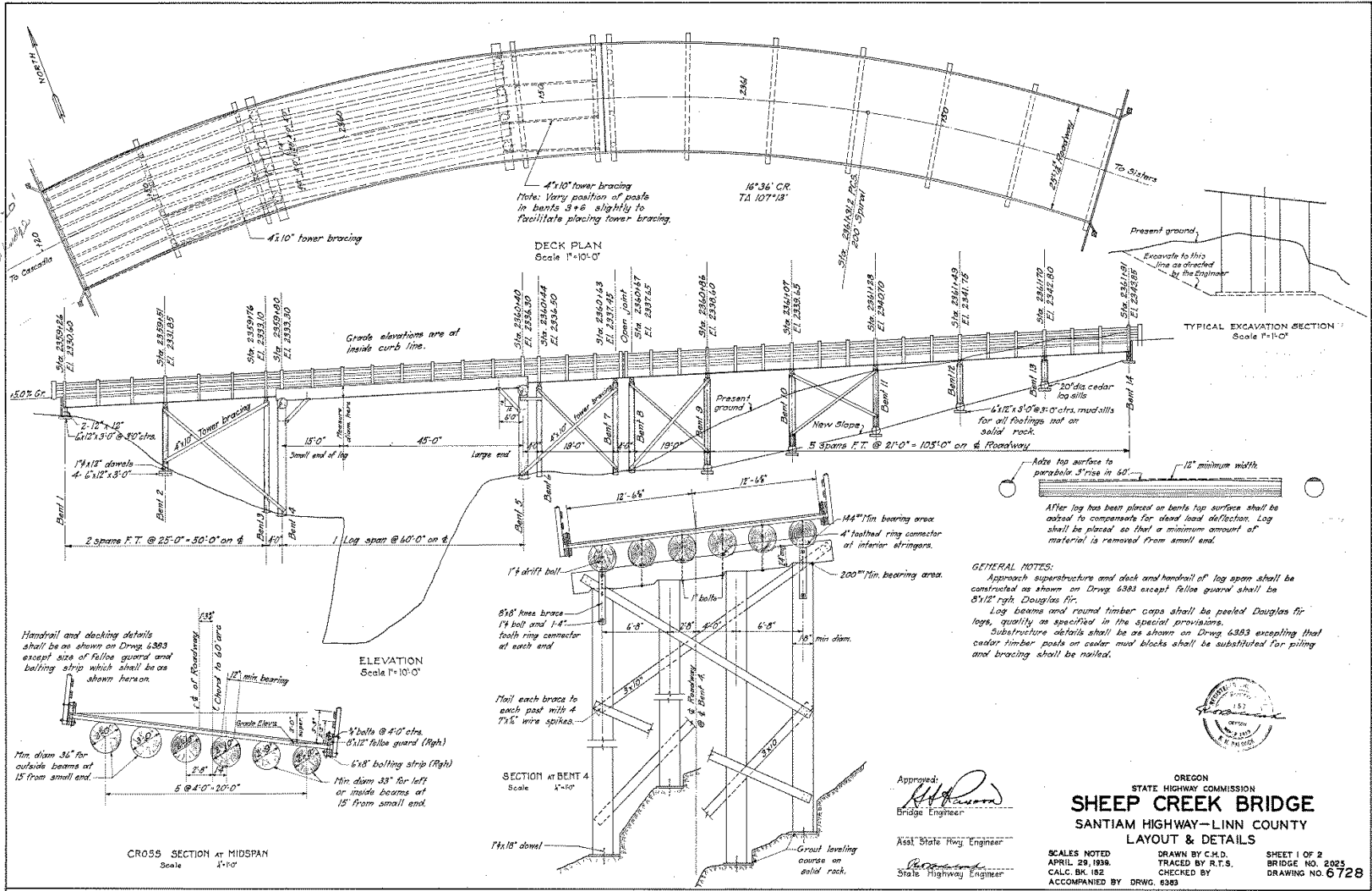


Sheep Creek Repair







4"x10' lower bracing
 Note: Vary position of posts in bents 3+6 slightly to facilitate placing lower bracing.

DECK PLAN
 Scale 1"=40'-0"

Grade elevations are at inside curb line.

TYPICAL EXCAVATION SECTION
 Scale 1"=10'-0"

ELEVATION
 Scale 1"=10'-0"

CROSS SECTION AT MIDSPAN
 Scale 1"=10'-0"

