S.
 B.M. No. 11934 LOCATED ON TOP OF NORTH
 END OF E. CONC. PIER OF BRIDGE ACROSS
 SNODGRASS SLOUGH ON TWIN CITIES ROAD

NOTE: SUBTRACT 79.51 FROM ELEVATIONS SHOWN
 TO OBTAIN TRUE ELEVATIONS.

BENCHMARK: U.S.C. & G.S. MONUMENT
 IN CONCRETE ATOP CYLINDRICAL PIER - ELEV. 100.00, ASSUMED



PLAN
 SCALE: 1" = 40'



NOTE: SUBTRACT 79.51 FROM ELEV.
 SHOWN TO OBTAIN TRUE
 ELEVATIONS

PROFILE
 SCALE: HORIZONTAL - 1" = 40'
 VERTICAL - 1" = 10'

NOTE: SUBTRACT 79.51 FROM
 ELEVATIONS SHOWN TO
 OBTAIN TRUE ELEVATIONS.

NOTE: TOPHOLE ALL BORINGS = BRIDGE DECK

AS BUILT

MOORE & TABER - Engineers - Geologists

APPROVED H.R. Taber Sept. 14, 1964
 REGISTERED CIVIL ENGINEER No. 9165 JOB No. 3493F

SACRAMENTO COUNTY

TWIN CITIES ROAD
 SNODGRASS SLOUGH PROJECT No. 882-467002-S13

LOG OF TEST BORINGS

Scale (As NOTED) Date 9/11/64 By Check by Drawing Shit. No. 7 of 7

LEGEND OF EARTH MATERIALS

SIZE CLASSIFICATION

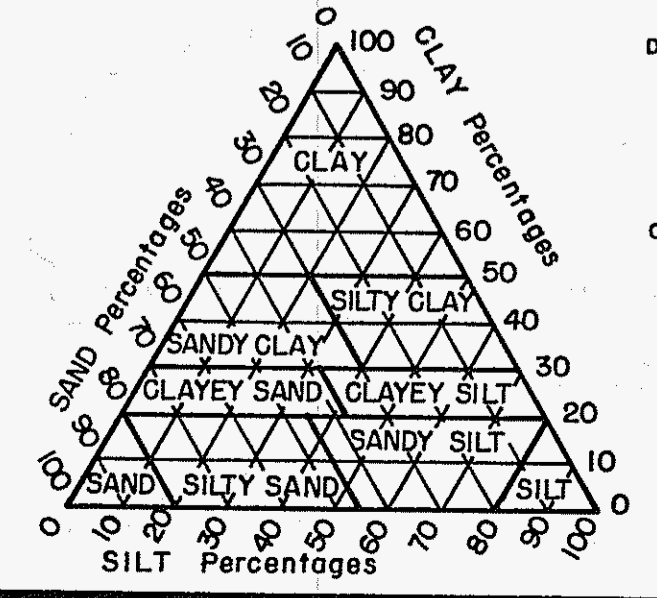


Diagram showing the basis of grain size distribution used in determination of class names. Size classification is based on the M.I.T. grade scale in field and laboratory classification unless stated otherwise.

Classification of earth materials shown on this sheet is based on field inspection and should not be construed to imply mechanical analysis unless so stated.

MATERIAL SYMBOLS

- Gravel
- Sand
- Silt
- Clay
- Sandy clay or clayey sand
- Sandy silt or silty sand
- Silty clay or clayey silt
- Peat or organic matter
- Fill material
- Shale
- Sandstone
- Limestone
- Metamorphic rock
- Igneous rock

CONSISTENCY CLASSIFICATION

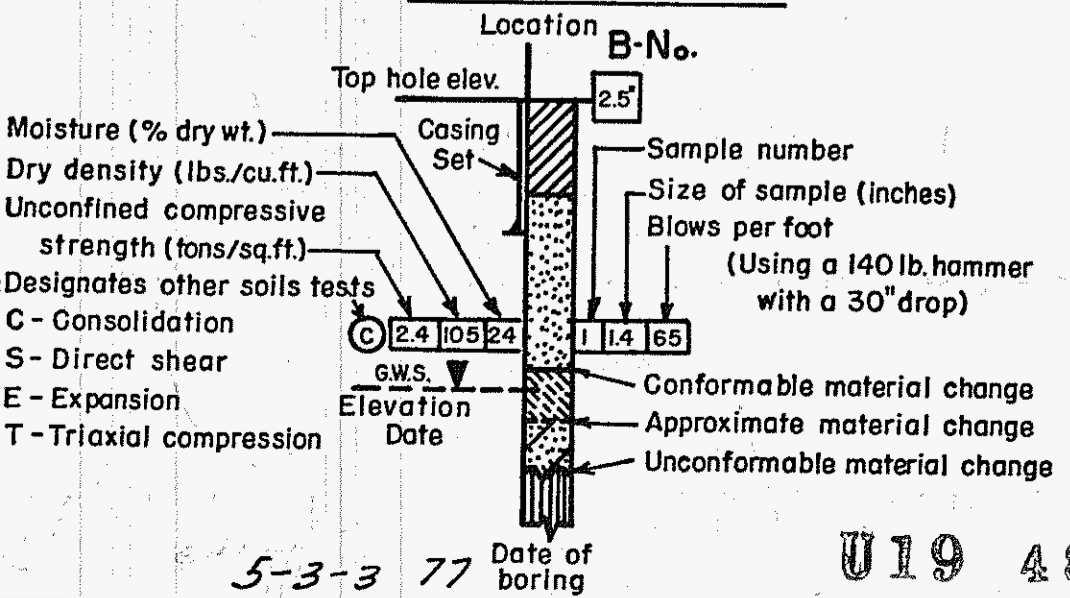
According to the Standard Penetration Test

No. of blows	Granular	Cohesive
0-5	Very loose	Very soft
6-10	Loose	Soft
11-20	Semiconsolid	Stiff
21-35	Compact	Very stiff
36-70	Dense	Hard
70+	Very dense	Very hard

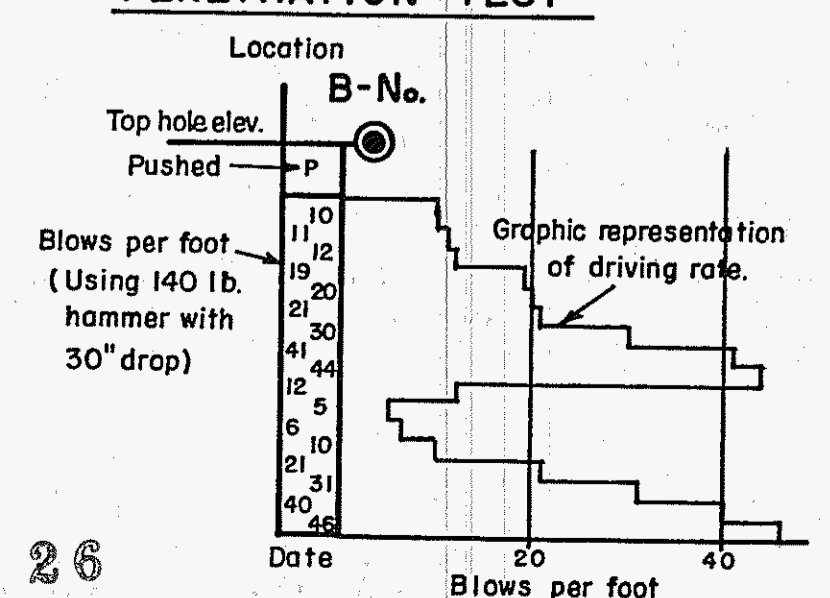
LEGEND OF BORING OPERATIONS

- Plan of any boring
- Rotary boring
- Diamond core boring
- Auger boring
- Sample boring
- Jet boring
- Test pit
- 2 1/4" Cone penetrometer
- 2 1/2" Cone penetrometer

ROTARY BORING



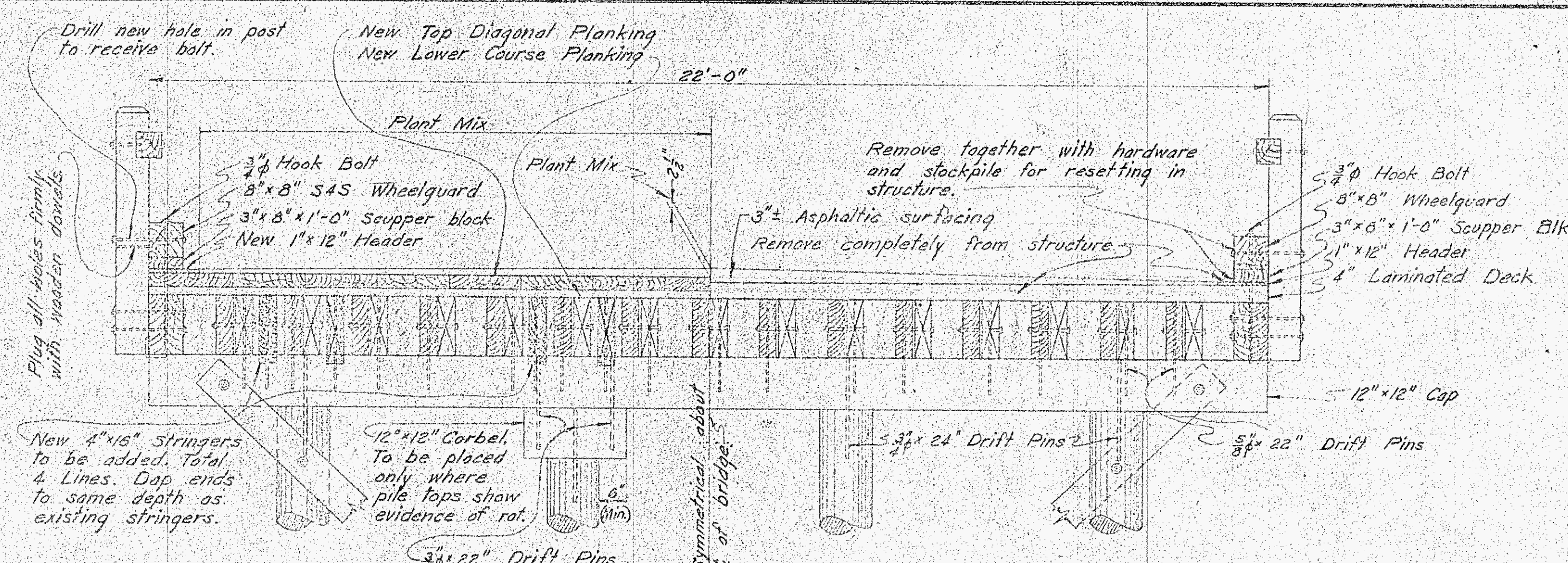
PENETRATION TEST



5-3-3 77

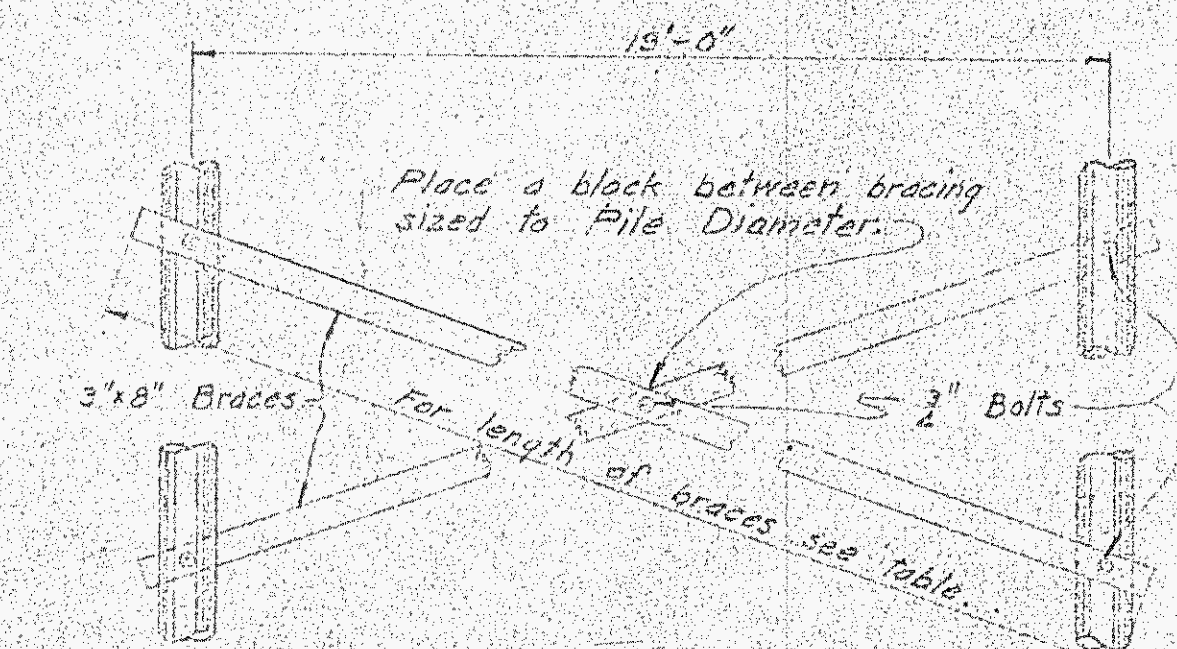
BR. 4F7002 RO. 4F0050

Shit. 7 of 7



PROPOSED
TYPICAL TRESTLE SECTION
Scale: 1/4" = 1'-0"

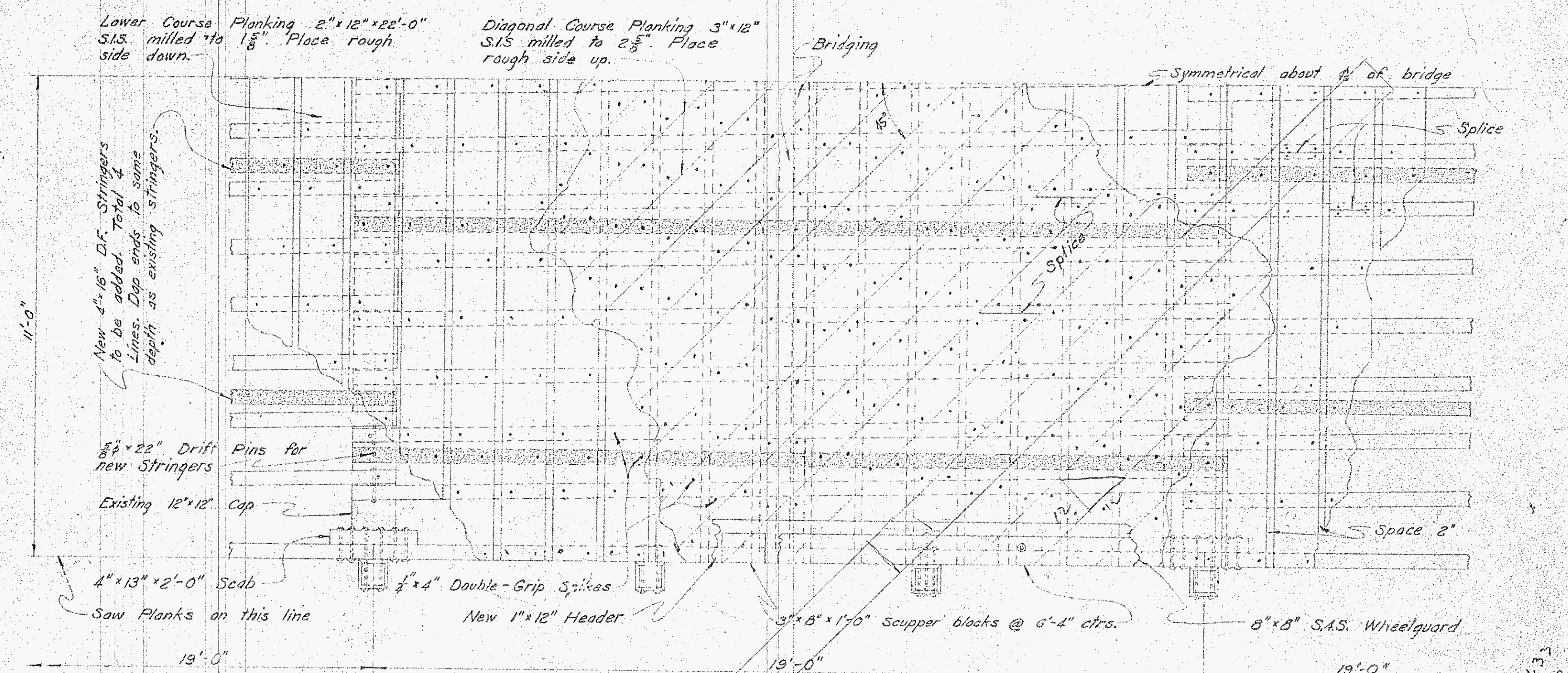
EXISTING
AS BUILT



TYPICAL LONGITUDINAL BRACE
Scale: 1/4" = 1'-0"

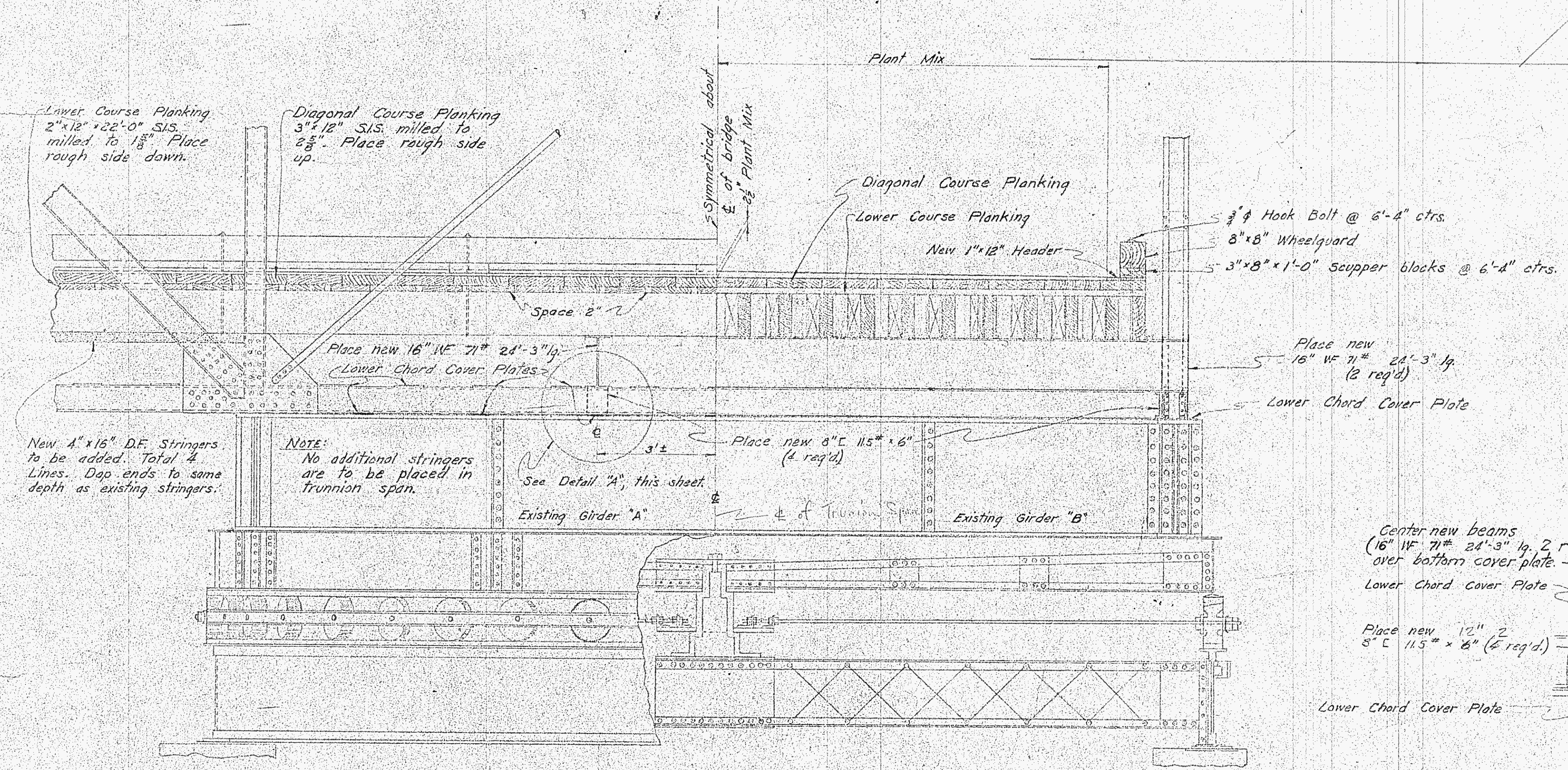
Longitudinal Bracing Data	
Location between Bents	Length of Brace
5-6	26'
10-11	28'
15-16	28'
21-22	28'
26-27	26'
31-32	26'
36-37	26'
41-42	28'

NOTE: See sheet N#1 for location of Bent Numbers. Bracing to be placed in above spans on outside pile lines only.



PART PLAN OF PROPOSED TRESTLE REPAIRS
Scale: 1/2" = 1'-0"

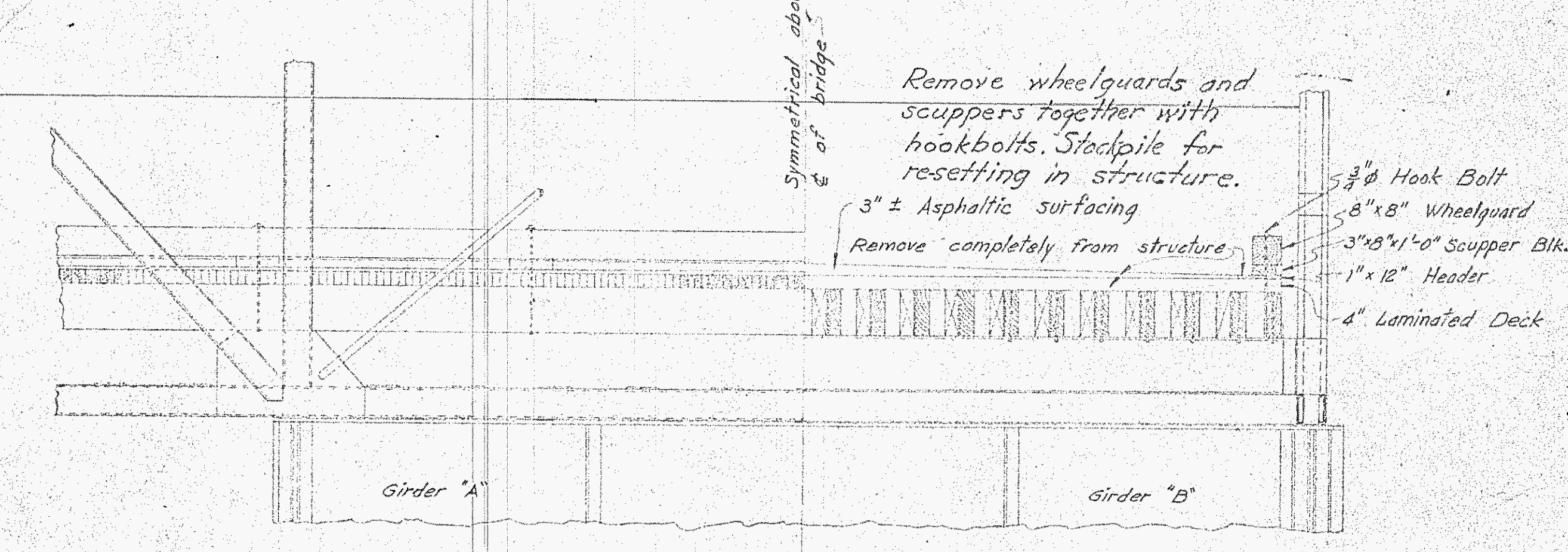
NOTE: Existing trestle has 17 lines 4x13 stringers. Existing steel span has 18 lines 4x13 stringers in 20 panels, and has 22 lines 4x13 stringers in trunnion span.



HALF ELEVATION

HALF SECTION

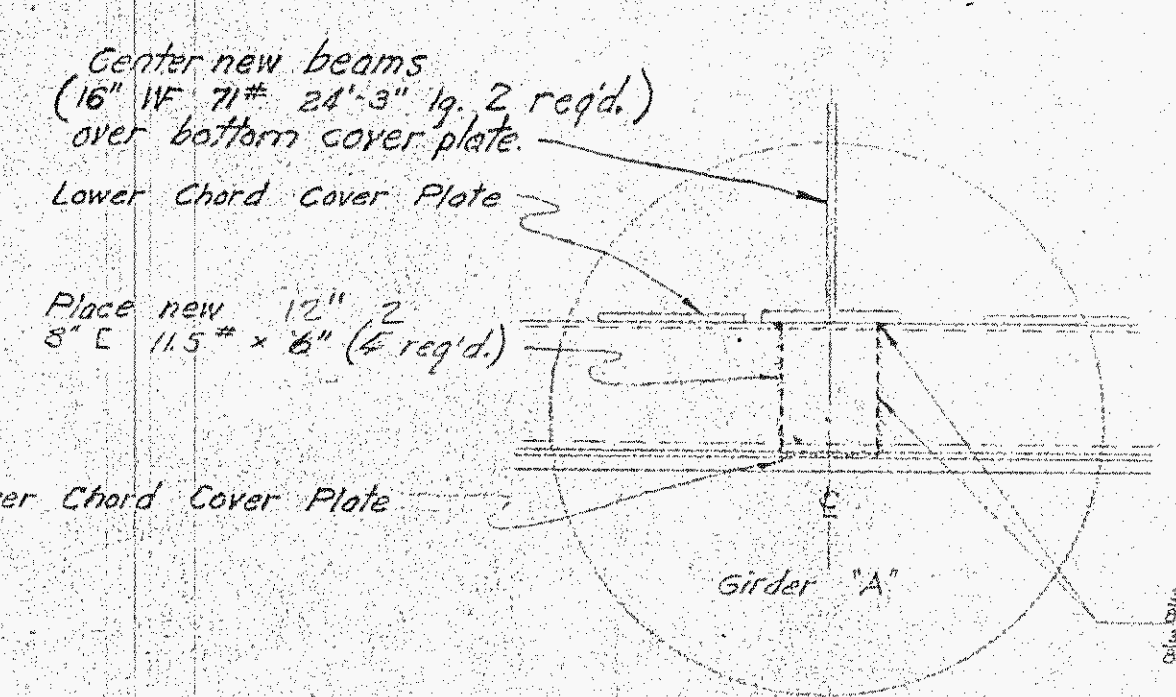
PROPOSED CONSTRUCTION
TRUNNION SPAN
Scale: 1/2" = 1'-0"



HALF ELEVATION

HALF SECTION

"AS-BUILT" TRUNNION SPAN
EXISTING
Scale: 3/8" = 1'-0"



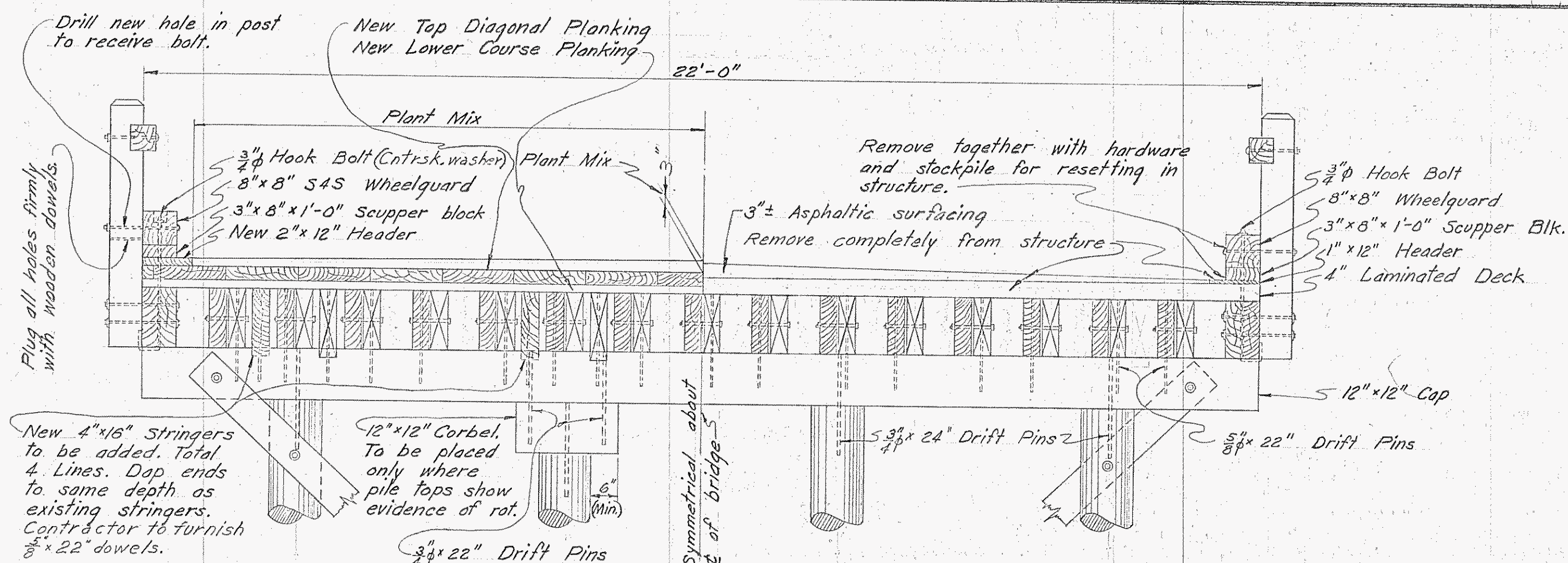
DETAIL "A"
Scale: 1" = 1'-0"

GENERAL NOTES

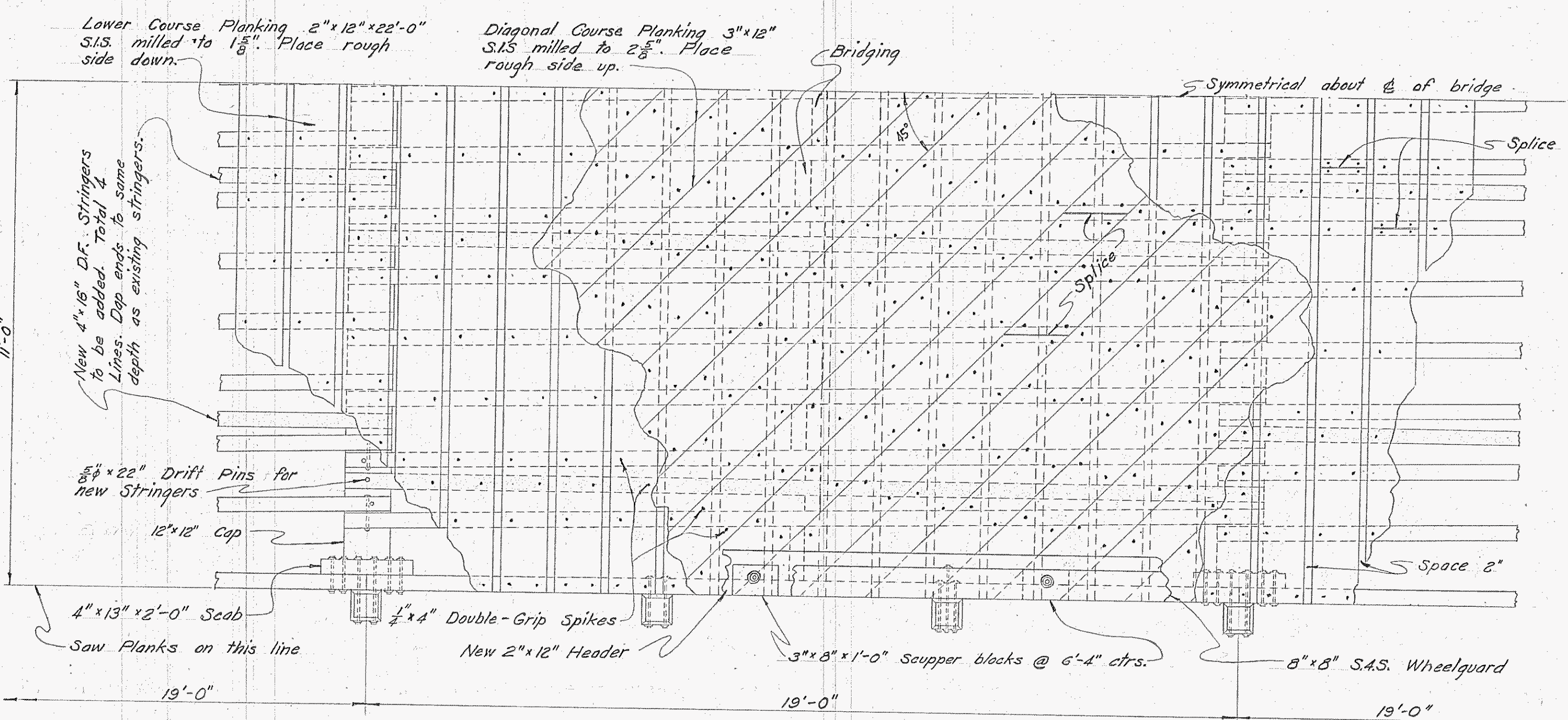
All lumber to be untreated Douglas Fir, N#1 Dimension grade. Any existing loose bridging shall be firmly renailed. Where stringers are re-set bridging shall also be re-set. Where 2x16 stringers are placed new bridging shall also be placed. Planks may be of random length with a 6' minimum and not more than one joint per plank in width of deck. All joints are to occur at a stringer and parallel thereto. Splices to be spaced so that no two joints occur in adjacent planks closer than alternate stringers. Joints in the diagonal course shall not be made directly over joint in lower course. All existing damaged stringers shall be replaced with new stringers, furnished under Item Five of the Specifications.

E.A. Fairbank
Reg. C.E. #5262
COUNTY ENGINEER

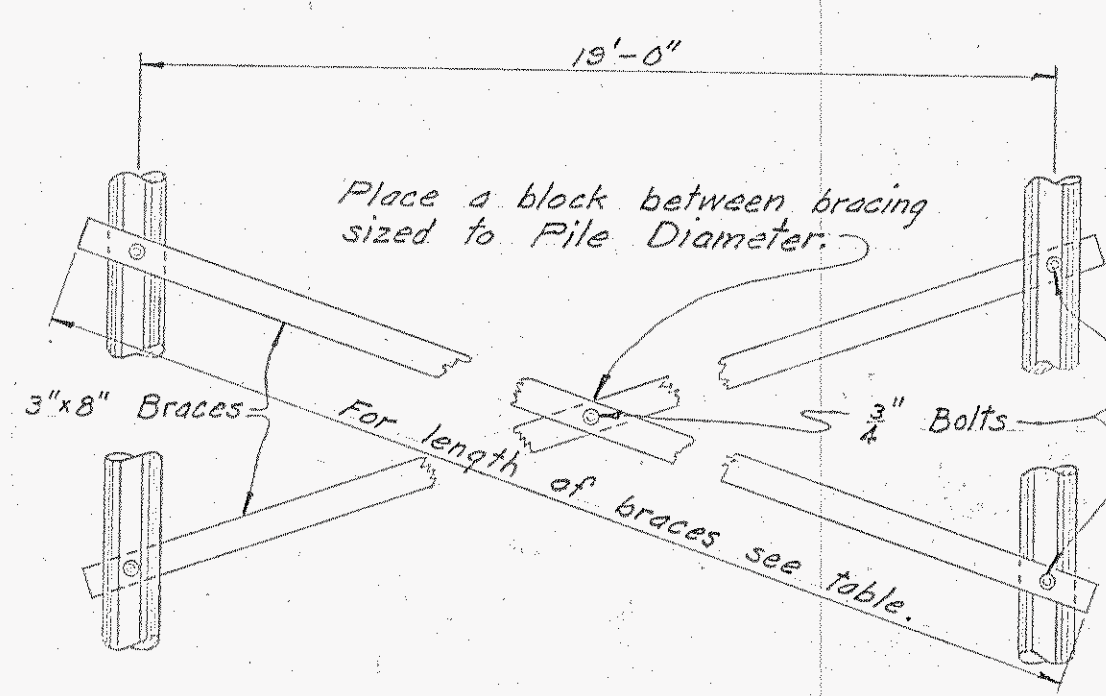
SNODGRASS SLOUGH
BRIDGE REPAIRS
SACRAMENTO COUNTY ENGINEER'S OFFICE
Scale: As shown
Sheet 1A of



PROPOSED
TYPICAL TRESTLE SECTION
Scale: 1/2" = 1'-0"



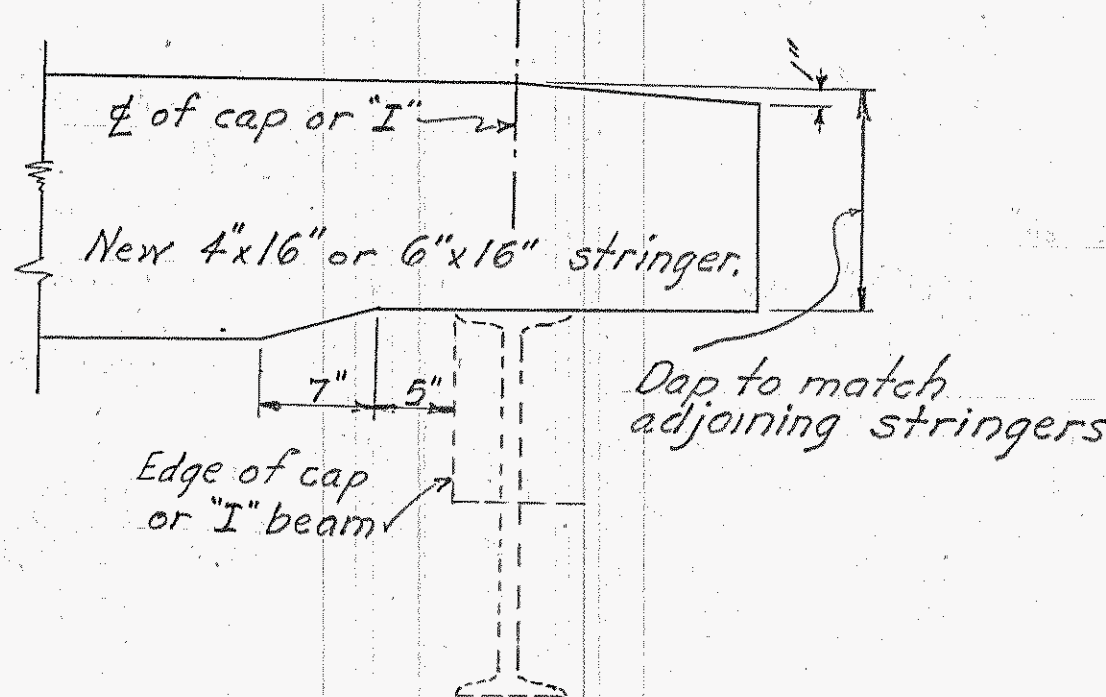
PART PLAN OF PROPOSED
TRESTLE REPAIRS
Scale: 1/2" = 1'-0"



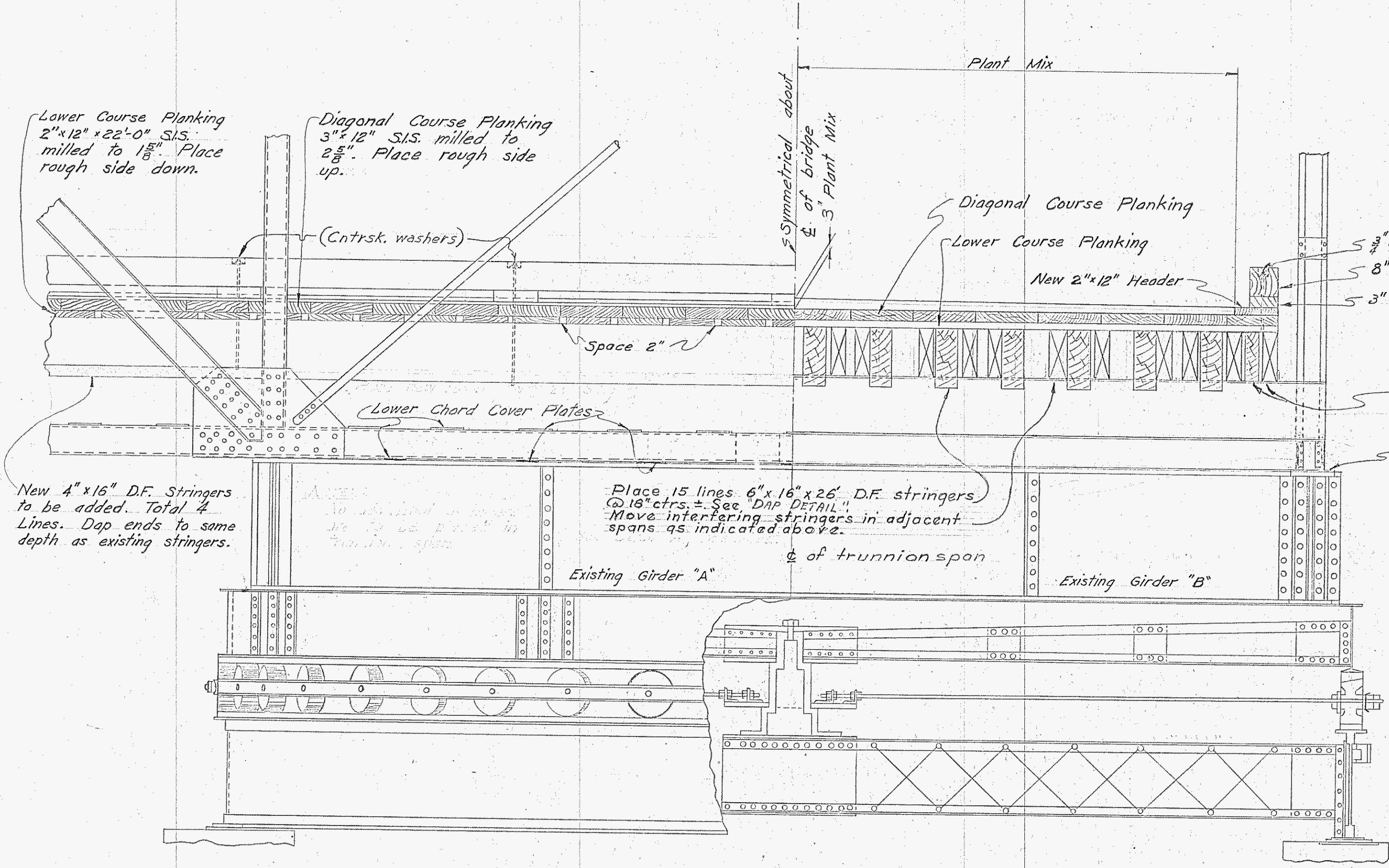
TYPICAL LONGITUDINAL BRACE
Scale: 1/4" = 1'-0"

Longitudinal Bracing Data	
Location between Bents	Length of Brace
5-6	26'
10-11	28'
15-16	28'
21-22	28'
26-27	26'
31-32	26'
36-37	26'
41-42	28'

NOTE: See sheet N#1 for location of Bent Numbers. Bracing to be placed in above spans on outside pile lines only.