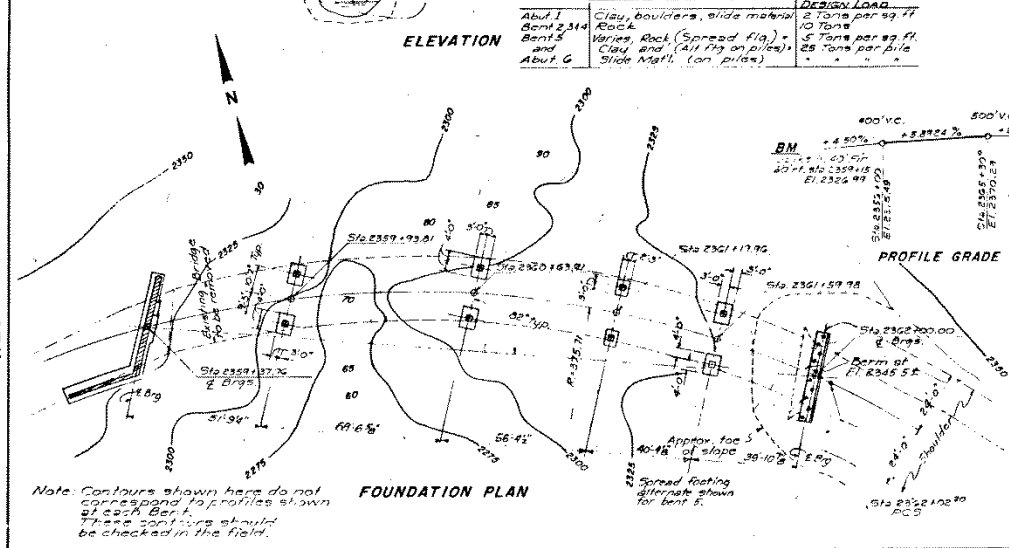
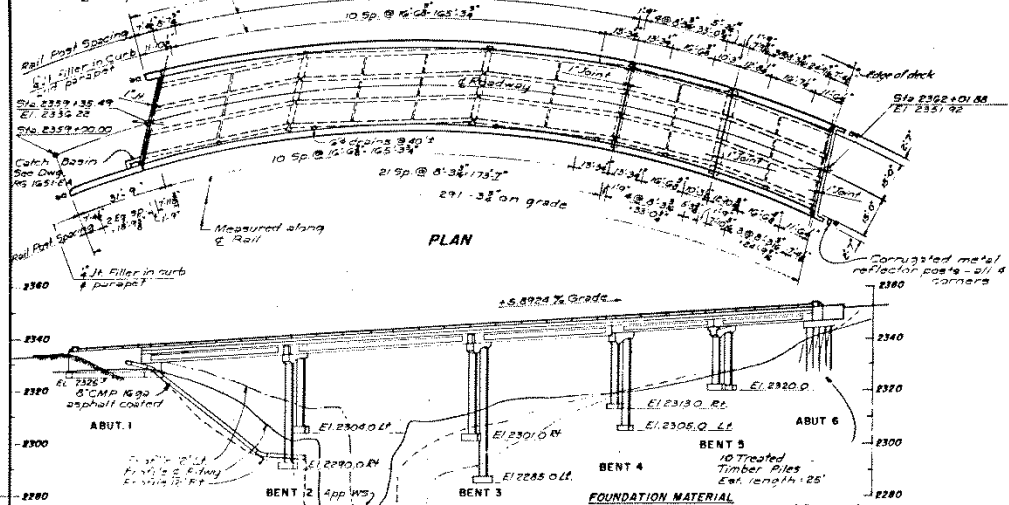
GENERAL NOTES:

Approach superstructure and deck and handrail of log span shall be constructed as shown on Drwg. 6383 except felloe guard shall be 8 1/2" rgh Douglas fir.
 Log beams and round timber caps shall be peeled Douglas fir logs, quality as specified in the special provisions.
 Substructure details shall be as shown on Drwg. 6353 excepting that cedar timber posts on cedar mud blocks shall be substituted for piling and bracing shall be nailed.

Approved: *[Signature]*
 Bridge Engineer
 Asst. State Hwy. Engineer
[Signature]
 State Highway Engineer

OREGON
 STATE HIGHWAY COMMISSION
SHEEP CREEK BRIDGE
 SANTIAM HIGHWAY—LINN COUNTY
 LAYOUT & DETAILS
 SCALES NOTED
 APRIL 29, 1939.
 CALC. BK. 182
 ACCOMPANIED BY DRWG. 6383
 DRAWN BY C.H.D.
 TRACED BY R.T.S.
 CHECKED BY
 SHEET 1 OF 2
 BRIDGE NO. 2025
 DRAWING NO. 6728





GENERAL NOTES
SPECIFICATIONS: Construction, Bureau of Public Roads FPG-1 Design, AASHTO Specifications for Highway Bridges, 1961

DEAD LOAD: Concrete 150 Lbs. per Cu. Ft. Paving allowance 25 Lbs. per Sq. Ft. of roadway surface.
LIVE LOAD: H-20 S16 Loading Impact I = 1.155, L = Span length, Max. I = 30%.

UNIT STRESSES: Concrete in prestressed girders shall have an ultimate strength of $f'_c = 5000$ p.s.i. Minimum indicated strength of concrete at time of transfer of prestress $f'_c = 4500$ p.s.i. Ultimate strength of 7 #7 seven wire prestressing strand shall be 27,000 lbs. Minimum $f'_s = 247,000$ p.s.i. Allowable stresses in cast-in-place concrete and reinforcement are $f_c = 1500$ p.s.i., $f_s = 20,000$ p.s.i.

CONCRETE: Concrete in prestressed girders shall conform to applicable standard specifications for Class A concrete, except that the 28 day cylinder strength shall be 5000 p.s.i. All other concrete shall be Class A concrete. Maximum size of coarse aggregate shall be 1" for Class AA and 1 1/2" for Class A concrete. An approved air entraining admixture shall be used for both classes. No admixtures containing chloride ions (calcium chloride) shall be used in either class. High early strength cement may be used providing it meets the low alkali requirements of Type II Cement. The cement content for prestressed concrete may require adjustment to secure the specified concrete strength. Any extra cost for additional cement shall be included in the contract price for Prestressed Concrete Girders. All concrete shall be vibrated and all exposed edges of concrete shall be chamfered, unless otherwise noted.

FINISHING CONCRETE: Roadway slab and curbs shall be finished according to specifications. The outside faces of the curb, tops of the curbs, all exposed surfaces of concrete and posts shall be given a "rubbed finish". All other surfaces shall be given an "ordinary finish".

REINFORCEMENT STEEL: Conventional reinforcing bars shall be immediate grade steel conforming to AASHTO specifications. Unless otherwise shown or noted, dimensions refer to centerline of bars and splices shall be made with laps of 4 diameters.

PRESTRESSING STEEL: Prestensioned prestressing steel shall be 7 #7 seven wire bright prestressing steel conforming to the requirements of ASTM, Spec. A416-57T. Each strand shall be prestressed to a minimum of 19,000 lbs. (8.7 T) or 170,000 p.s.i. After assumed losses of 35,000 p.s.i. final effective prestress force per strand is 15,500 p.s.i.

PRESTRESSED CONCRETE GIRDERS: Concrete girders shall be as shown on the plans with prestressing strands placed as detailed. All concrete, reinforcement steel, prestressing steel, neoprene bearings, etc., shall be of materials required for manufacture or erection of the girders. 15¢ per cu. yd. in contract unit price, per cu. yd., for Prestressed Concrete Girders, 40 Ft., 50 Ft., or 70 Ft. Spans.

METAL RAILING: All items of metal rail construction are included in the contract item for Bridge Superstructure and includes the pipe rail, posts, shims, and all securing bolts, nuts, washers and set screws.

BRIDGE HEAD REFLECTORS: U.S. Government will furnish Corrugated metal guide posts with 8 button top and 2" x 4" x 1/2" base. Contractor shall set posts in the ground as directed by the Engineer. The cost of installation shall be included in the contract unit price for Class A concrete.

REMOVAL OF EXISTING BRIDGE: The existing bridge shall be removed as directed by the Engineer.
TREATED TIMBER PILES: Timber piles shall be "Douglas Fir" crosstie treated.

ESTIMATE (PRESTRESSED CONCRETE ALTERNATE)

Excavation for structures (Bridges)	Cu. Yds.	325
Class A Concrete	504	512
Reinforcing Steel	122,500	123,000
Treated Timber Piles furnished	150	610
driven first 10 Ft.	10	28
Existing Bridge removal	150	330
Prestressed Conc. Girders 40 Ft. Spans	8	8
" " " " 50 Ft. Spans	4	4
" " " " 70 Ft. Spans	4	4
Metal Bridge Railing	lin. Ft.	537

Alternate with Bent 5 on spread 5 on piles footing

* Includes weight of guard angles, drains and grating, frame and drain pipe for catch basins, and bearing assemblies, Abut. 1, Bent 4.

REDUCED PRINT SCALES REDUCED ACCORDINGLY

DEPARTMENT OF HIGHWAYS
SHEEP CREEK BRIDGE
 SOUTH SANTIAM HIGHWAY
 OREGON FOREST HIGHWAY PROJECT 23
 SCALE 1" = 20' 0"
 BRIDGE DRAWING 1 OF 15
 ALTERNATE - A
 JULY 1962
 RG1651-AA