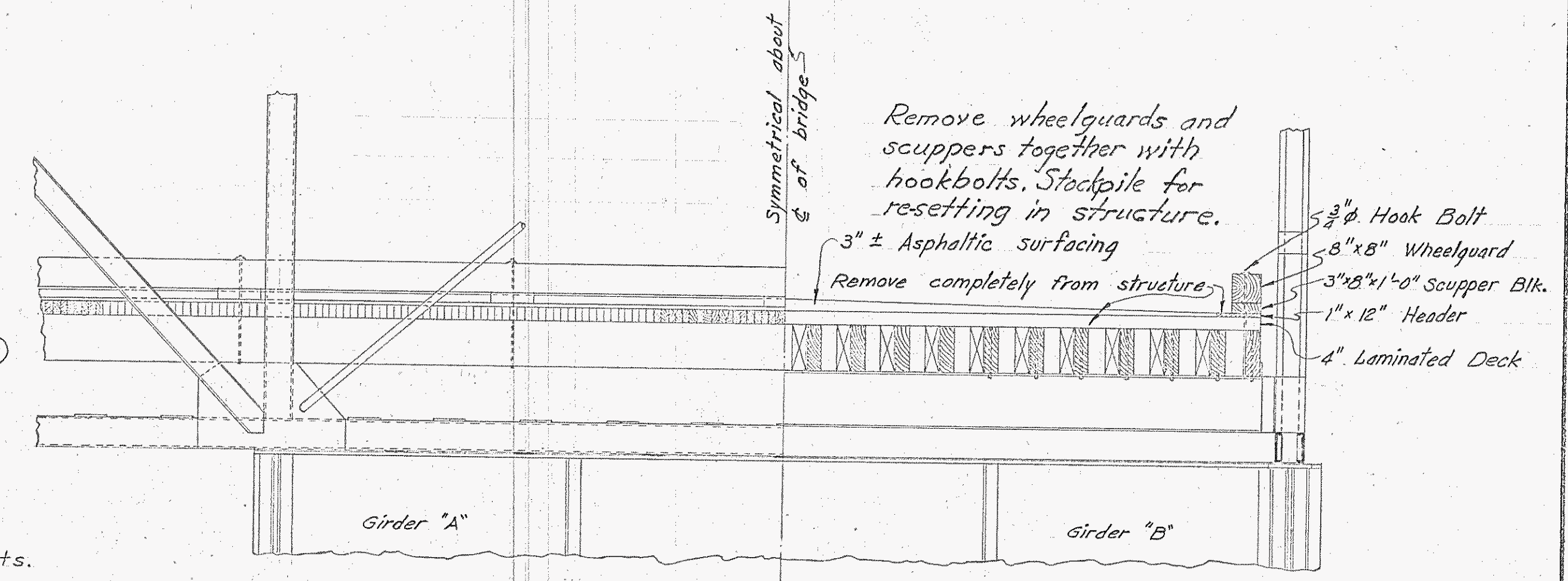
DAP DETAIL
Scale: 1" = 1'-0"



HALF ELEVATION

PROPOSED CONSTRUCTION
TRUNNION SPAN
Scale: 1/2" = 1'-0"

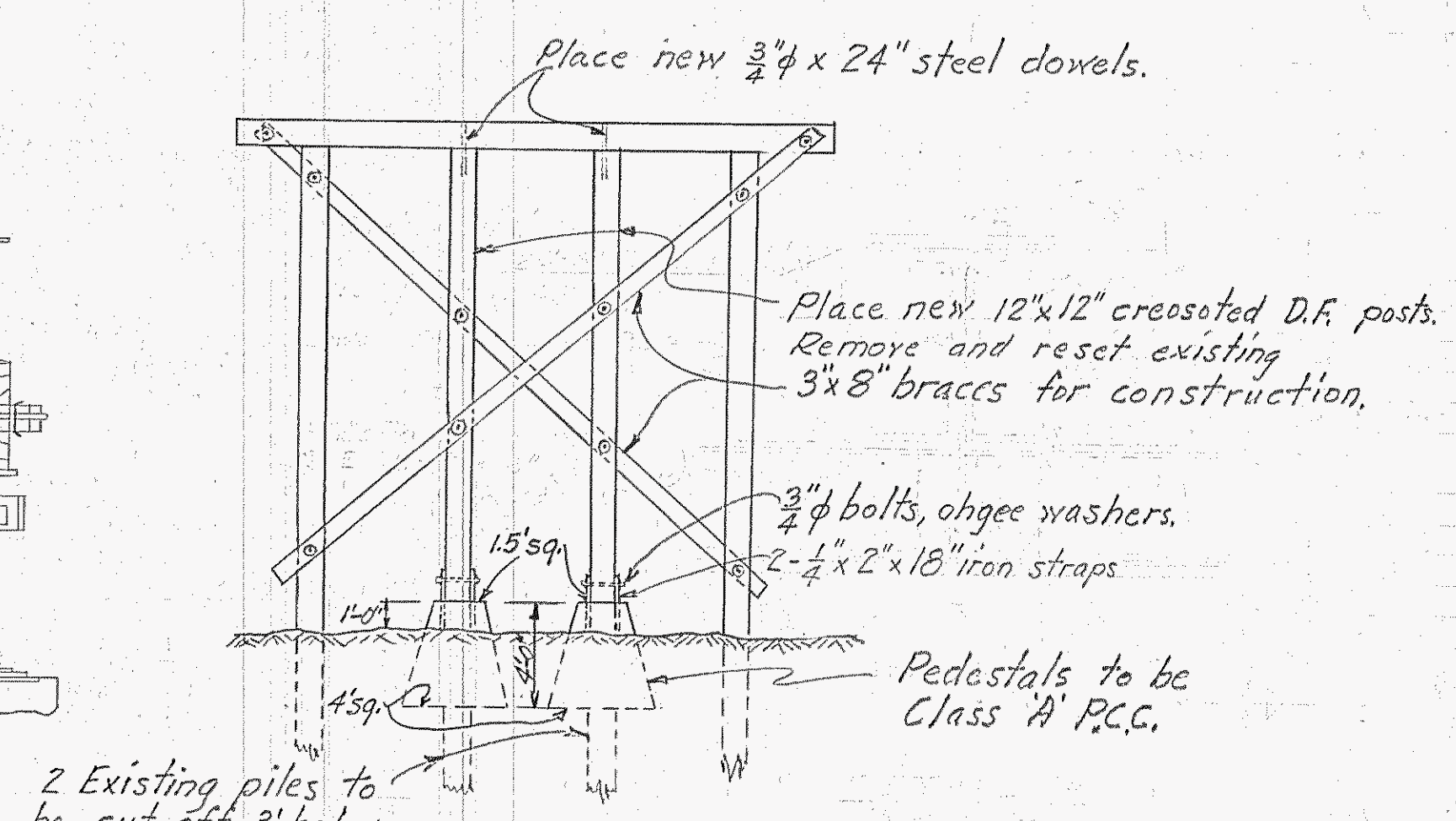
HALF SECTION



HALF ELEVATION

EXISTING TRUNNION SPAN
Scale: 3/8" = 1'-0"

HALF SECTION



PROPOSED CONSTRUCTION AT BENT 45
ITEM FOUR ALTERNATE "B"
Scale: 1" = 6'-0"

GENERAL NOTES

All lumber to be untreated Douglas Fir, No. 1 Dimension grade. Any existing loose bridging shall be firmly renailed. Where stringers are re-set, bridging shall also be re-set. Where 4" x 16" stringers are placed new bridging shall also be placed.

Planks may be of random length with a 8' minimum and not more than one joint per plank in width of deck. All joints are to occur at center of stringer and parallel thereto. Splices to be spaced so that no two joints occur in adjacent planks closer than alternate stringers. Joints in the diagonal course shall not be made directly over joint in lower course.

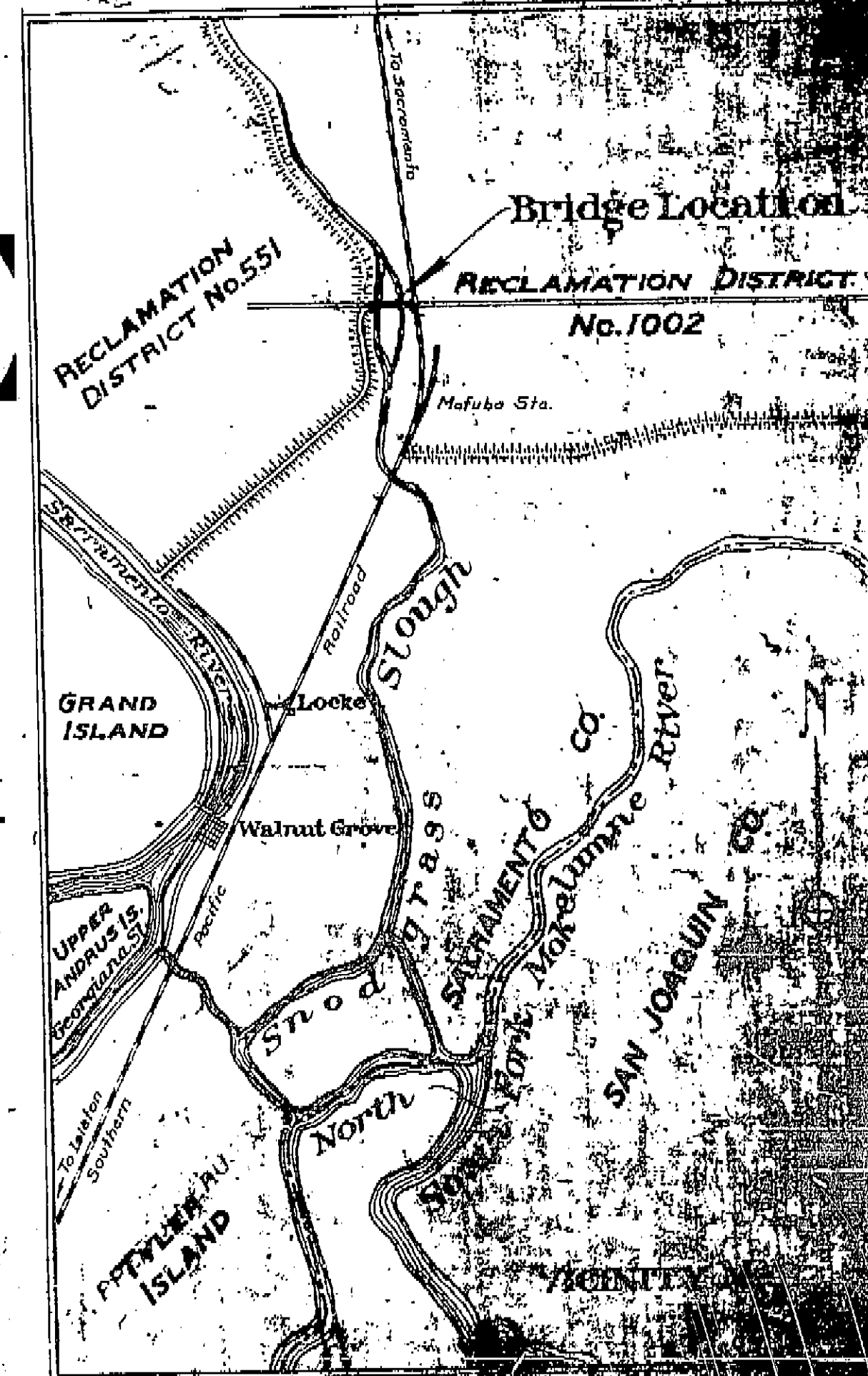
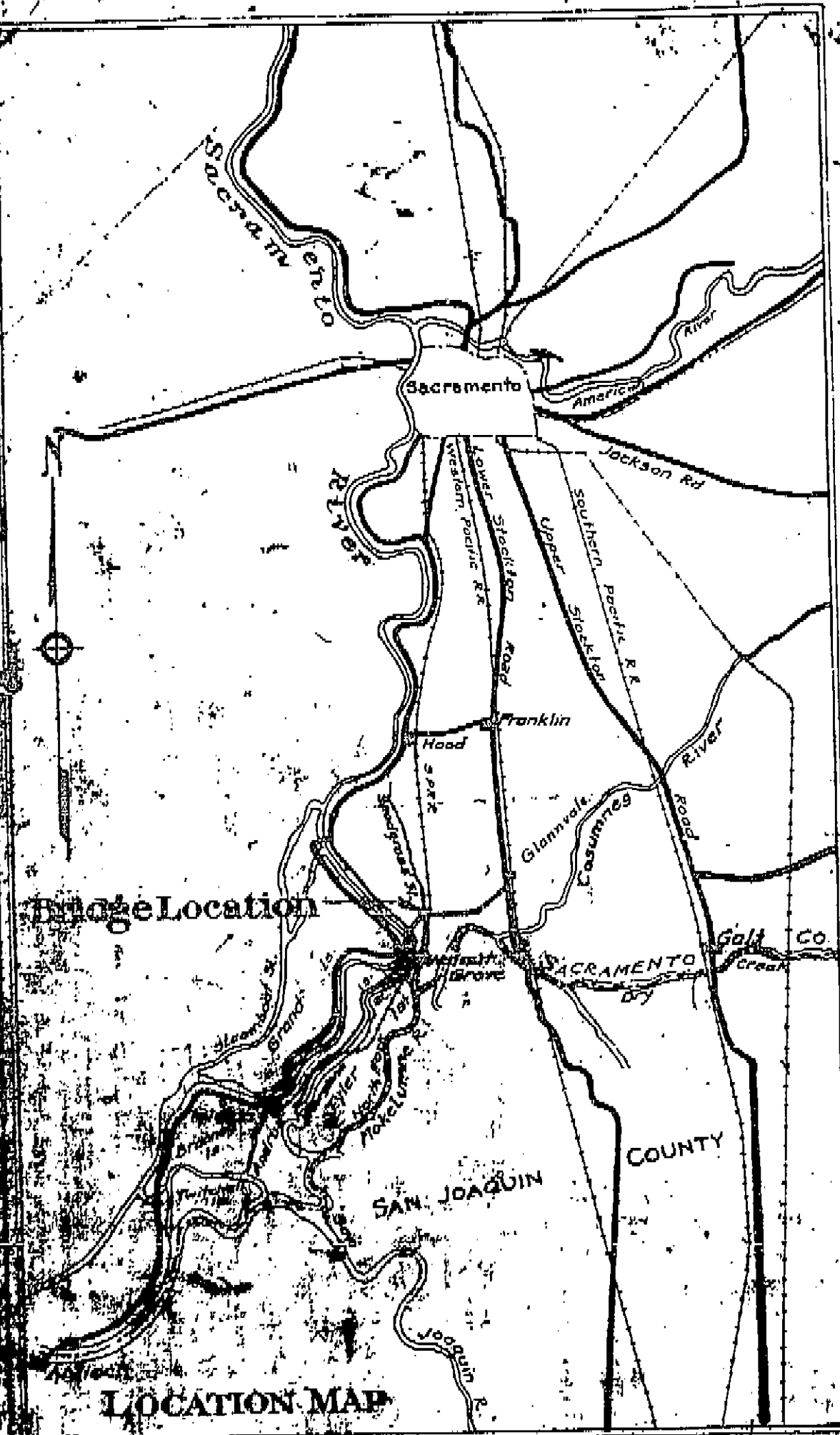
All existing damaged stringers shall be replaced with new stringers furnished by the County of Sacramento. All stringer dowels and cap dowels shall be furnished by the contractor. All stringer bolts and washers shall be furnished by the contractor where existing bolts cannot be used.

A. P. Kiefer COUNTY ENGINEER
Reg. CE. # 3515

SNODGRASS SLOUGH BRIDGE REPAIRS	
SACRAMENTO COUNTY ENGINEER'S OFFICE	
Scale: As shown	Sheet 1A of Sheets 1A, 11.

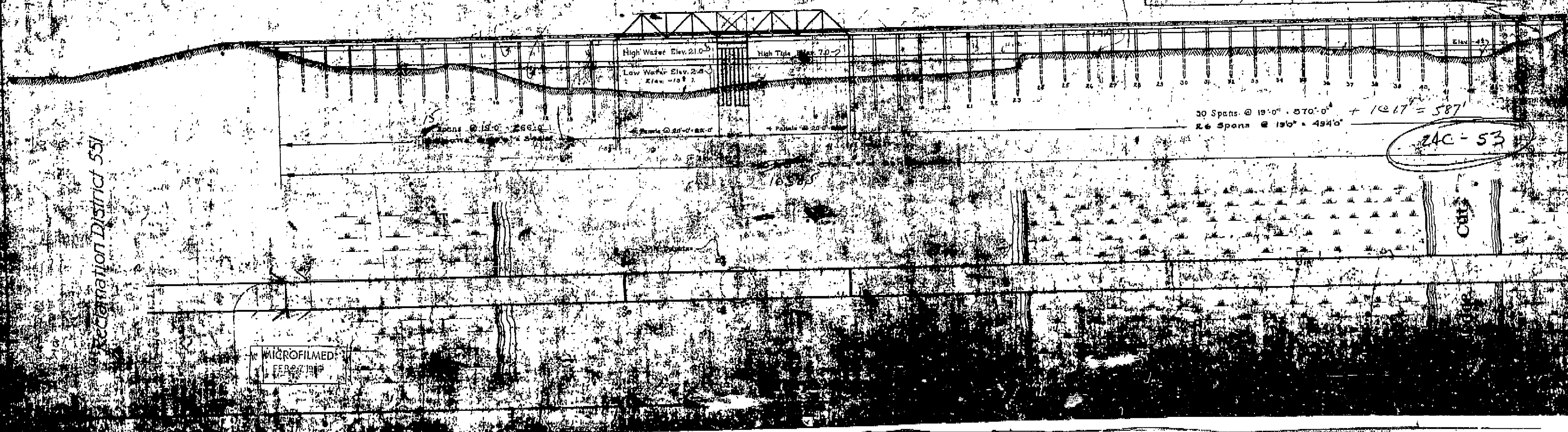
PLANS OF HIGHWAY DRAWBRIDGE OVER SNODGRASS SLOUGH

Sacramento County, California.



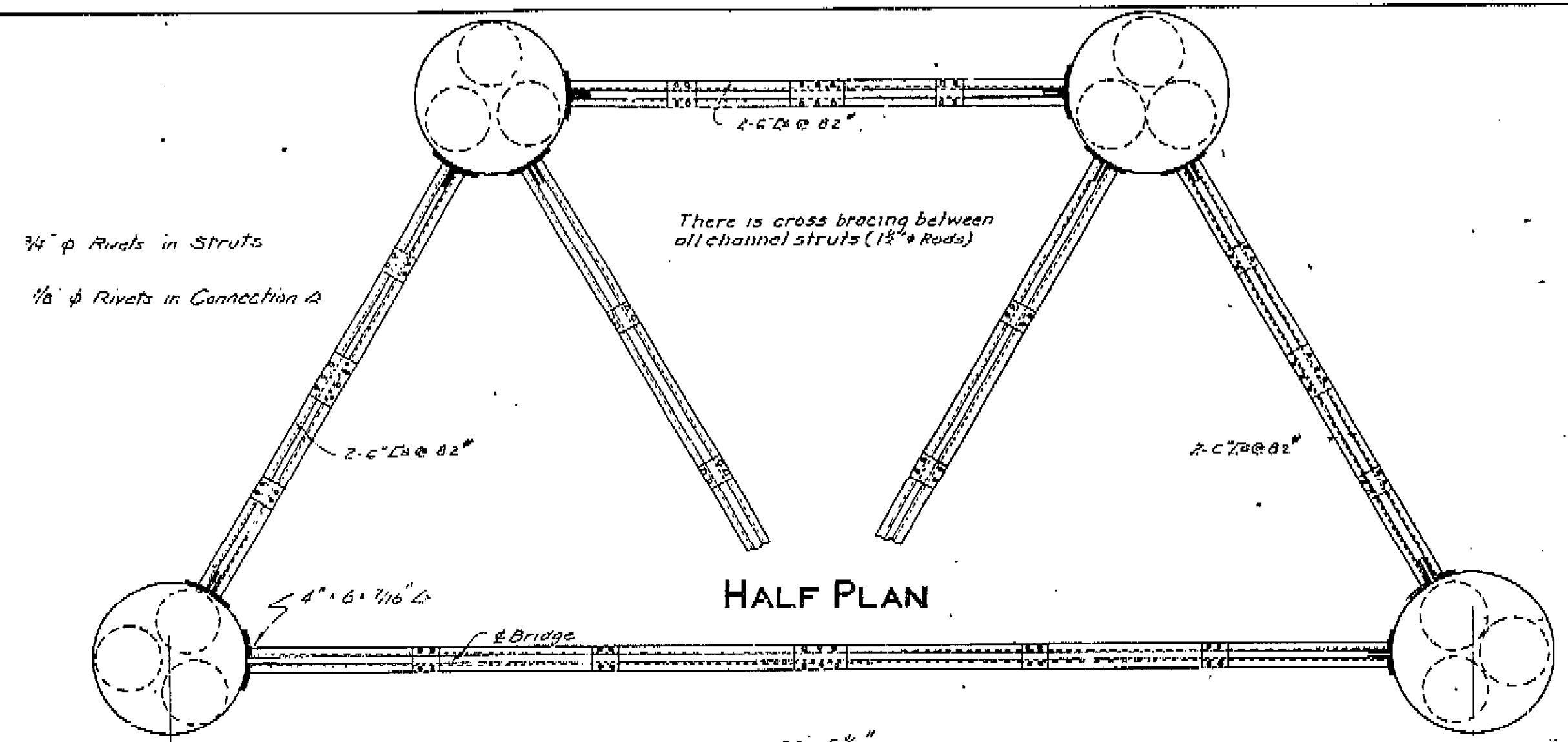
Approved *Charles W. Detending Jr.* County Engineer
 Adopted by the Board of Supervisors
Howard K. Johnson Chairman
Harry W. Hobb Deputy Clerk
 Date: *July 20*, 1930
 Board of Supervisors
 Howard K. Johnson (Chairman) Robert E. Callahan
 Charles B. Alvord Perley K. Bradford
 John A. Russ County Engineer
 Charles W. Detending Jr.

NOTE: On the following plans of the existing bridge, all notes enclosed in a box are as of January 1, 1930.
 The two interior piles in this bent are to be removed and replaced under Item 4, Alternate "A" or "B".