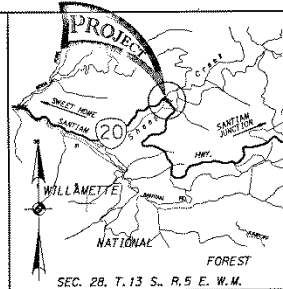
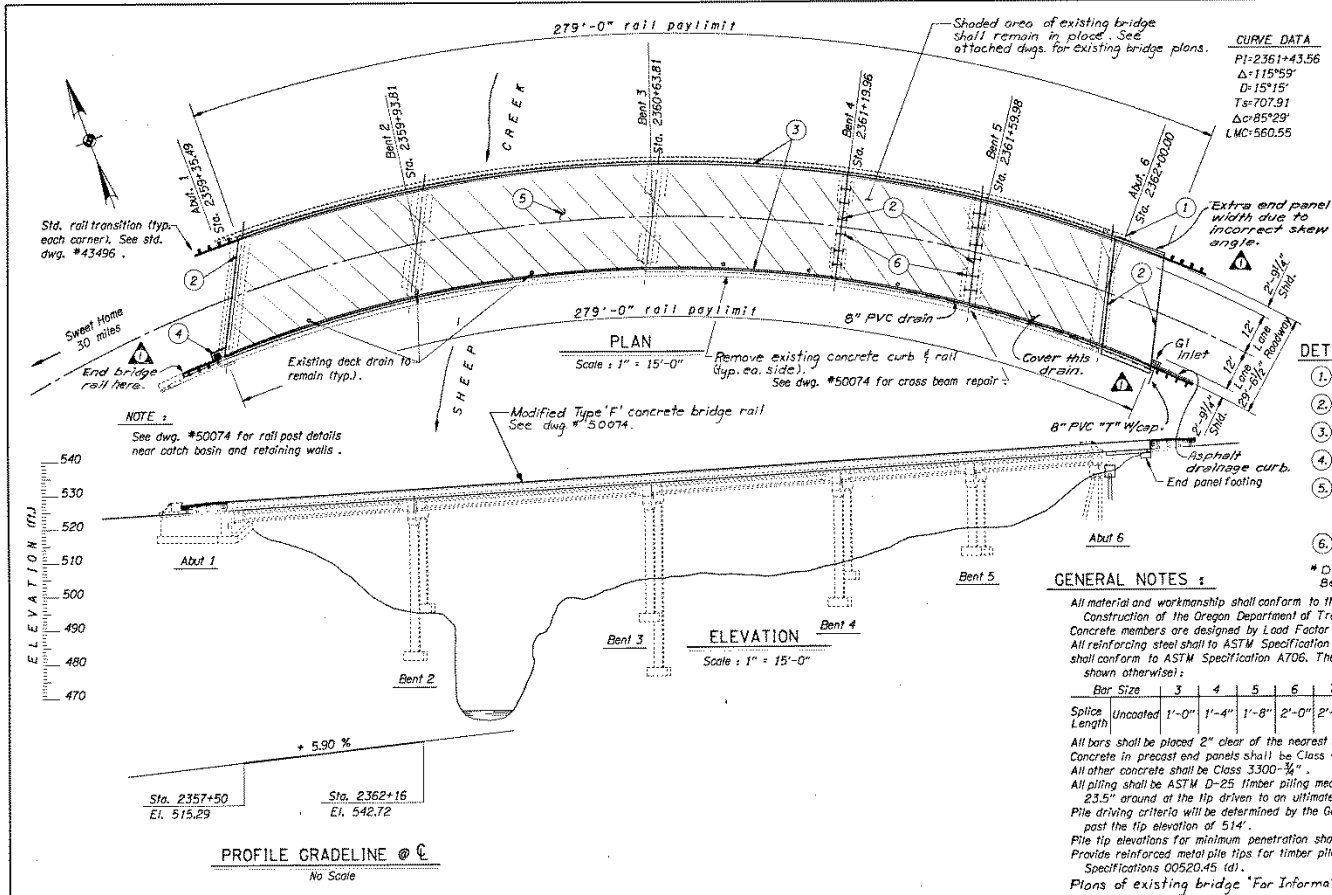
APPROVED *[Signature]*
 CHIEF, WESTERN BRIDGE DESIGN
 Revised Sept. 1962 & Jan. 63
 Br. # 2026A
 Dwg. # 41581

CHECKED BY: N.S. WESTERN

Note: Contours shown here do not correspond to profiles shown of each Bent. These contours should be checked in the field.

FOUNDATION PLAN

PROFILE GRADE



CURVE DATA

PI-2361+43.56
Δ: 115°59'
D: 15°15'
Ts: 707.91
Δc: 85°29'
LMC: 560.55

- DETAIL REFERENCE NUMBERS :**
- ① Abutment repair, see dwg. #50075.
 - ② ~~New joint~~ Asphaltic plug joint
 - ③ Replace existing rail
 - ④ Raise catch basin
 - ⑤ Place ~~the~~ LMC overlay on existing bridge deck. Construct overlay after reconstruction of Abutment 6 and bridge rail.
 - ⑥ Beam restrainers
- * Do joint work of Abutment 1 & 6, and Bent 4 & 5 after ~~the~~ overlay.

GENERAL NOTES :

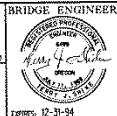
All material and workmanship shall conform to the 1991 Standard Specifications for Highway Construction of the Oregon Department of Transportation. Concrete members are designed by Load Factor Design Method. All reinforcing steel shall to ASTM Specification A615, Grade 60 or A706. Field bent reinforcing shall conform to ASTM Specification A706. The following splice lengths shall be used (unless shown otherwise):

Bar Size	3	4	5	6	7	8	9	10	11	14R18
Splice Length	Uncoated 1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-7"	5'-9"	7'-1"	Not Permitted

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise. Concrete in precast end panels shall be Class 4000 - 3/4". All other concrete shall be Class 3300 - 3/4". All piling shall be ASTM D-25 timber piling measuring 38" around 3' from the butt, and 23.5" around at the tip driven to an ultimate capacity of 165 kips per pile. Pile driving criteria will be determined by the Gates equation if the piling be driven past the tip elevation of 514'. Pile tip elevations for minimum penetration shall be 514'. Provide reinforced metal pile tips for timber piles according to Standard Specifications 00520.45 (d). Plans of existing bridge "For Information Only" Dwg. No. RG1651-AA to RG1651-JA

DATE	REVISION	BY
5-9-95	As constructed	L.G.

DESIGNED BY: R. Guerrero
 CHECKED BY: Howard Bosh
 REFERRED BY: Ronald A. J...