MICROFILMED
 FEB 27 1987

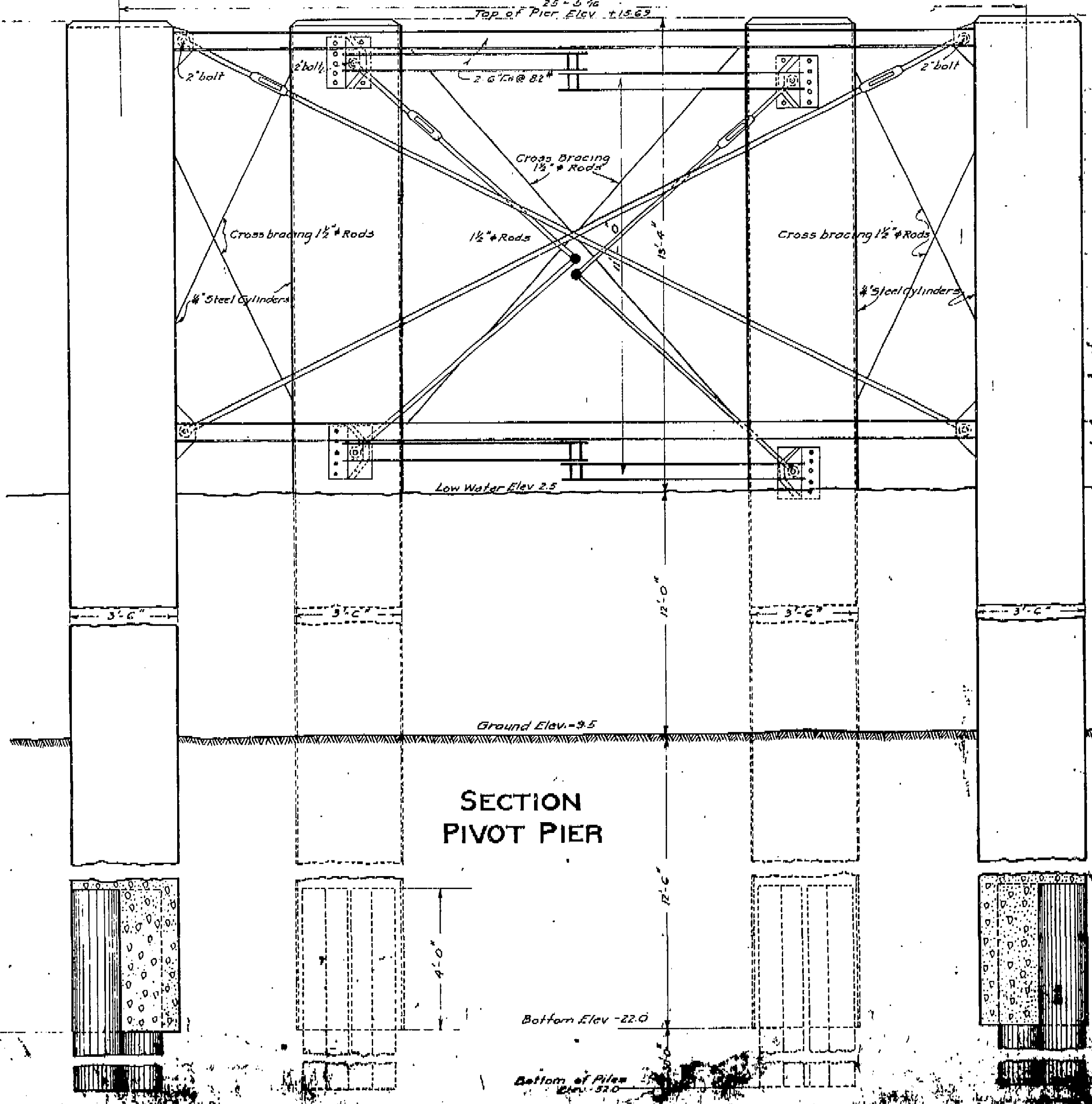
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT TAKEN UNDER MY DIRECTION AND CONTROL ON THIS DATE IN SACRAMENTO, CALIFORNIA PURSUANT TO AUTHORIZATION BY THE DIRECTOR OF TRANSPORTATION.
 DATE: 2-27-76
 W. L. [Signature]
 [Signature]



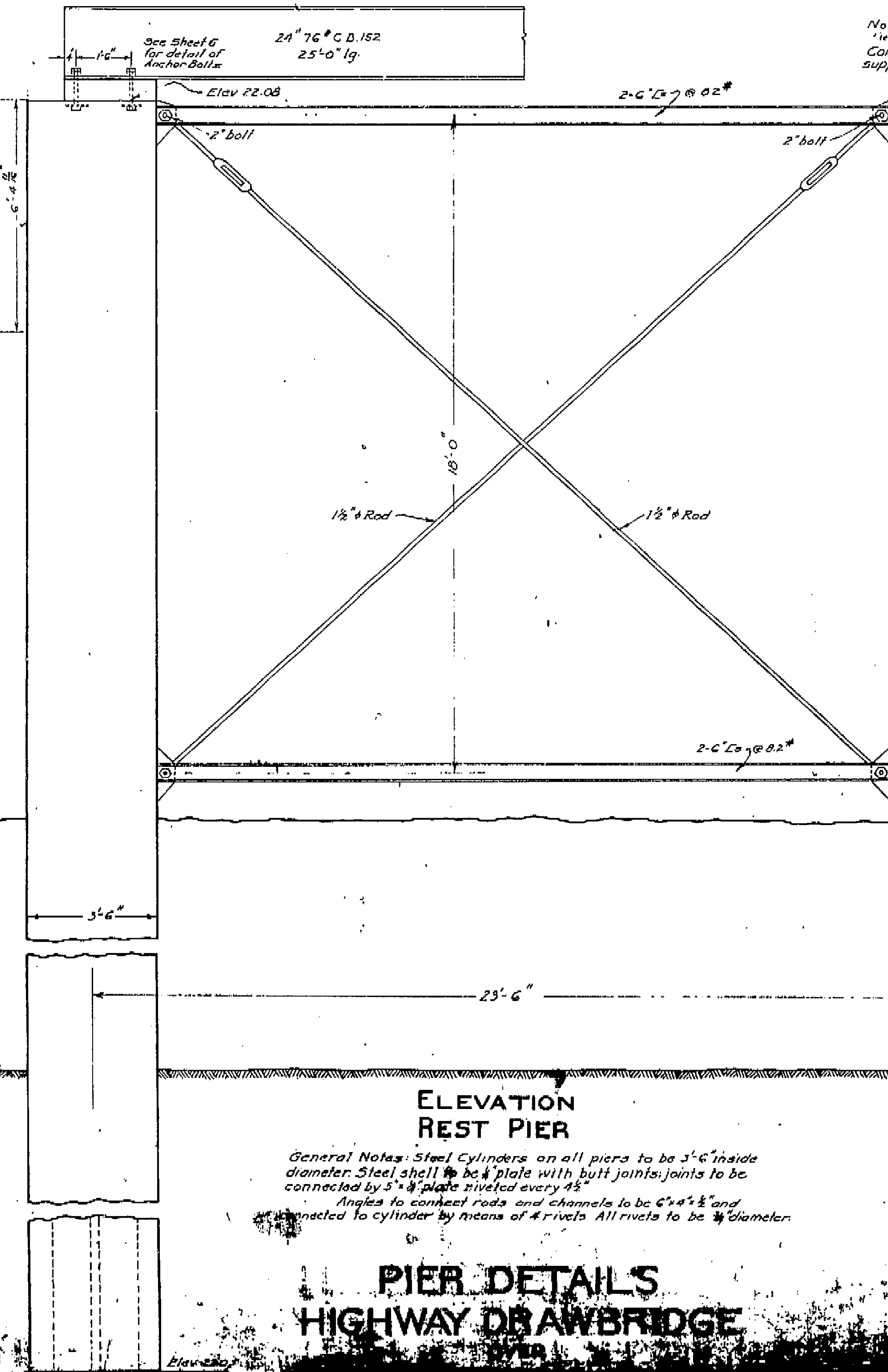
3/4" φ Rivets in Struts
 1/2" φ Rivets in Connection A

There is cross bracing between all channel struts (1 1/2" Rods)

HALF PLAN



SECTION PIVOT PIER



ELEVATION REST PIER

General Notes: Steel Cylinders on all piers to be 3'-6" inside diameter. Steel shell to be 4" plate with butt joints; joints to be connected by 5" x 4" plate riveted every 4".
 Angles to connect rods and channels to be 6" x 4" x 1/2" and connected to cylinder by means of 4 rivets. All rivets to be 3/4" diameter.

PIER DETAILS
 HIGHWAY DRAWBRIDGE

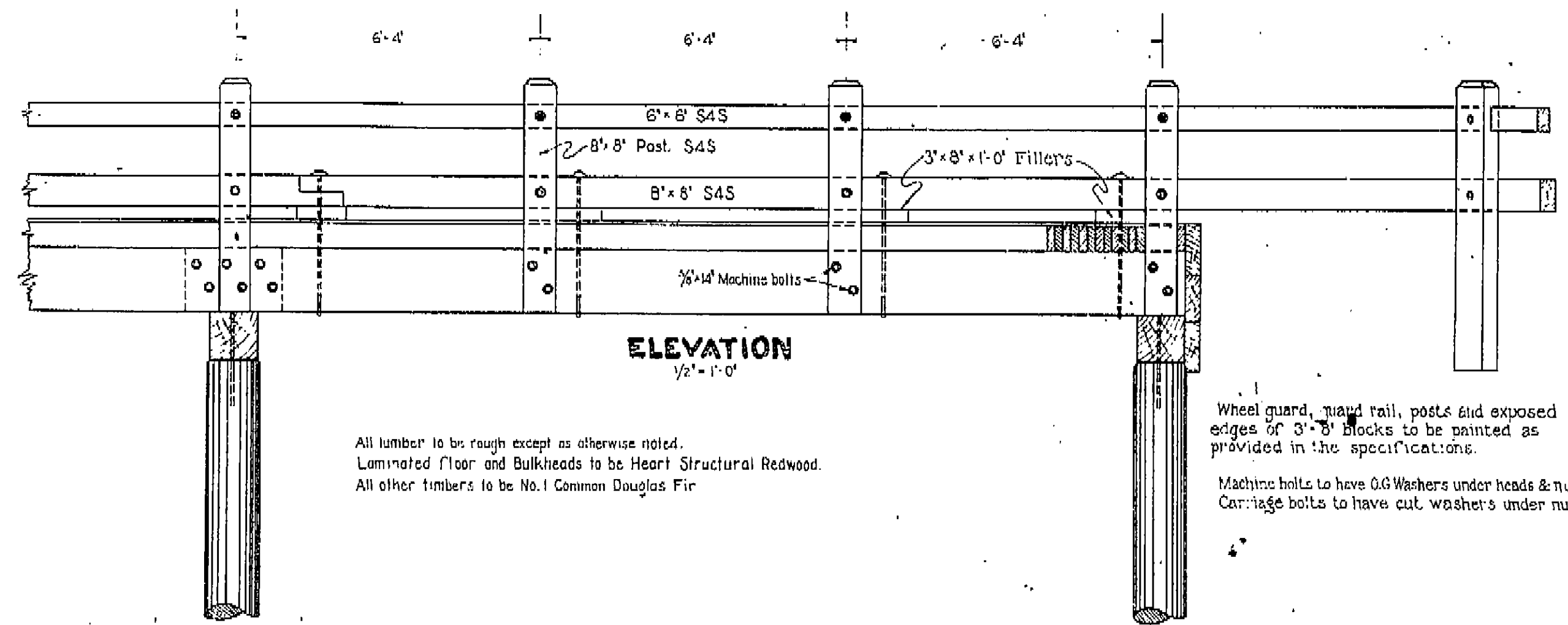
Note: If 4" x 4" Stringers are used in the bridge, the concrete wall is to be 9" high. Concrete Wall 7' high to support truss (See detail of jacking mechanism) Sheet 7

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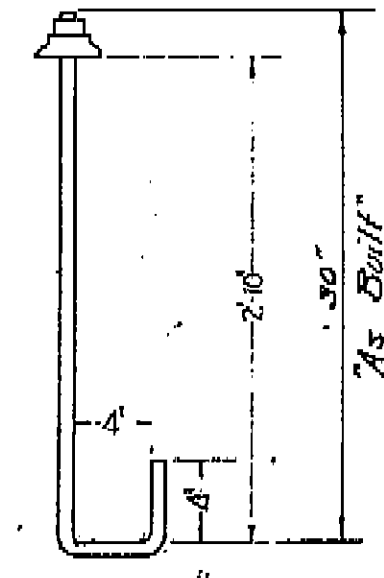
DATE: 2-27-76
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

As Built NOTE: Existing Trestle has 17 lines of 4" x 13" stringers.
Existing steel span has 10 lines of 4" x 13" stringers in 20' panels
and has 22 lines of 4" x 13" stringers in trunnion span.

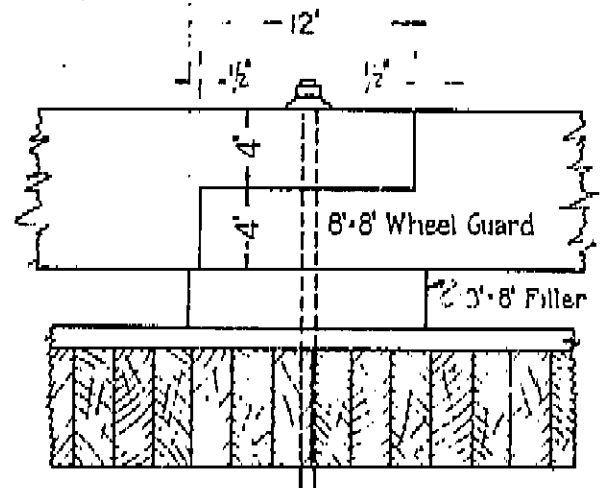


All lumber to be rough except as otherwise noted.
Laminated floor and Bulkheads to be Heart Structural Redwood.
All other timbers to be No. 1 Common Douglas Fir

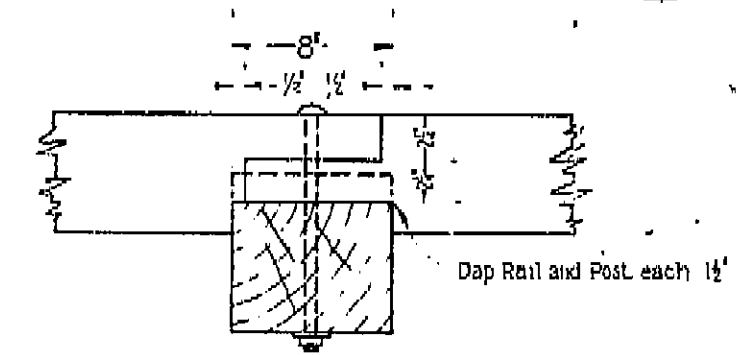
Wheel guard, guard rail, posts and exposed edges of 3'-8" blocks to be painted as provided in the specifications.
Machine bolts to have O.G. Washers under heads & nuts.
Carriage bolts to have cut washers under nuts.



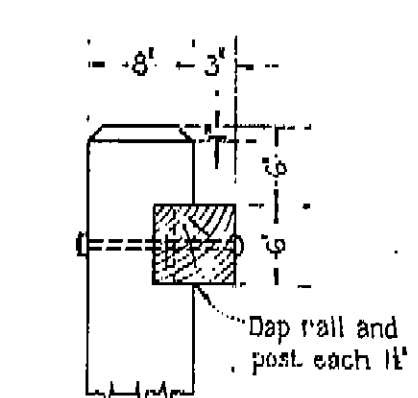
3/4" HOOK BOLT
266 Required



WHEEL GUARD SPLICE
1 1/2" = 1'-0"

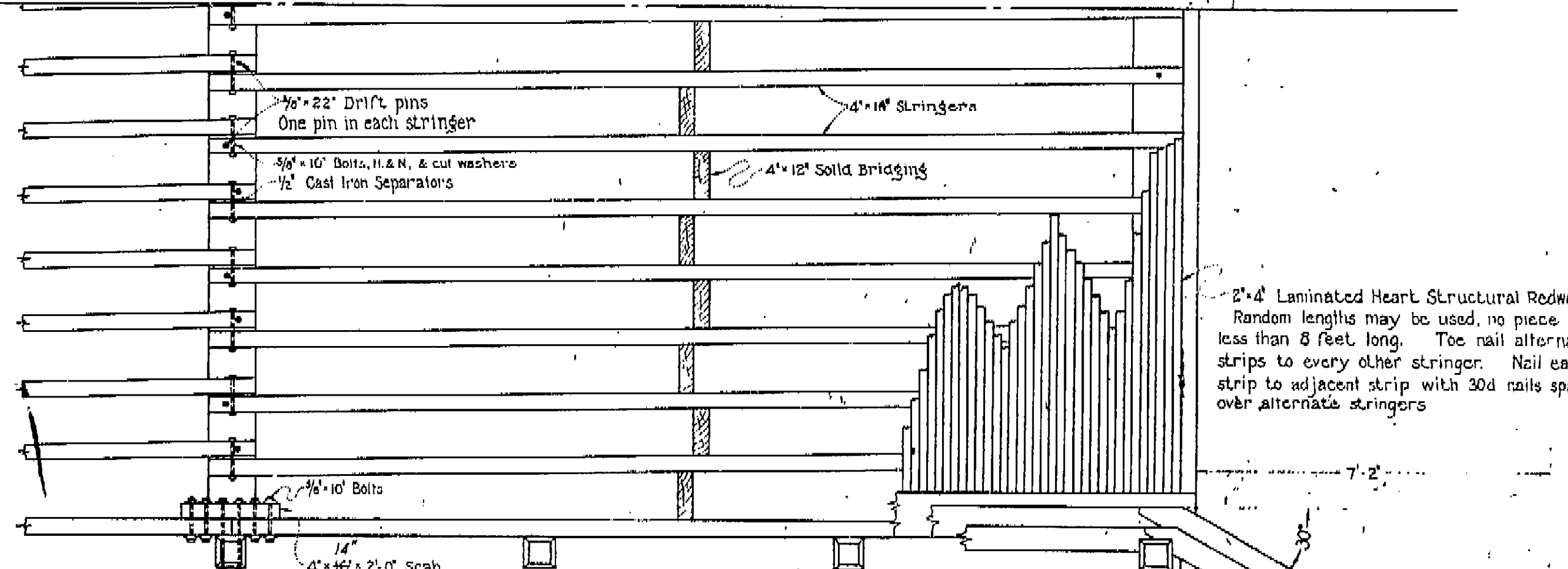


GUARD RAIL SPLICE
1 1/2" = 1'-0"

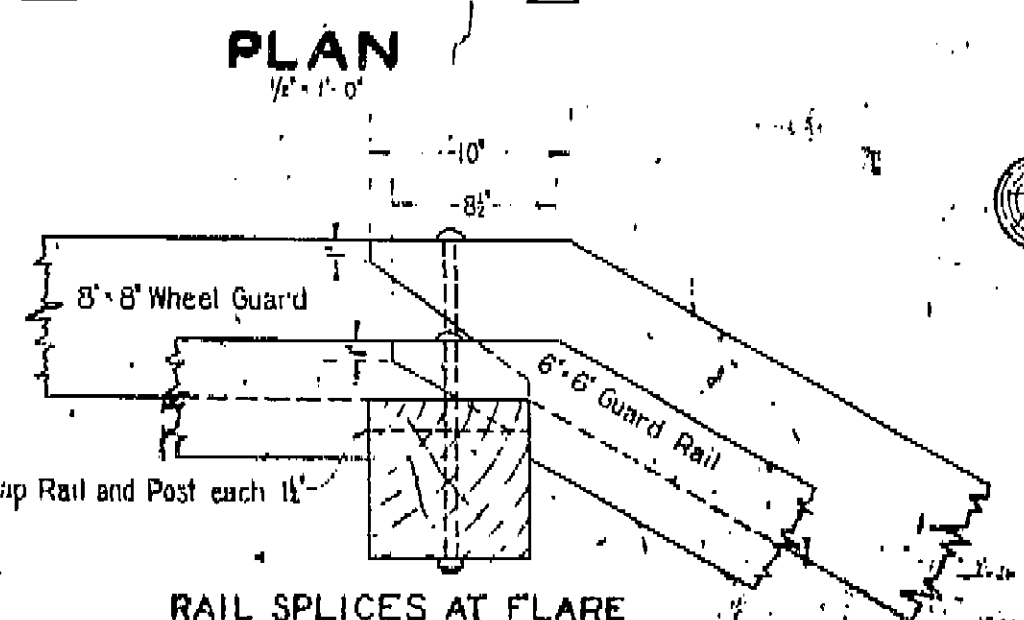


GUARD RAIL CONNECTION
1" = 1'-0"

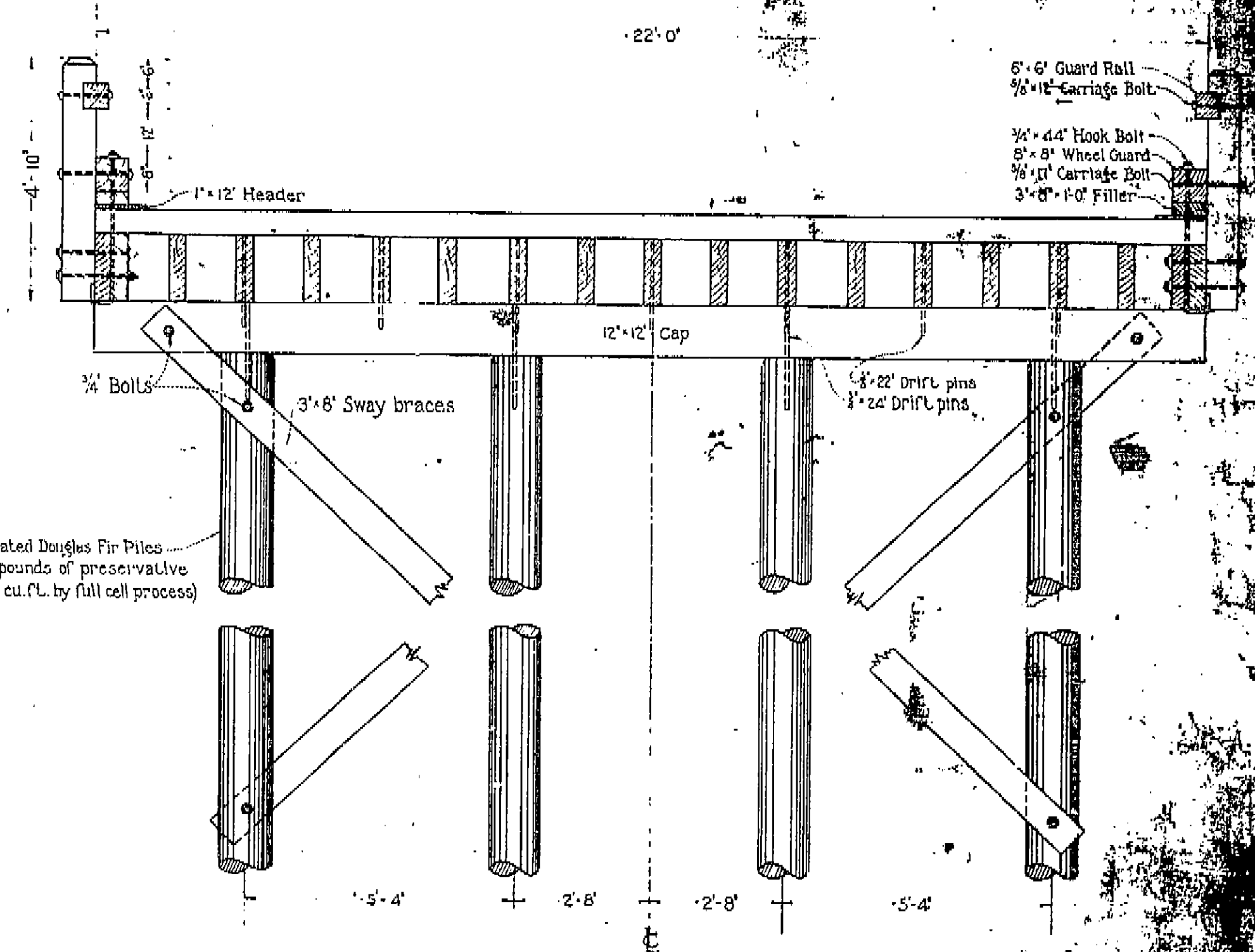
Floor and stringers in spans adjacent to swing span must be framed to conform to arc of swing.