OREGON DEPARTMENT OF TRANSPORTATION
 BRIDGE ENGINEERING SECTION

ACCOMPANIED BY DWGS. 43495, 43496, 43533 and 50073 thru 50077, 40570

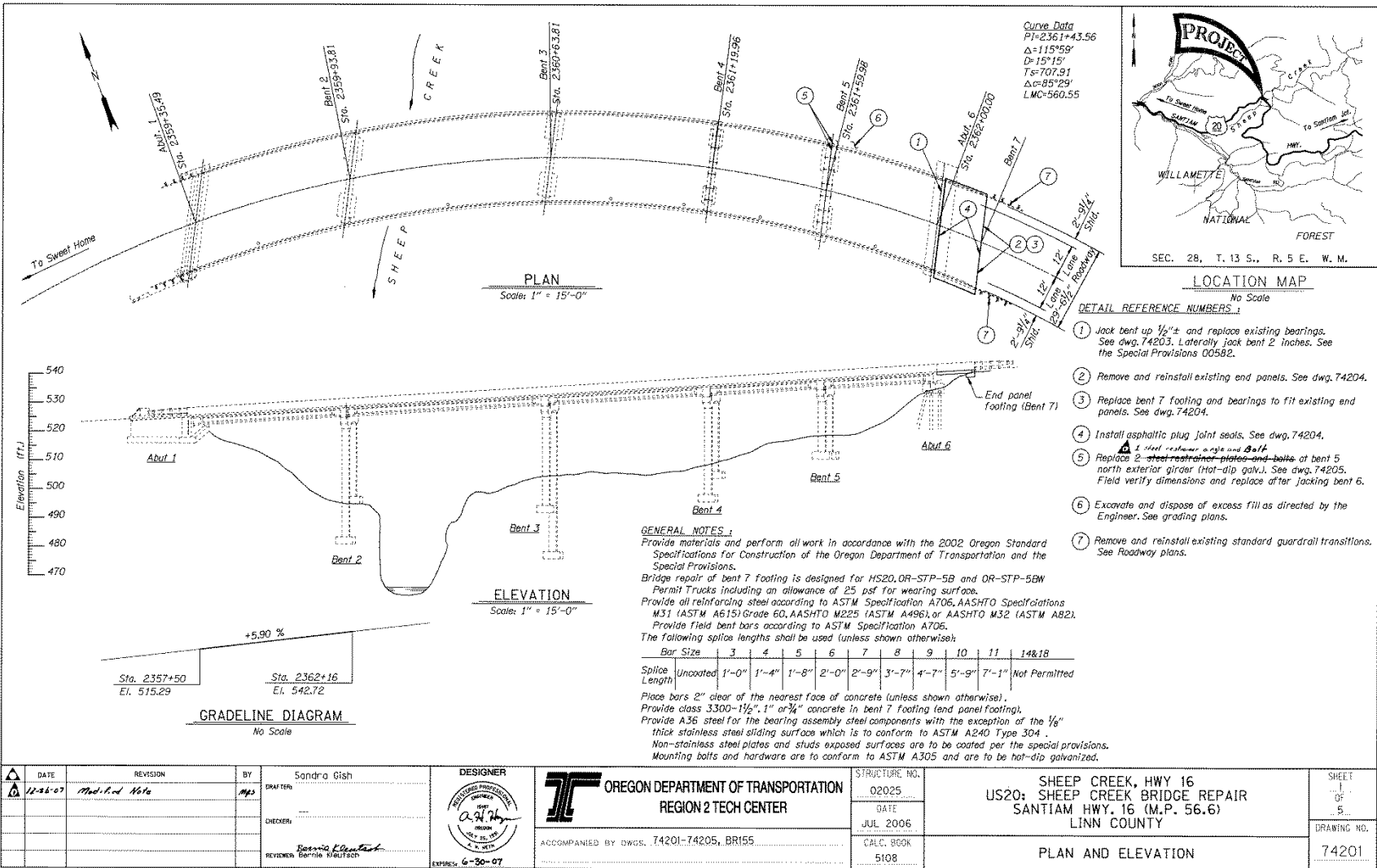
BRIDGE NO. 2025
 DATE JULY 1993
 CALC. BOOK 4211

SHEEP CREEK BRIDGE
 SANTIAM HIGHWAY (MP 56.6)
 LINN COUNTY

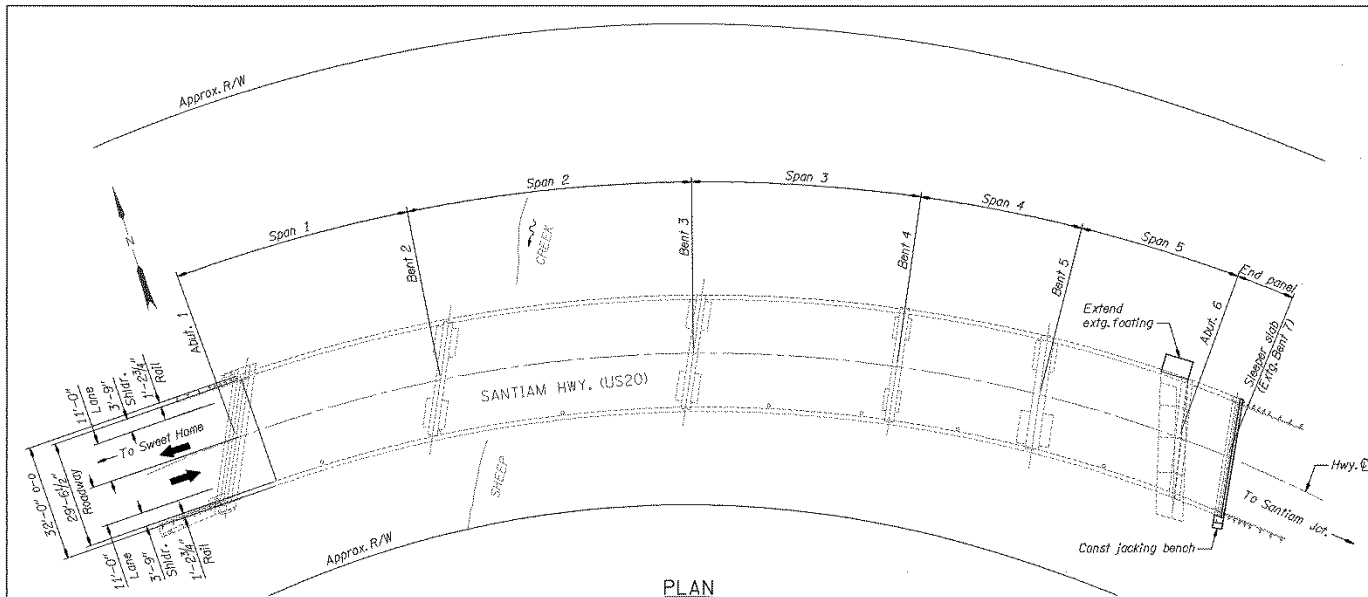
PLAN and ELEVATION

SHEET 1 OF 6
 DRAWING NO. 50072

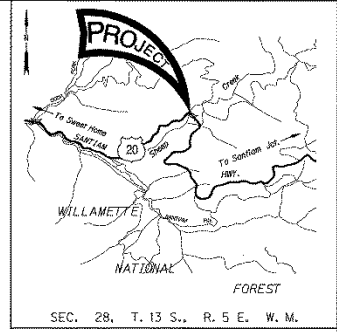
25-OCT-1993 [VIEW#P2] [PGRID#P2] 25-OCT-1993



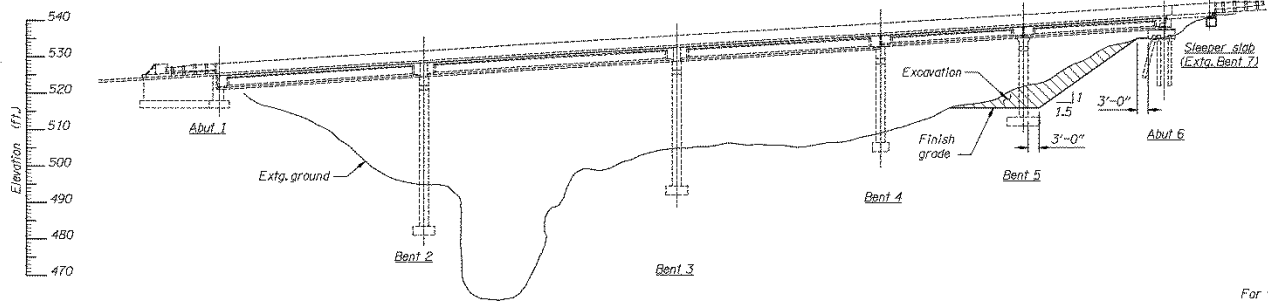
DATE 12-26-07	REVISION Mod. of Note	BY Sandra Gish	DESIGNER [Signature]	STRUCTURE NO. 02025	SHEET 1 OF 8
		DRAFTER [Signature]	OREGON DEPARTMENT OF TRANSPORTATION REGION 2 TECH CENTER		
		CHECKER [Signature]	ACCOMPANIED BY DWGS. 74201-74205, BR155	DATE JUL 2006	DRAWING NO. 74201
		REVIEWER Bernie Malfac	EMPLOYER 6-30-07	CALC. BOOK 5108	
				SHEEP CREEK, HWY 16 US20; SHEEP CREEK BRIDGE REPAIR SANTIAM HWY. 16 (M.P. 56.6) LINN COUNTY	
				PLAN AND ELEVATION	



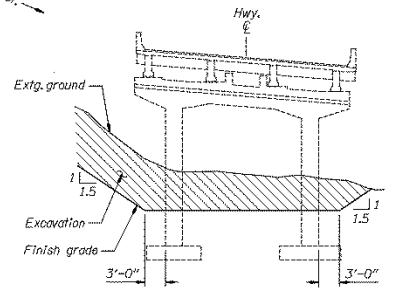
PLAN
Scale: 1" = 15'-0"



LOCATION MAP
No Scale



ELEVATION
Scale: 1" = 15'-0"



BENT 5 ELEVATION
No Scale

Elevations are based on an assumed datum.

For "General Notes", see dwg. 86692.

See dwgs. 50075 & 74203 for information only.