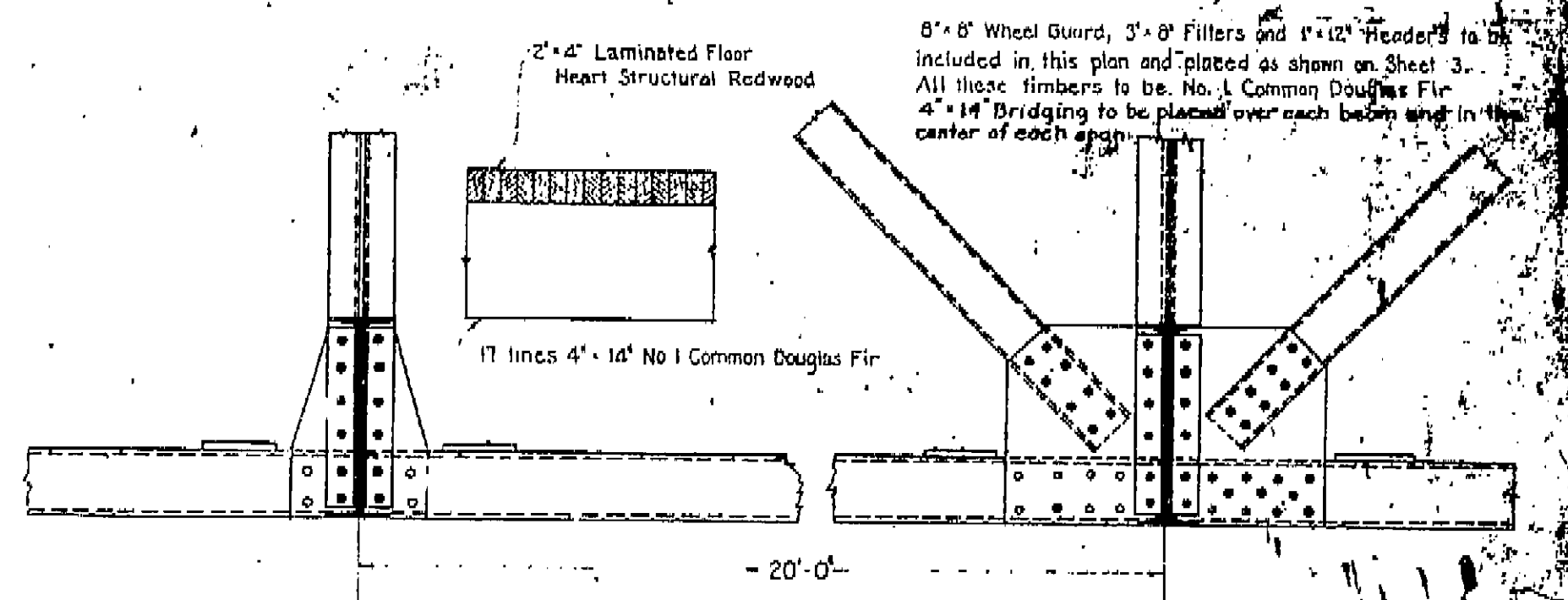
2'-4" Laminated Heart Structural Redwood
Random lengths may be used, no piece to be less than 8 feet long. Toe nail alternate strips to every other stringer. Nail each strip to adjacent strip with 30d nails spaced over alternate stringers



RAIL SPLICES AT FLARE
1 1/2" = 1'-0"



Treated Douglas Fir Piles
(12 pounds of preservative per cu. ft. by full cell process)

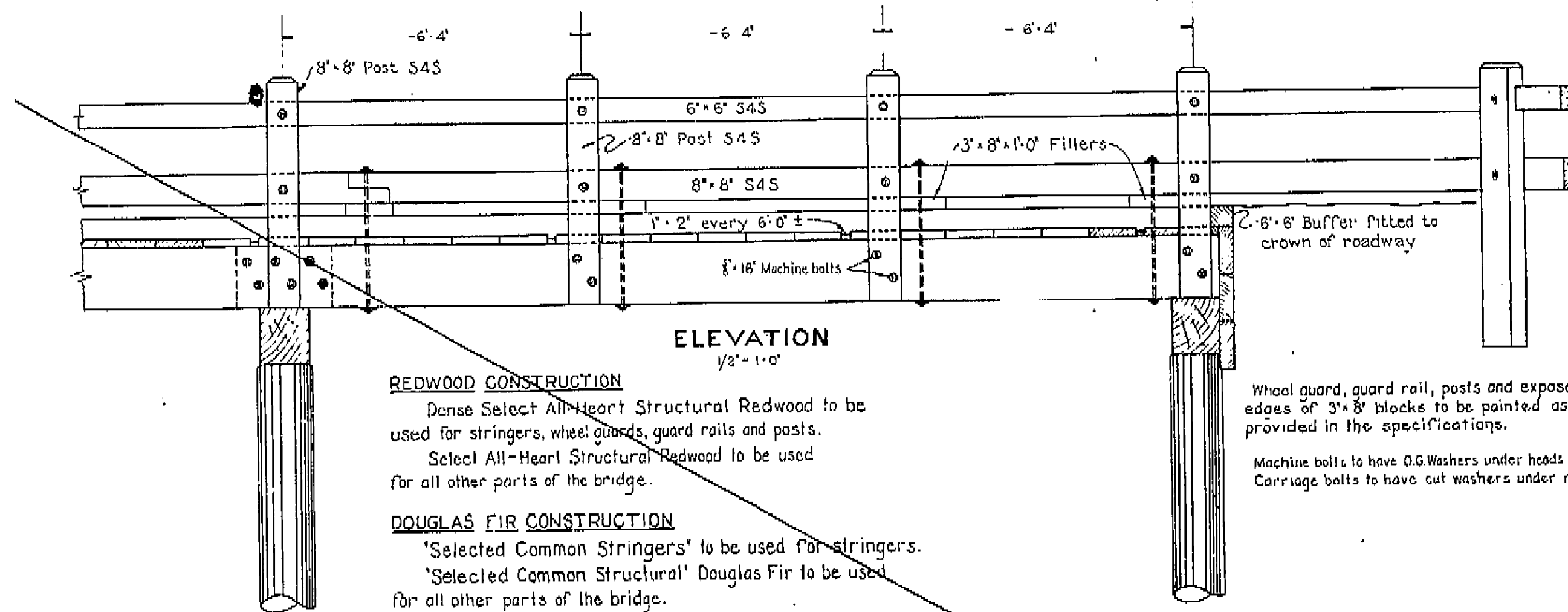


**TRESTLE DETAILS
HIGHWAY DRAWBRIDGE**

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24653

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DATE 2-27-76 BY [Signature] [Signature]



REDWOOD CONSTRUCTION

Dense Select All-Heart Structural Redwood to be used for stringers, wheel guards, guard rails and posts.
 Select All-Heart Structural Redwood to be used for all other parts of the bridge.

DOUGLAS FIR CONSTRUCTION

'Selected Common Stringers' to be used for stringers.
 'Selected Common Structural' Douglas Fir to be used for all other parts of the bridge.

All lumber to be rough except as noted.

CONCRETE

All concrete to be 'Class A' - six sacks of cement to the cubic yard of concrete.
 All reinforcing steel to be square deformed bars.

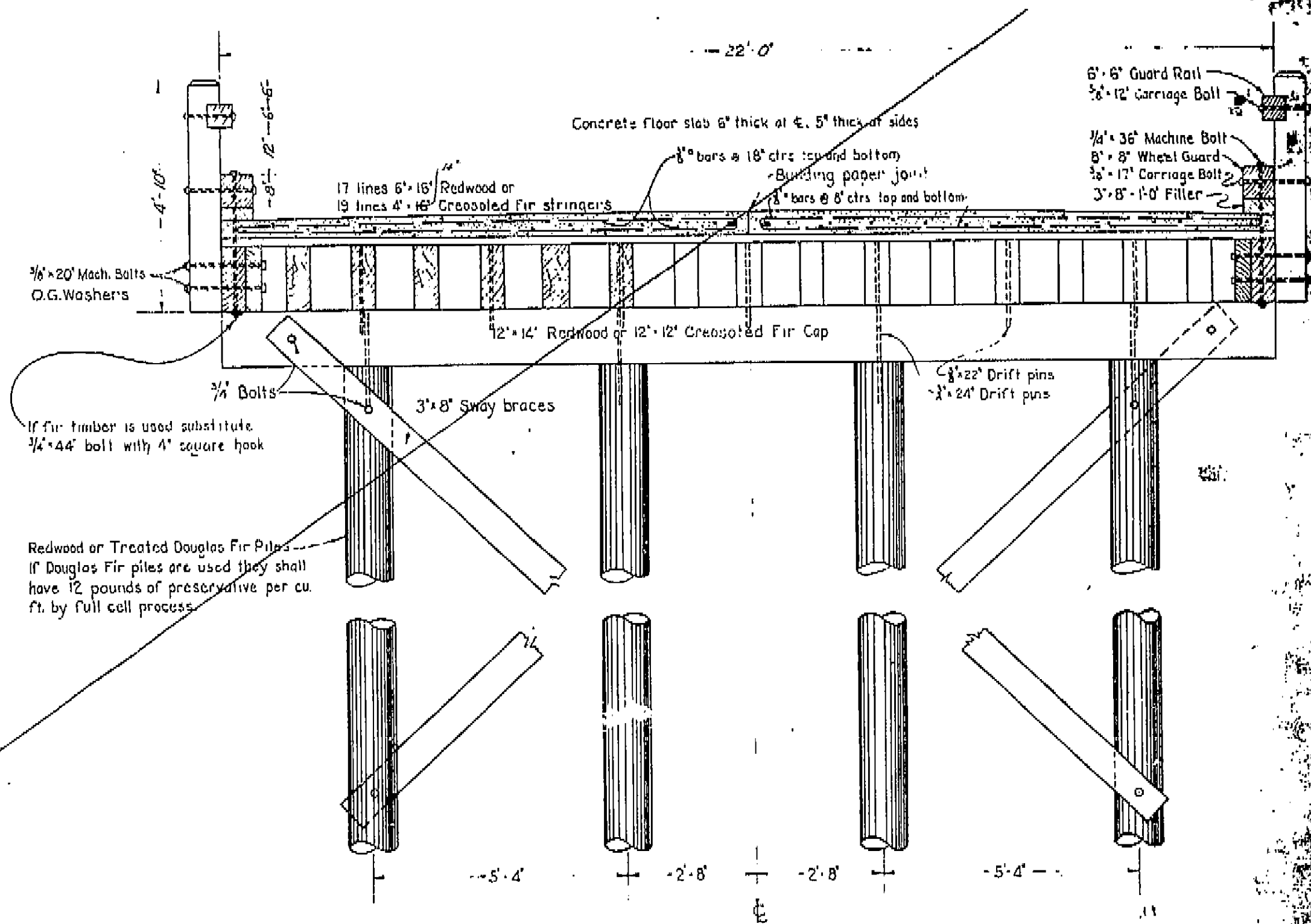
SPECIAL CONSTRUCTION

At the end of each trestle, adjacent to the swing span, there is to be placed a 2x2x $\frac{3}{8}$ L bent to conform with the angle at the end of the swing span.
 Cut the ends of stringers to conform to curve in the end of the Draw Span.

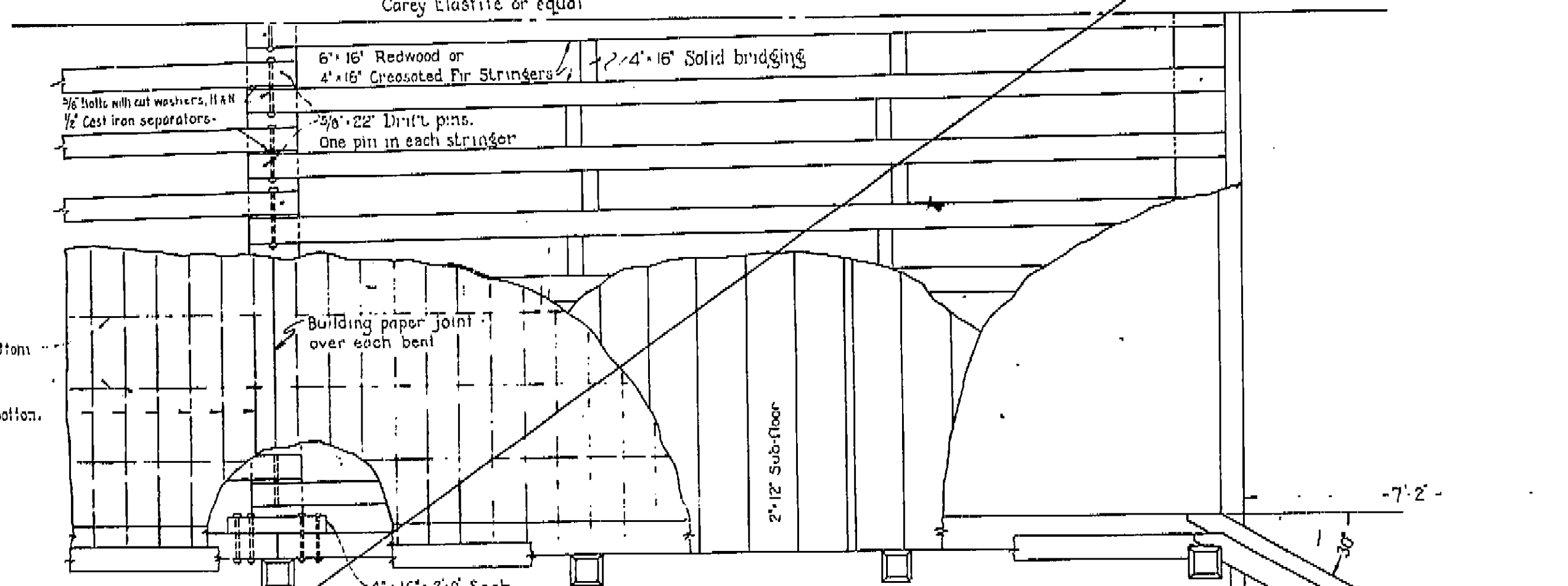
$\frac{1}{4}$ " expansion joint at center of each panel. Fill joint with Carey Elastite or equal.

If Douglas Fir lumber is used it shall receive 8 pounds of preservative per cu ft. by the empty cell process.

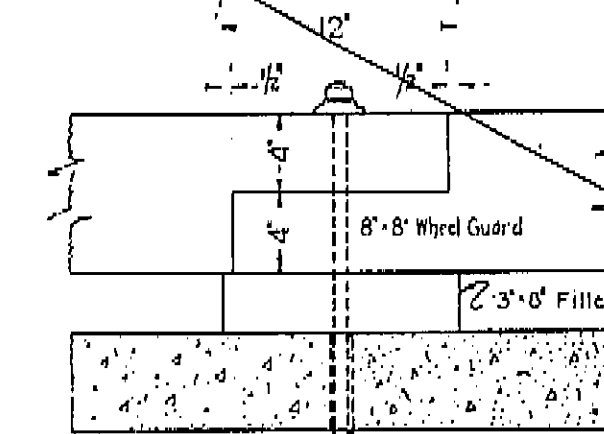
Wheel guard, guard rail, posts and exposed edges of 3x8 blocks to be painted as provided in the specifications.
 Machine bolts to have O.G. Washers under heads & nuts.
 Carriage bolts to have cut washers under nuts.



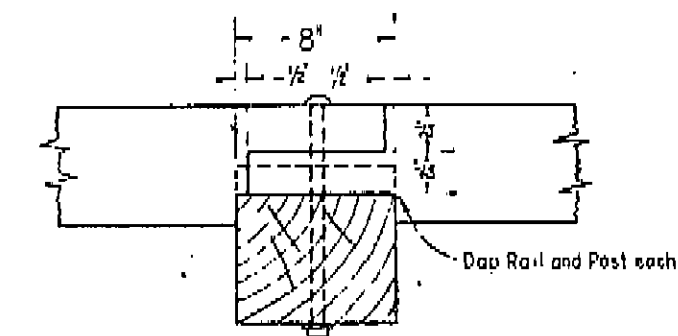
ELEVATION OF BENT & SECTION OF DECK
 $\frac{1}{2}$ " = 1'-0"



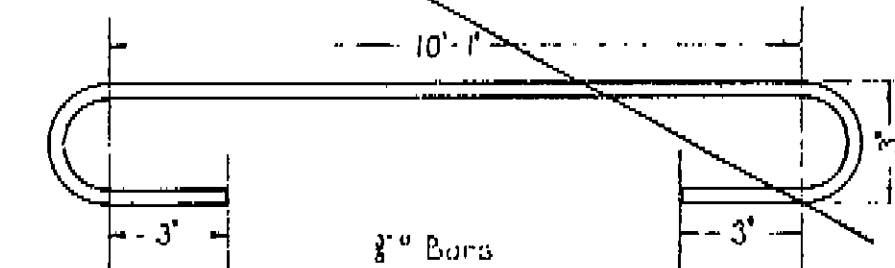
PLAN
 $\frac{1}{2}$ " = 1'-0"



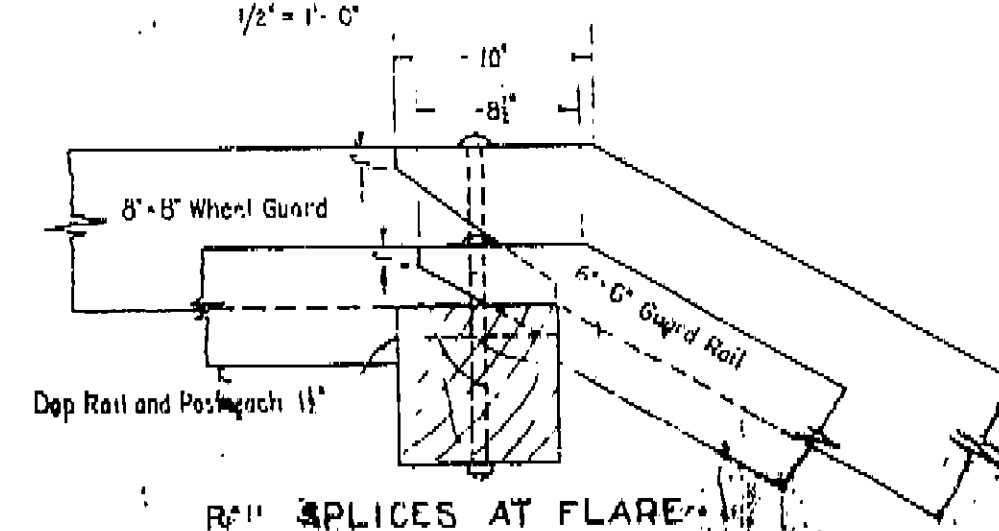
WHEEL GUARD SPLICE
 $\frac{1}{2}$ " = 1'-0"



GUARD RAIL SPLICE
 $\frac{1}{2}$ " = 1'-0"



EXPANSION ANGLES
 2 Required Complete



RAIL SPLICES AT FLARE
 $\frac{1}{2}$ " = 1'-0"

NOTE: This sheet pertains to an alternative type of construction considered at the time of original bidding. This alternative was not used. For the as built plans.