SCALE WARNING
If scale bar doesn't measure one inch then drawing is not to scale

DATE	REVISION	BY

DRAWN: Sandra Gish
 DESIGNER: Sean White
 CHECKER:
 REVIEWER:

ACCOMPANIED BY DWGS. 86692 thru 86695



REGION 2 TECH CENTER

STRUCTURE NO. 02025
DATE Aug 2011
CALC. BOOK

SHEEP CREEK, HWY 16
 US20: SHEEP CREEK BRIDGE REPAIR
 SANTIAM HWY. 16 (M.P. 56.6)
 LINN COUNTY

PLAN AND ELEVATION

SHEET 1 OF 5
DRAWING NO. 86691

















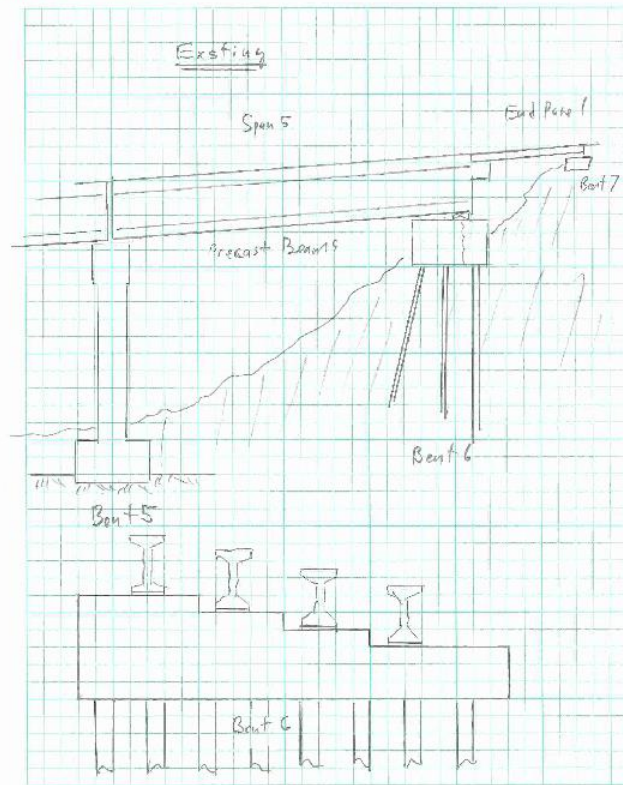


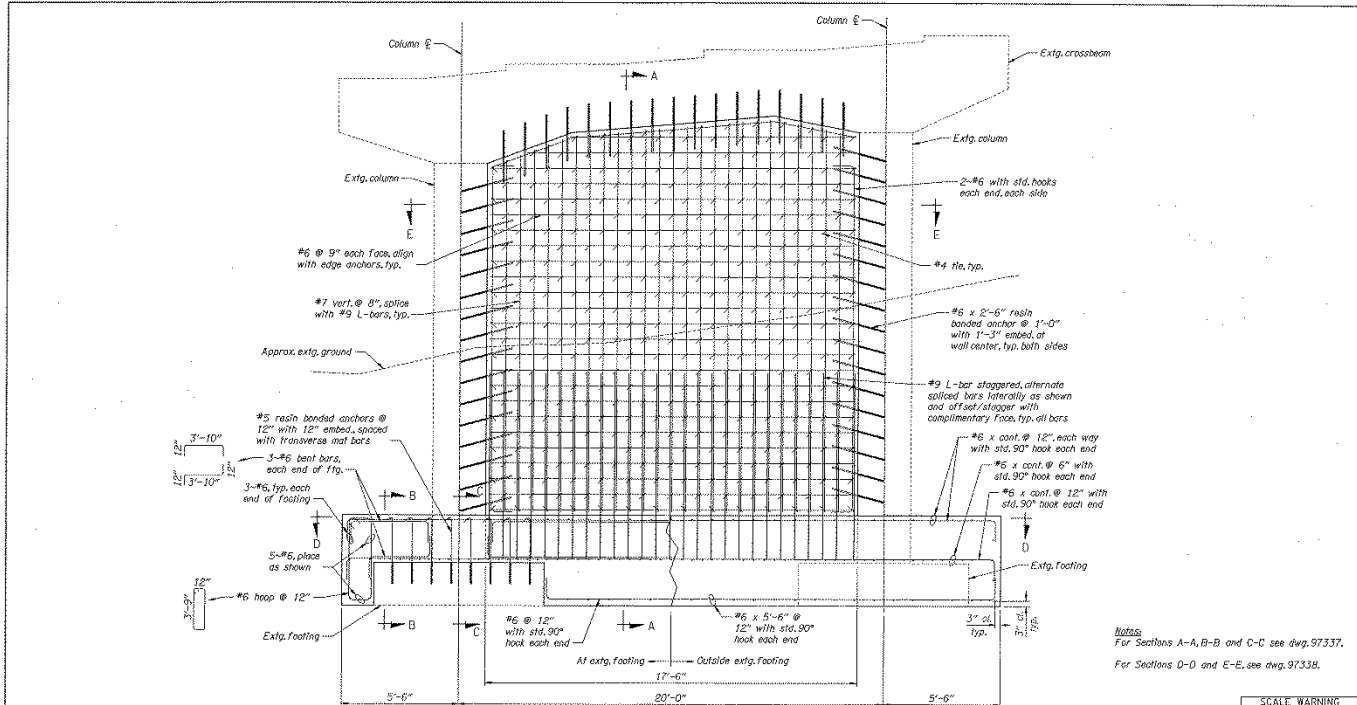
BRIDGE ENGINEERING

Sheet: 1/2

Bridge name: Sheep Cr
Calculations by: SW

Date: 2-26-15 Bridge no.: 02025





FOOTING & WEB WALL ELEVATION
 (Looking back on station)
 Scale: 1/8"=1'-0"