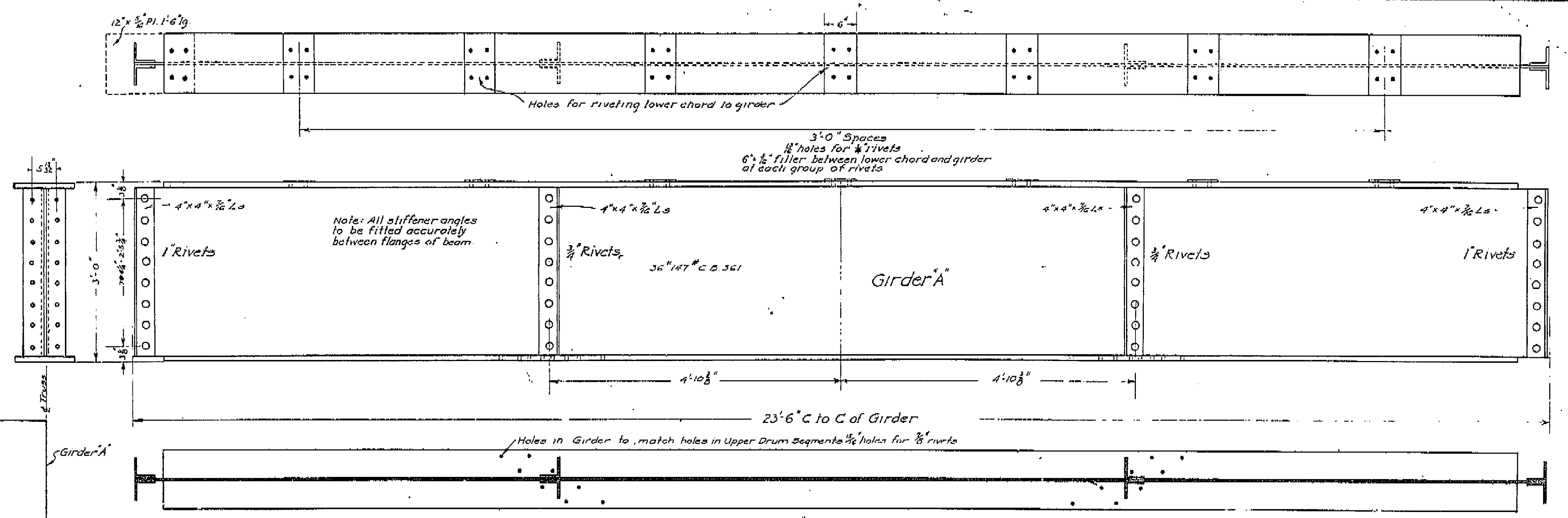
**TRESTLE DETAILS
 HIGHWAY DRAWBRIDGE**

24C-53

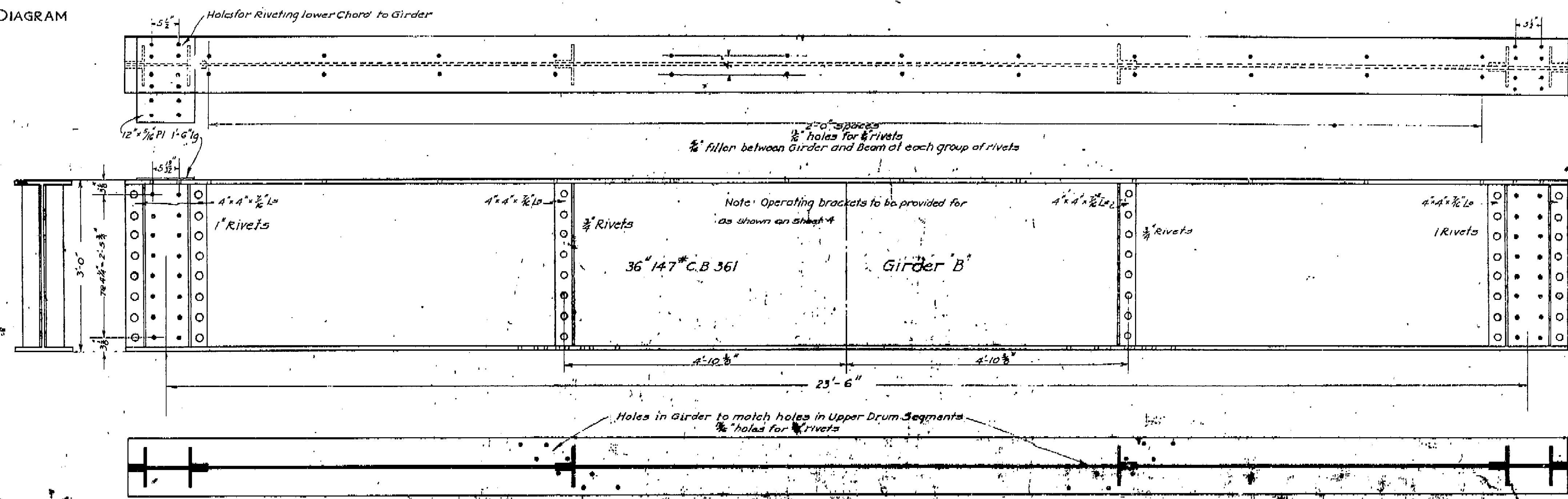
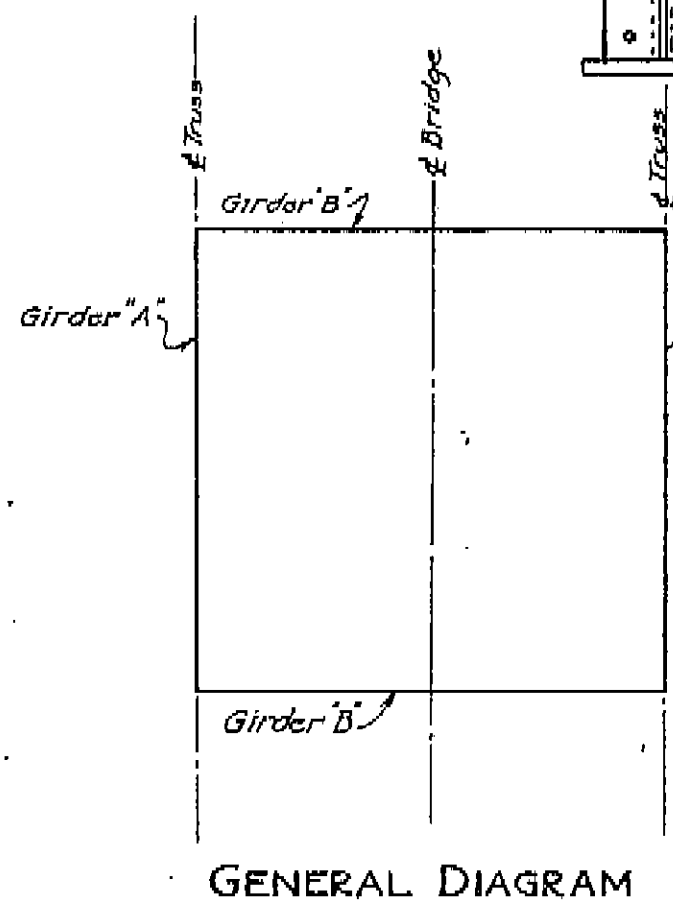
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DATE 2-27-76 *Neil Moulton* *Murfine Inspection*



GIRDER PARALLEL WITH LOWER CHORD
2 Required



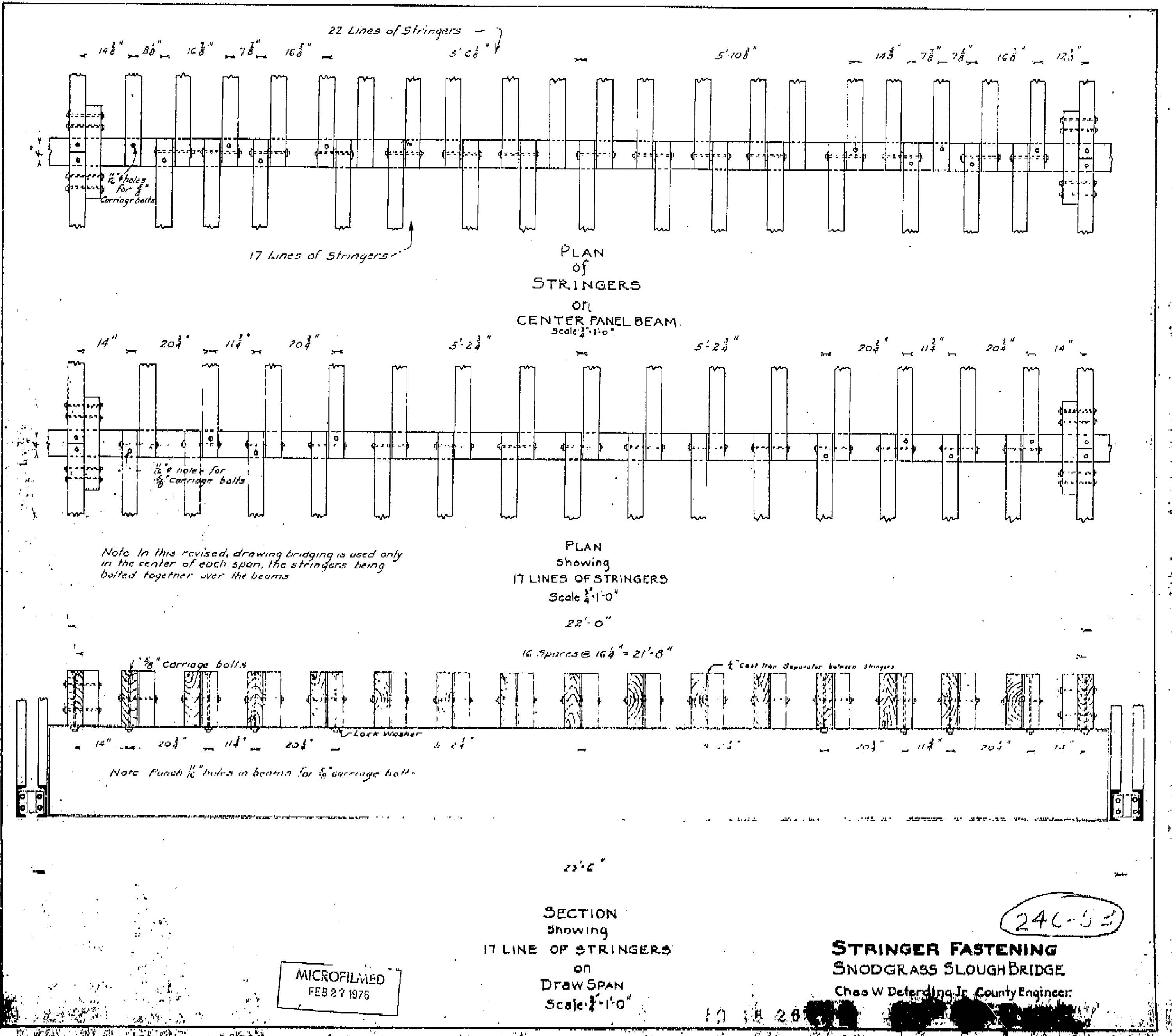
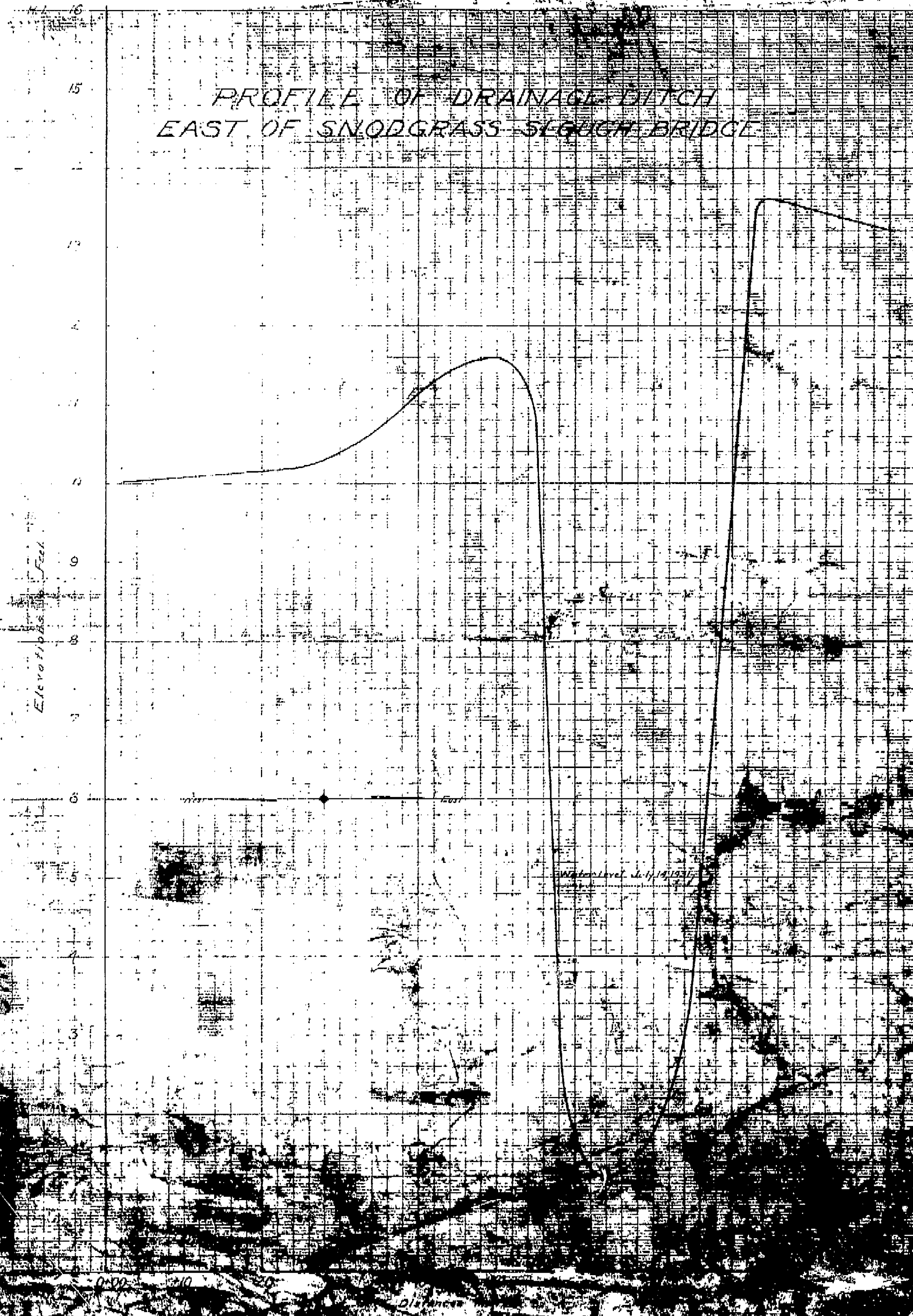
GIRDER PARALLEL WITH BEAM
RIGHT ANGLES TO C OF BRIDGE
2 Required

(24-C-15B)
24-C-15B
GIRDER DETAILS
HIGHWAY DRAWBRIDGE

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DATE: 2-27-76
By: [Signature]
Title: [Signature]

PROFILE OF DRAINAGE DITCH
EAST OF SNODGRASS SLOUGH BRIDGE



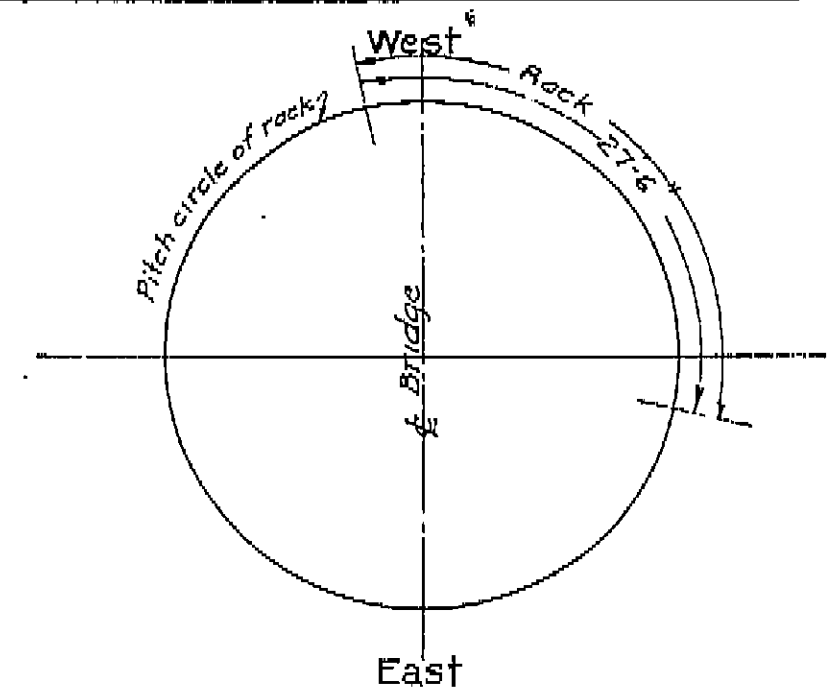
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24C-53

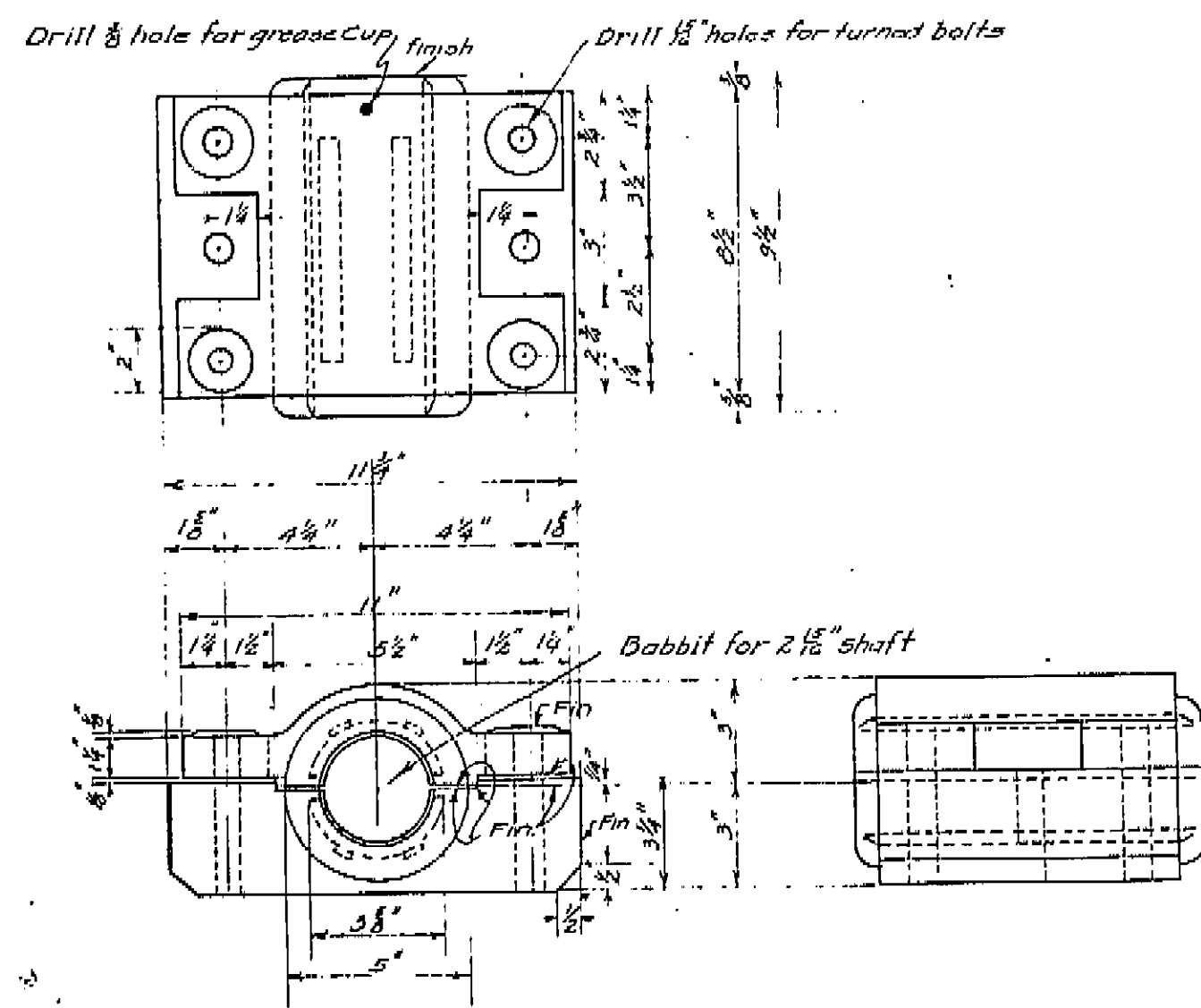
STRINGER FASTENING
SNODGRASS SLOUGH BRIDGE
Chas W Deferding Jr. County Engineer

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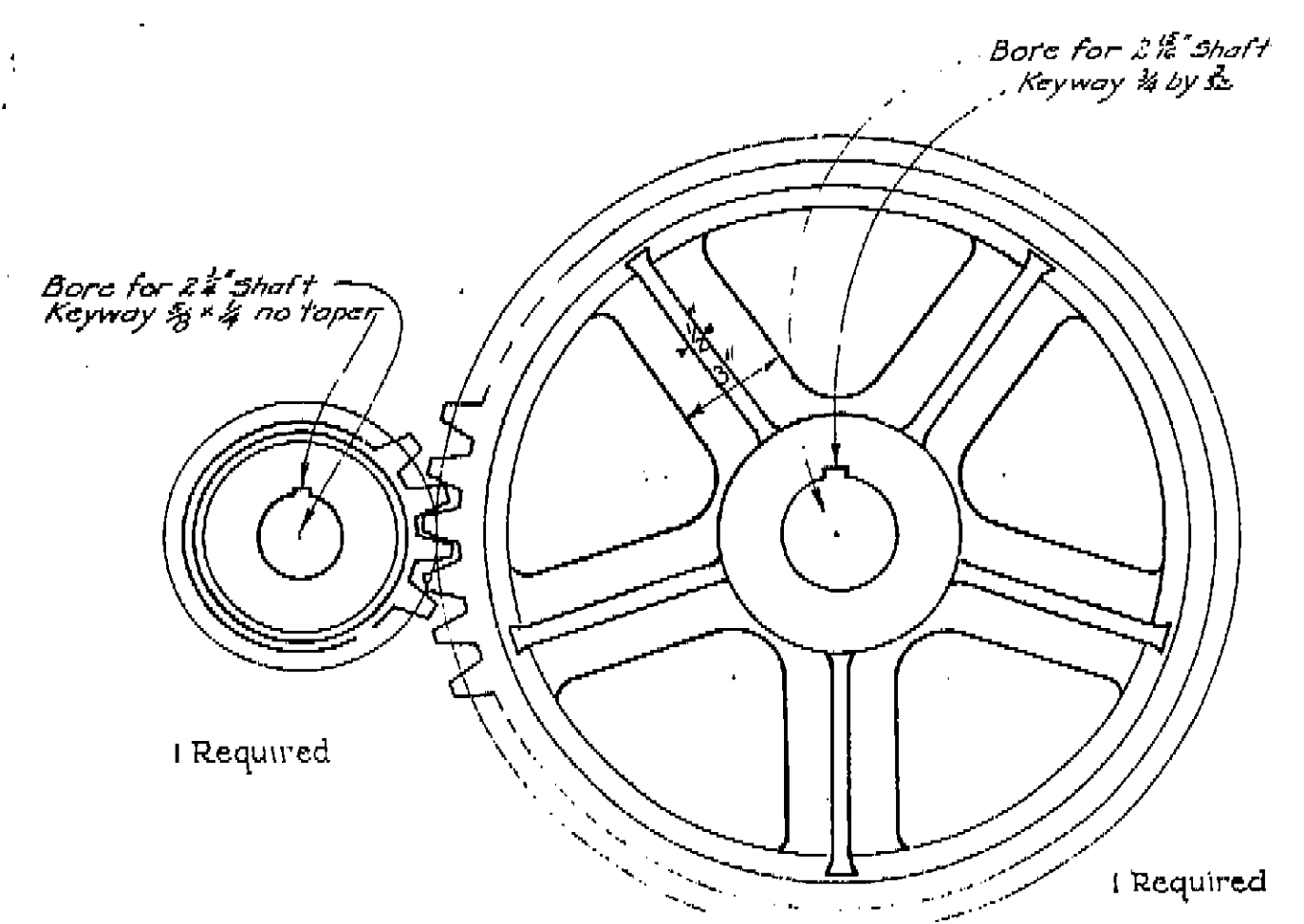
DATE 2-27-76 SIGNATURE [Signature] [Signature]



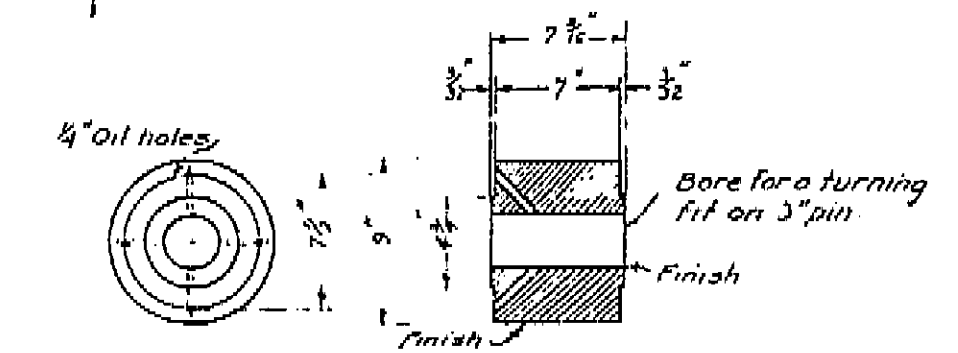
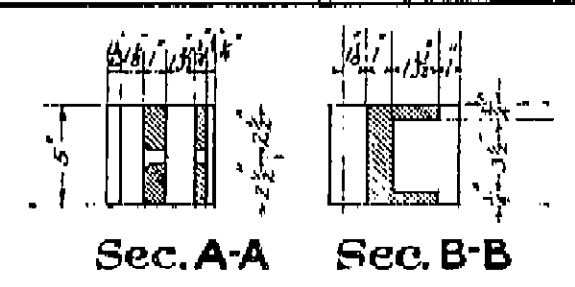
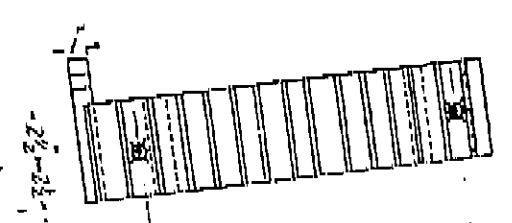
Rack Diagram



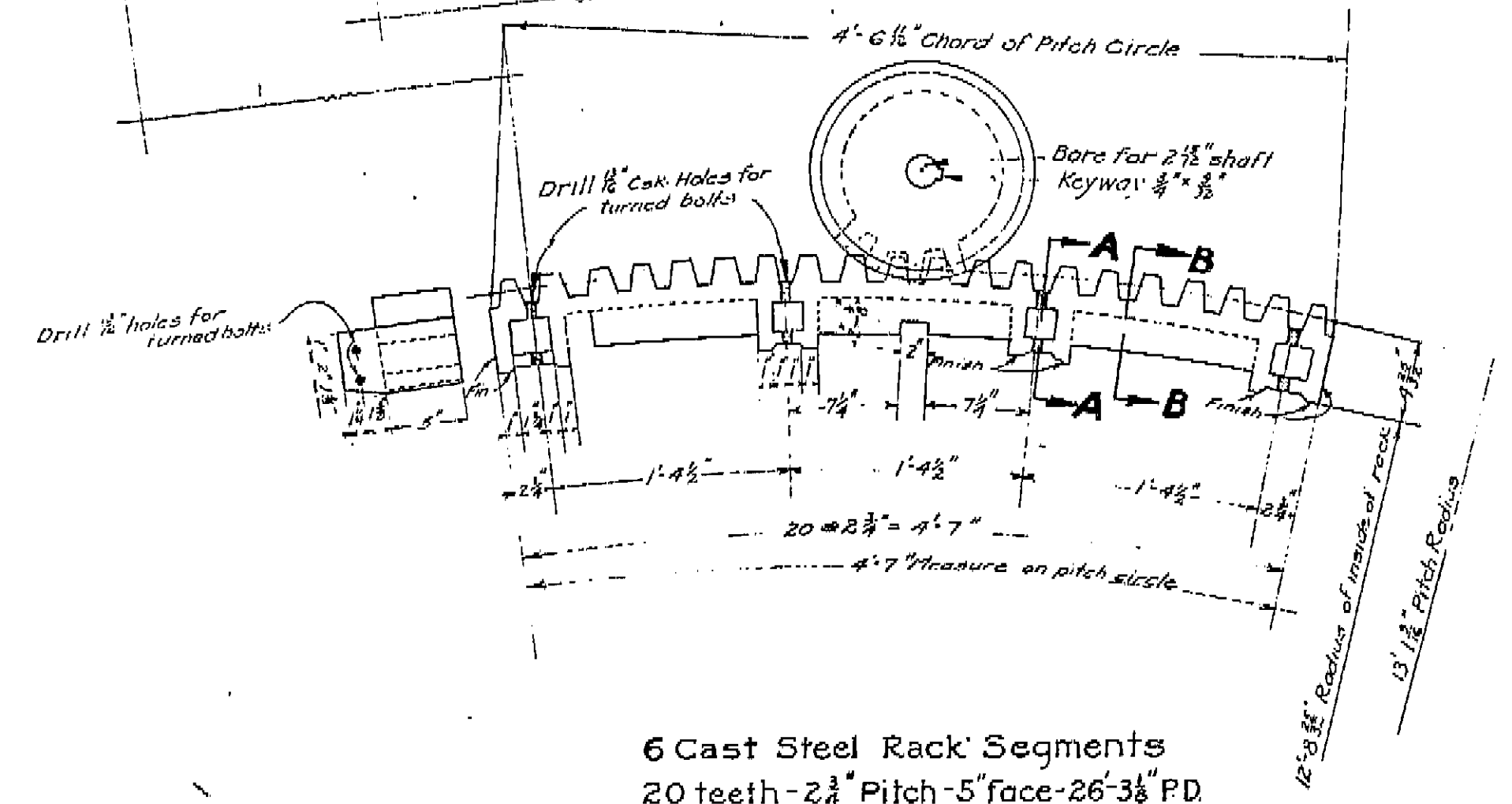
Cast Iron Bearing
2 Required



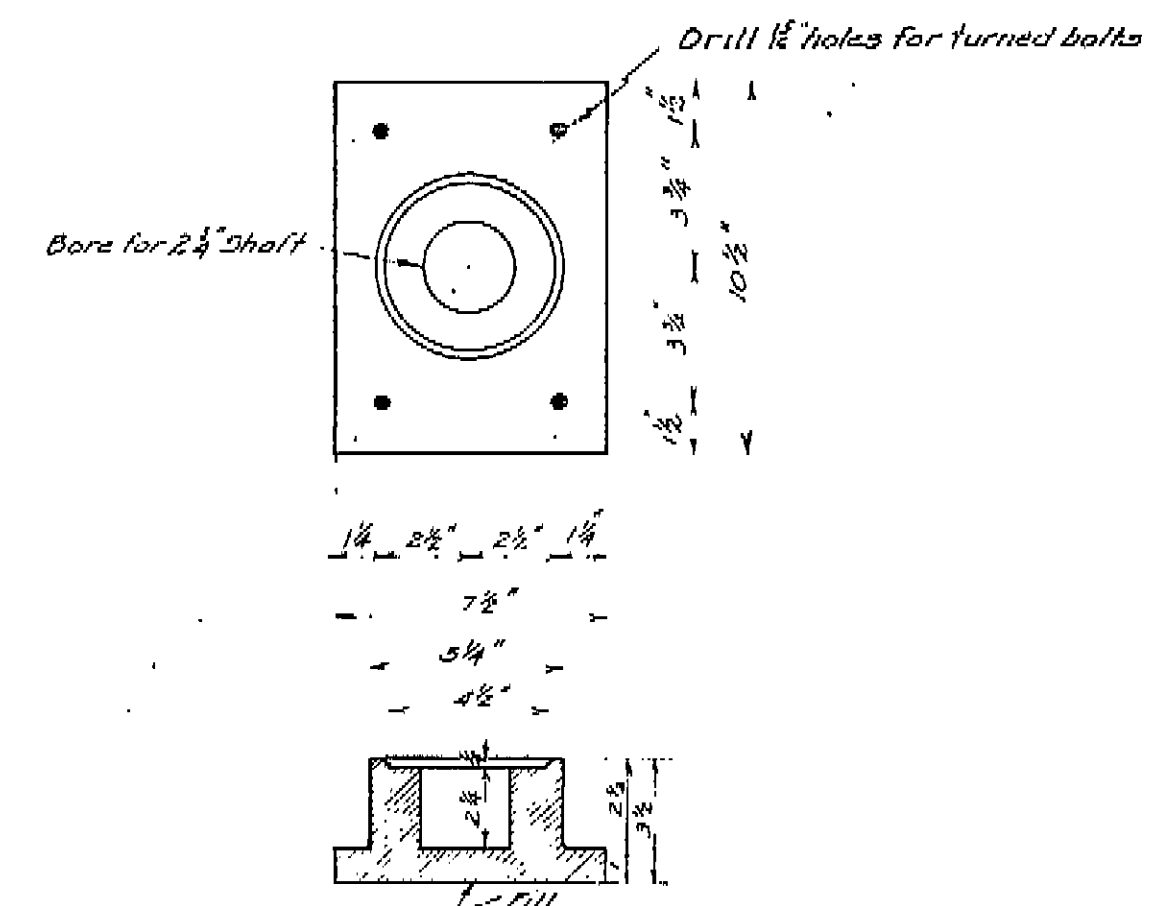
Cast Steel Pinion 15 teeth - 1 1/2" Pitch - 4" face - 7 1/2" PD
Cast Steel Gear 45 teeth - 1 1/2" Pitch - 4" face - 1' 9 1/2" PD



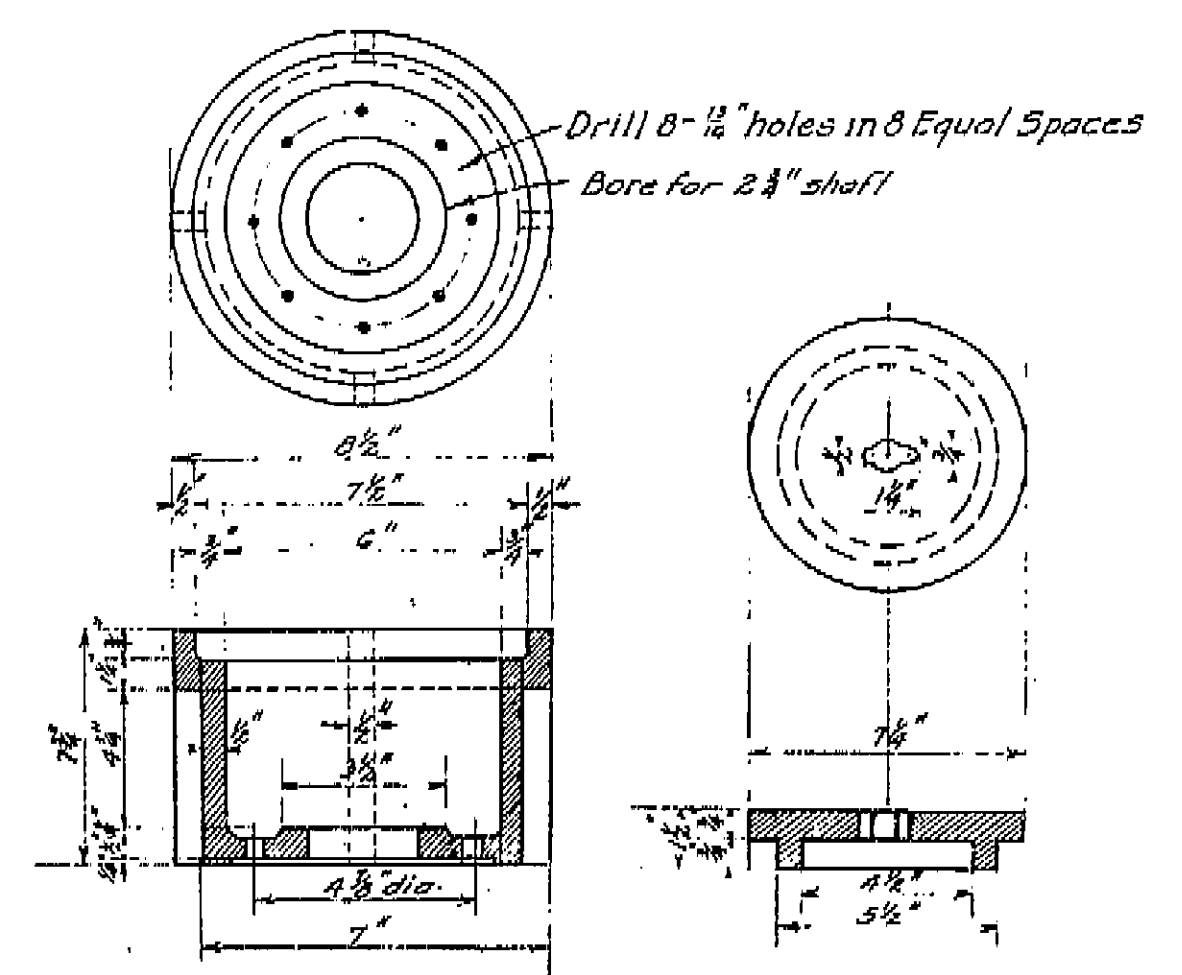
Cast Steel Roller Lifts.
4 Required



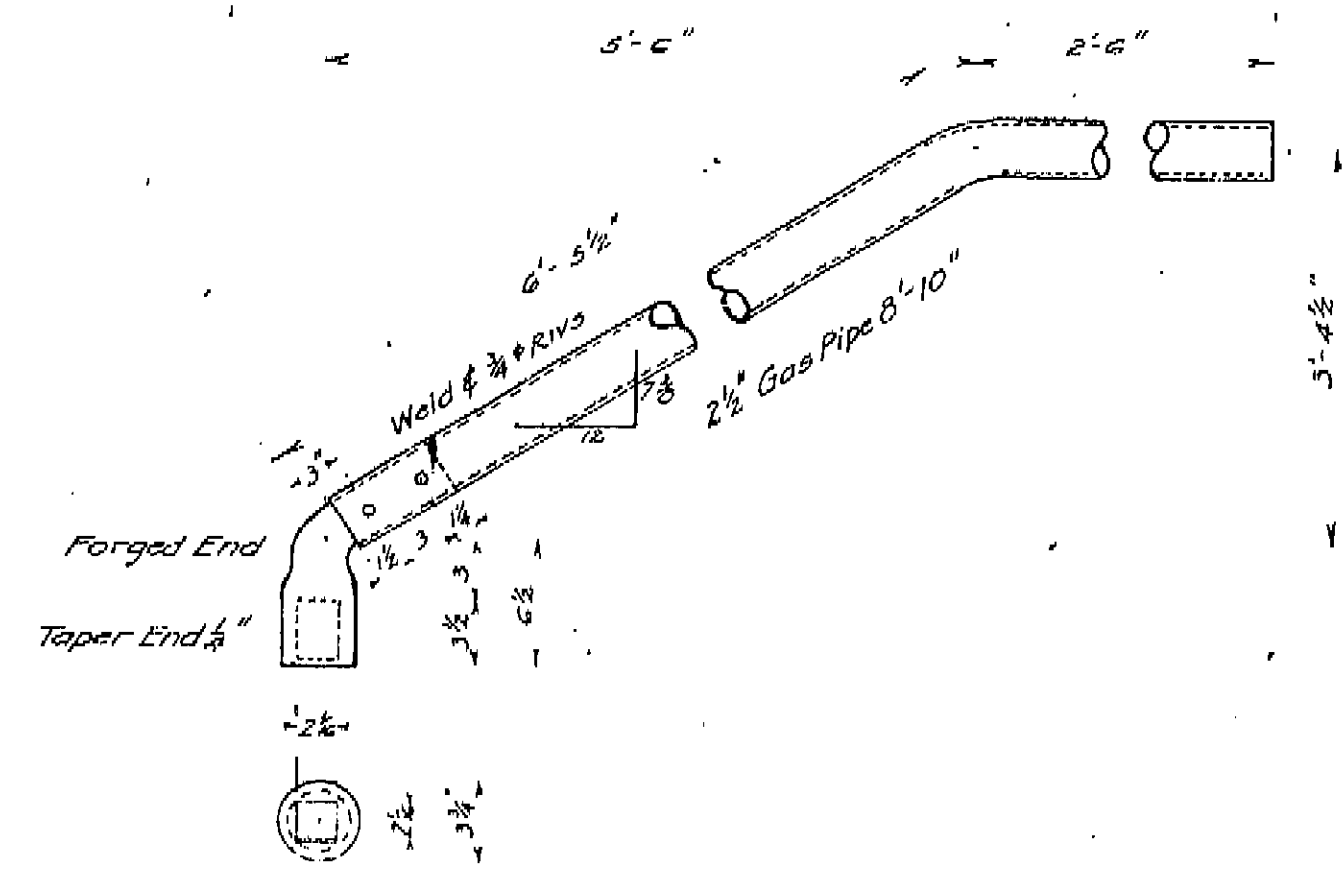
6 Cast Steel Rack Segments
20 teeth - 2 1/4" Pitch - 5" face - 26 - 3 1/2" PD



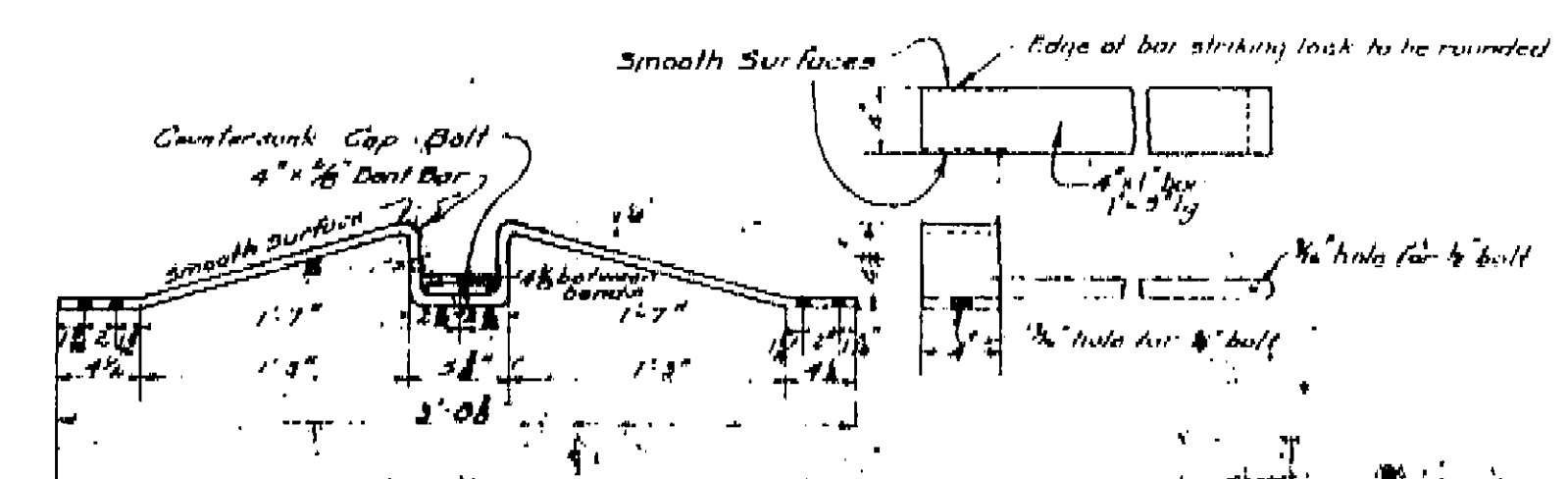
Cast Iron Bearings
3 Required



Cast Iron Thimble
3 Required



One Turning Wrench



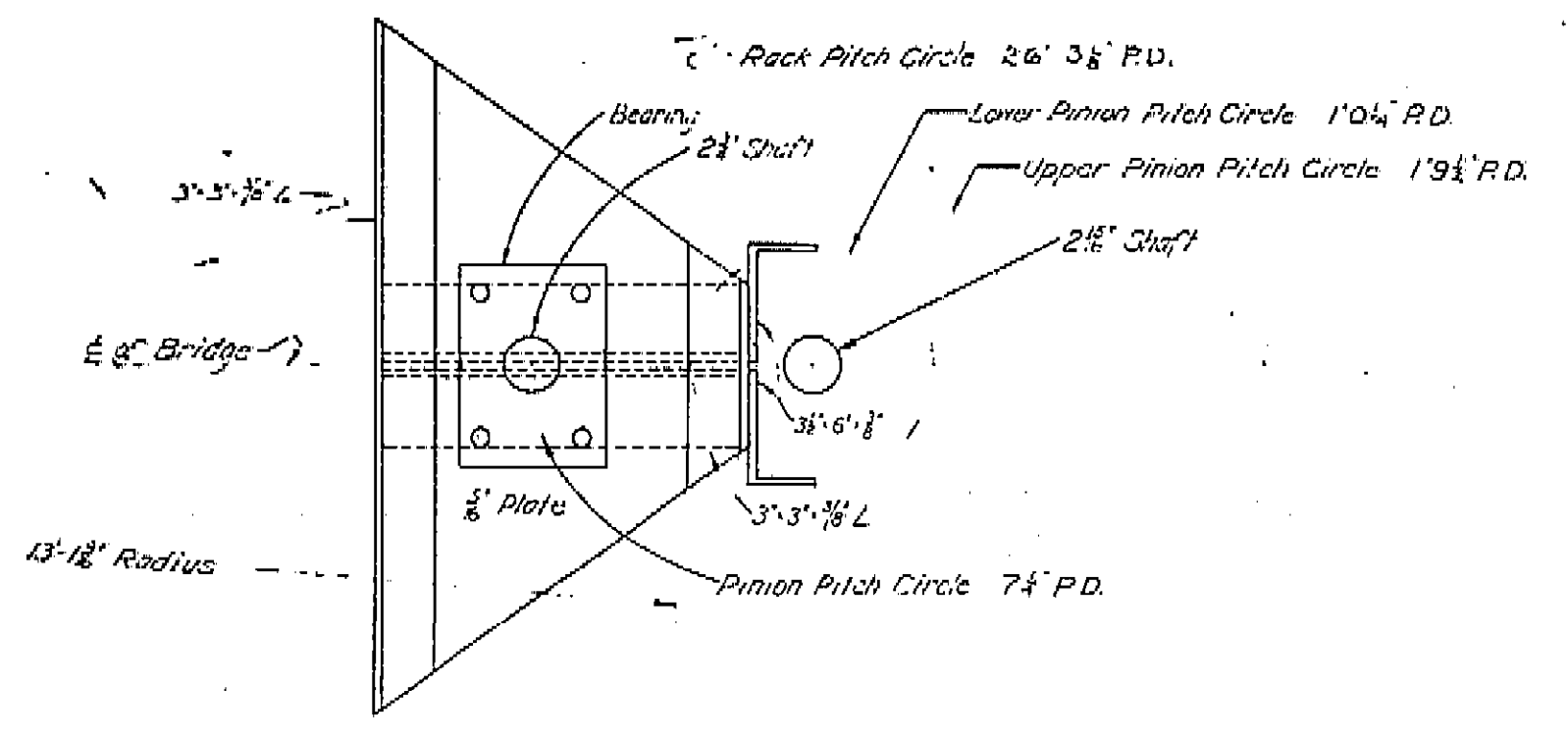
Lock
2 Required

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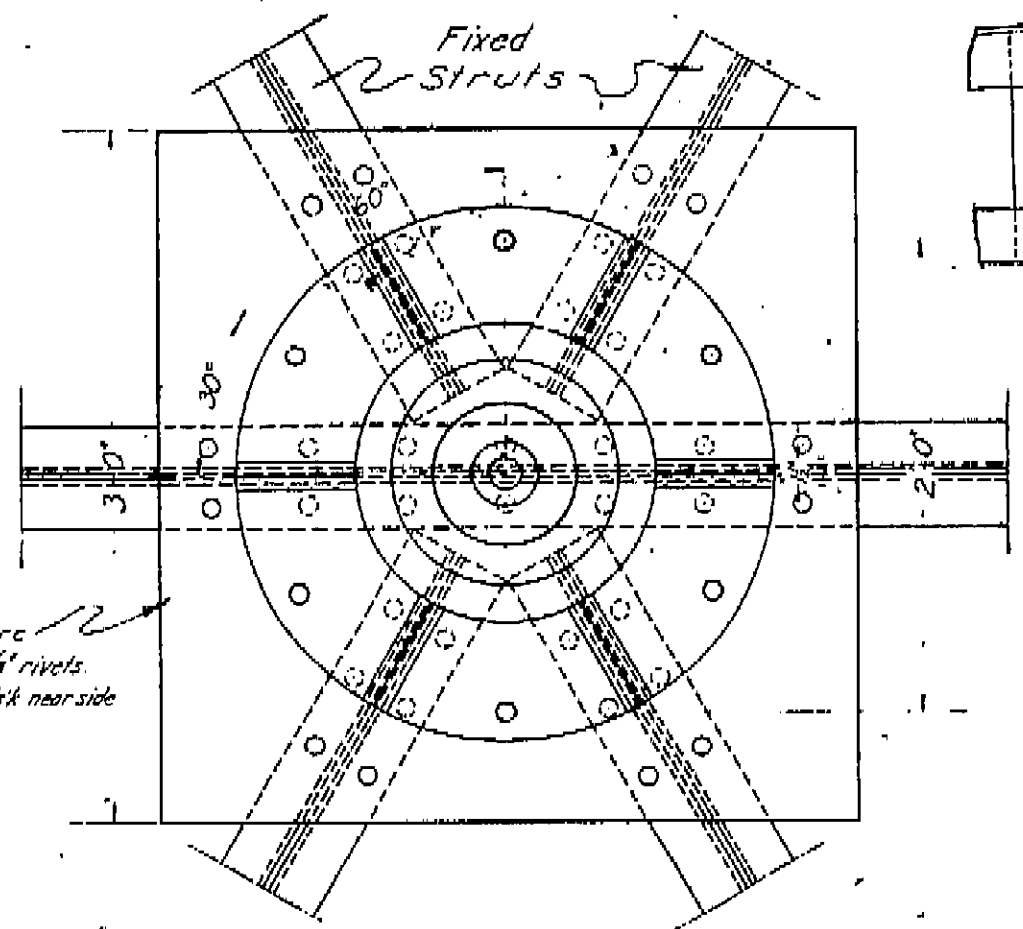
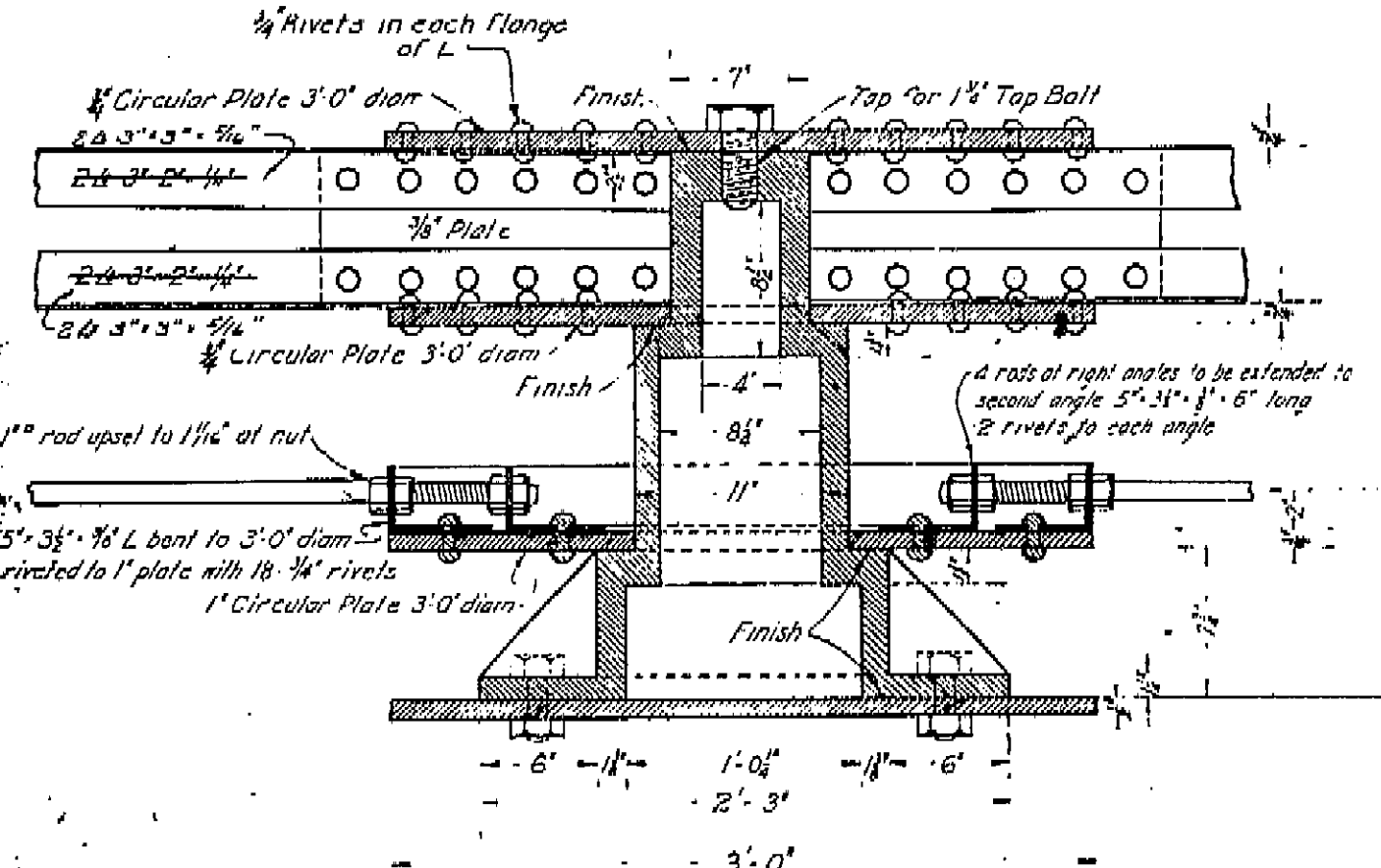
24-C-53

MACHINERY DETAILS
HIGHWAY DRAWBRIDGE

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DATE: 2-27-76
SIGNATURE: [Signature]



PLAN OF DRIVING MECHANISM

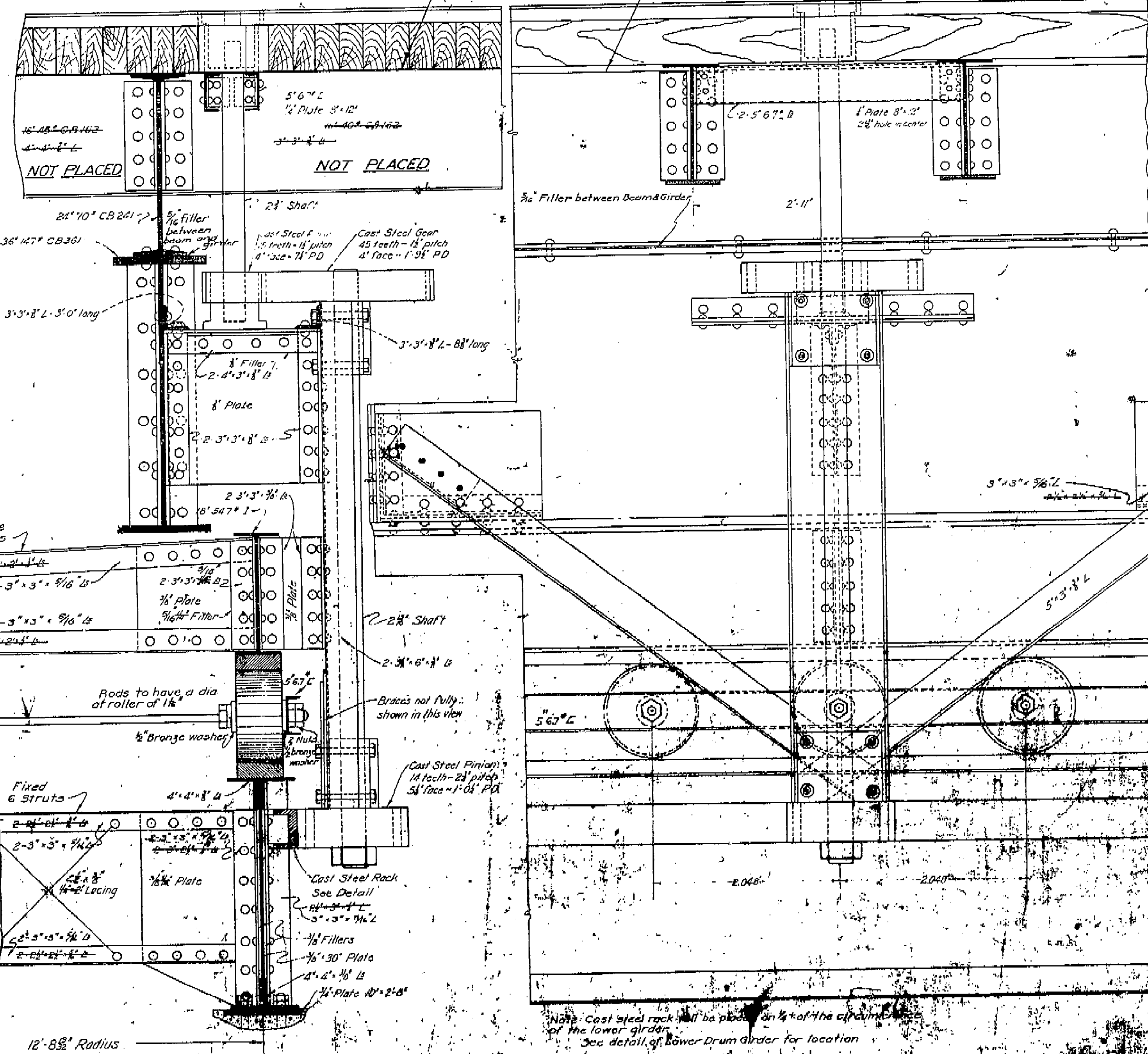


CENTER PEDESTAL
CAST STEEL
Scale: 1/2\"/>

Note: 6\"/>

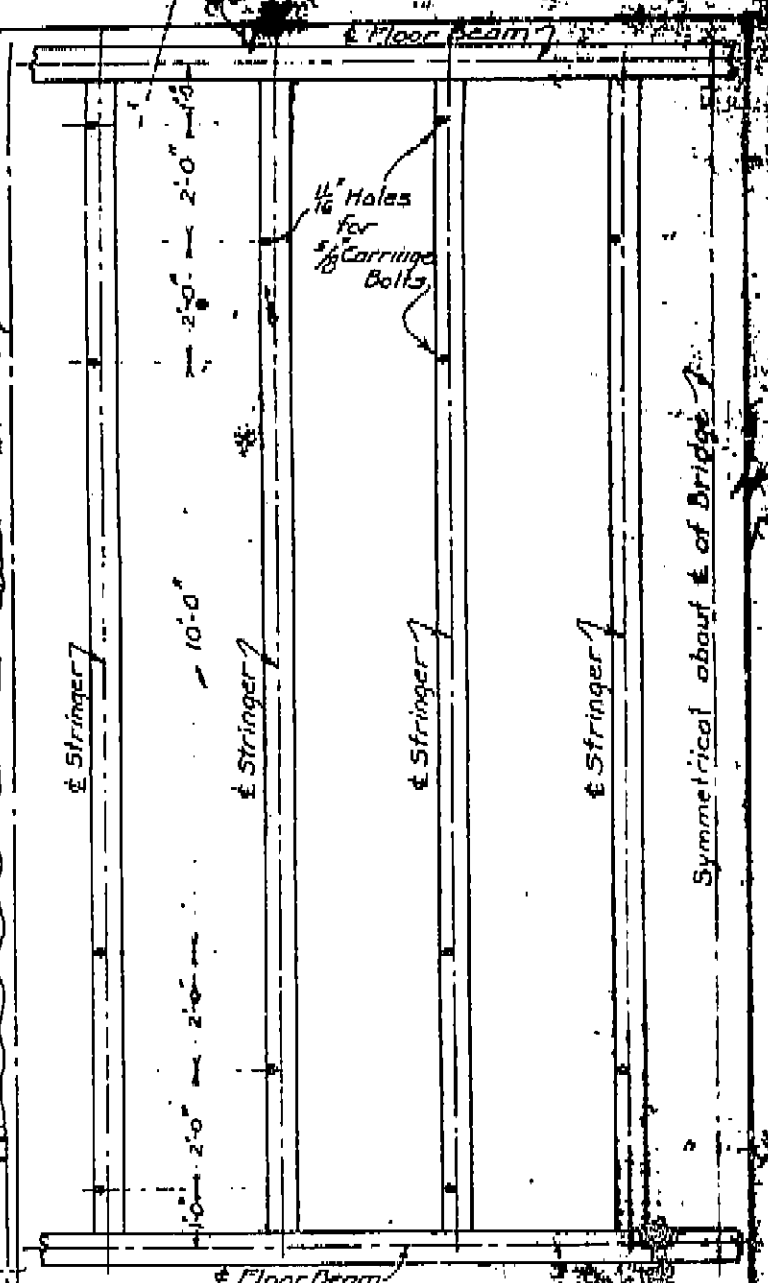
For details "as built" see
Sheet 19.

Note: Fasten 6\"/>

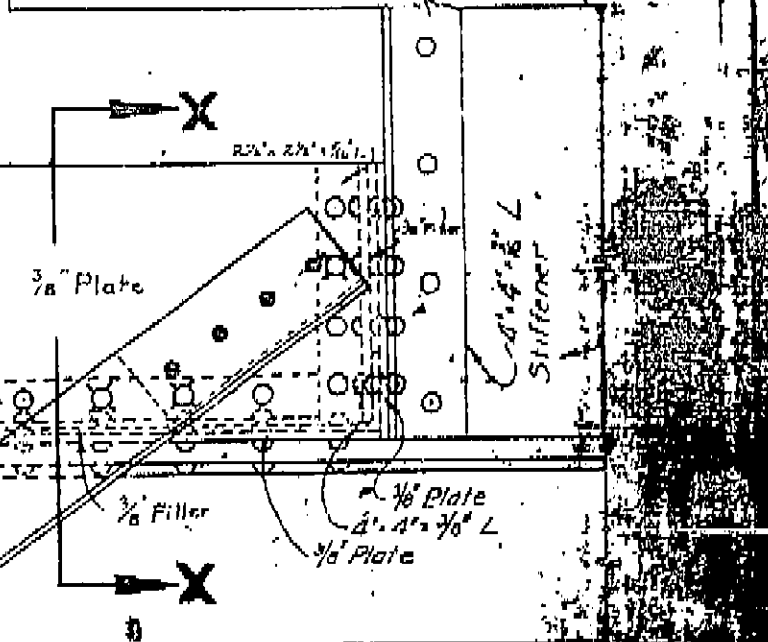


SECTION

ELEVATION



PLAN FOR HOLD DOWN BOLTS
Scale: 1/2\"/>



SECTION X-X
Scale: 1/2\"/>

Note: Gears are to be keyed to the shafting, as described in the specifications.

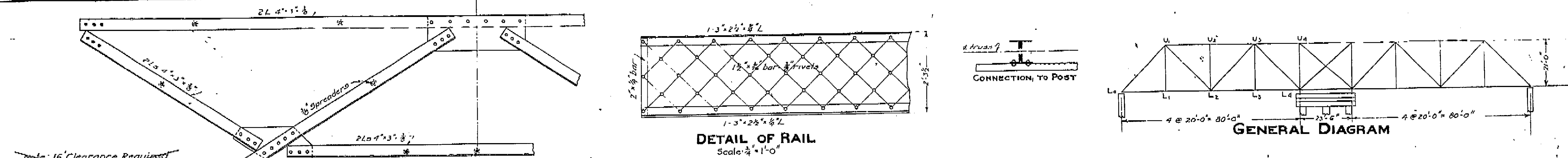
SHOWING DRIVING MECHANISM

TURN TABLE DETAIL

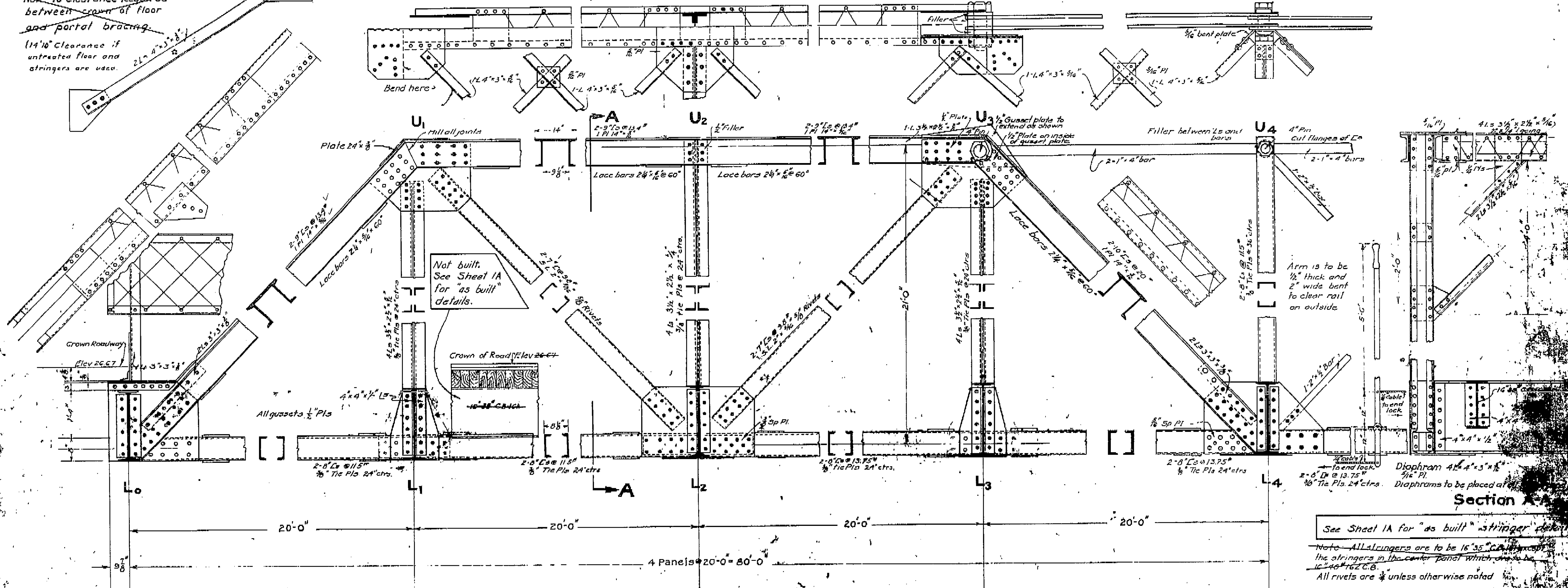
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DATE: 2-27-76
BY: [Signature]
TITLE: [Signature]



Note: 16" Clearance Required between crown of floor and portal bracing.
 (14" Clearance if untreated floor and stringers are used.)



See Sheet 1A for "as built" stringer details.
 Note: All stringers are to be 16" x 5" C.B. I-beams.
 The stringers in the center panel which are to be 16" x 6" C.B. I-beams.
 All rivets are 3/4" unless otherwise noted.

**SWING SPAN DETAILS
 HIGHWAY DRAWBRIDGE**

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 DATE 2-27-76
 [Signature]