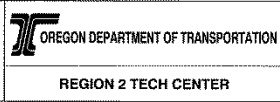
Notes:
 For Sections A-A, B-B and C-C see dwg. 97337.
 For Sections D-D and E-E, see dwg. 97338.

SCALE WARNING
 If scale bar doesn't measure up, then drawing is not to scale.

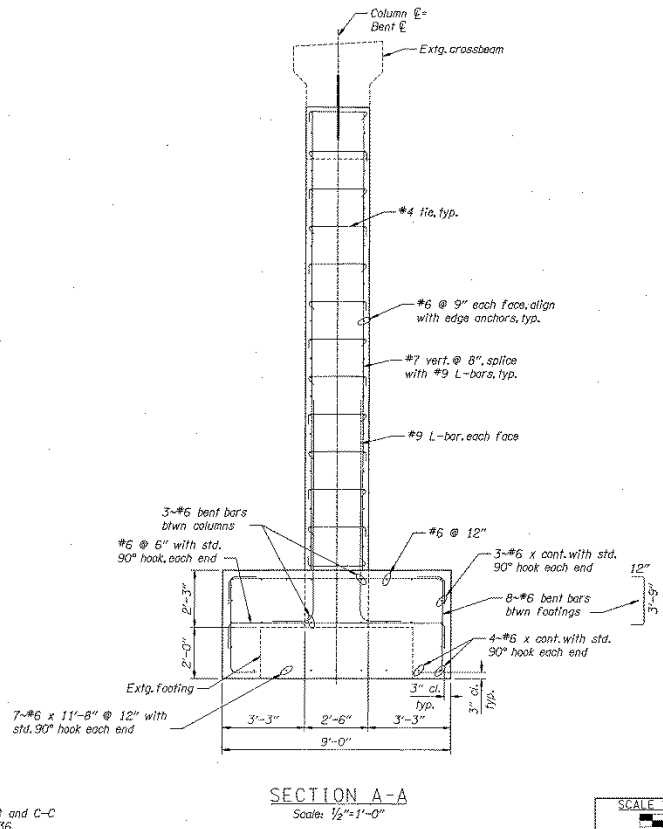
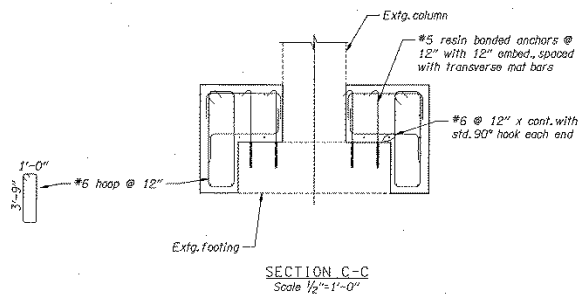
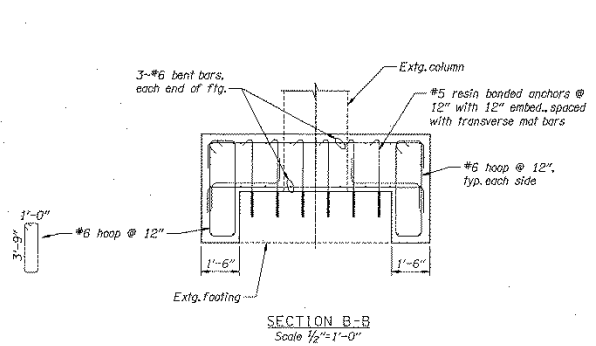
DATE	REVISION	BY

ACCOMPANIED BY DIMS. SEE DWG. 97327

DESIGNED BY: Sandra Gish
CHECKED BY: Mark Lusby
DESIGNED BY: Sean White
CHECKED BY: Al Heyn



STRUCTURE NO. 08025	SHEEP CREEK, HWY 16 US20: SHEEP CREEK BRIDGE REPAIR (PHASE 2) PROJECT SANTIAM HWY. (MP 56.60) LINN CO.	SHEET 10 OF 16
DATE Feb. 2016		DRAWING NO.
CALC. BOOK 6778	BENT 5 FOOTING & WEB WALL ELEVATION	97336



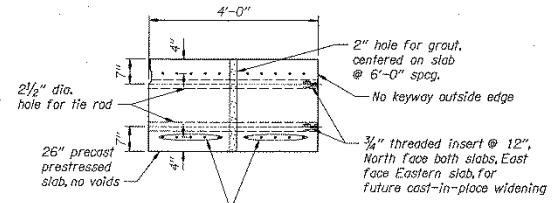
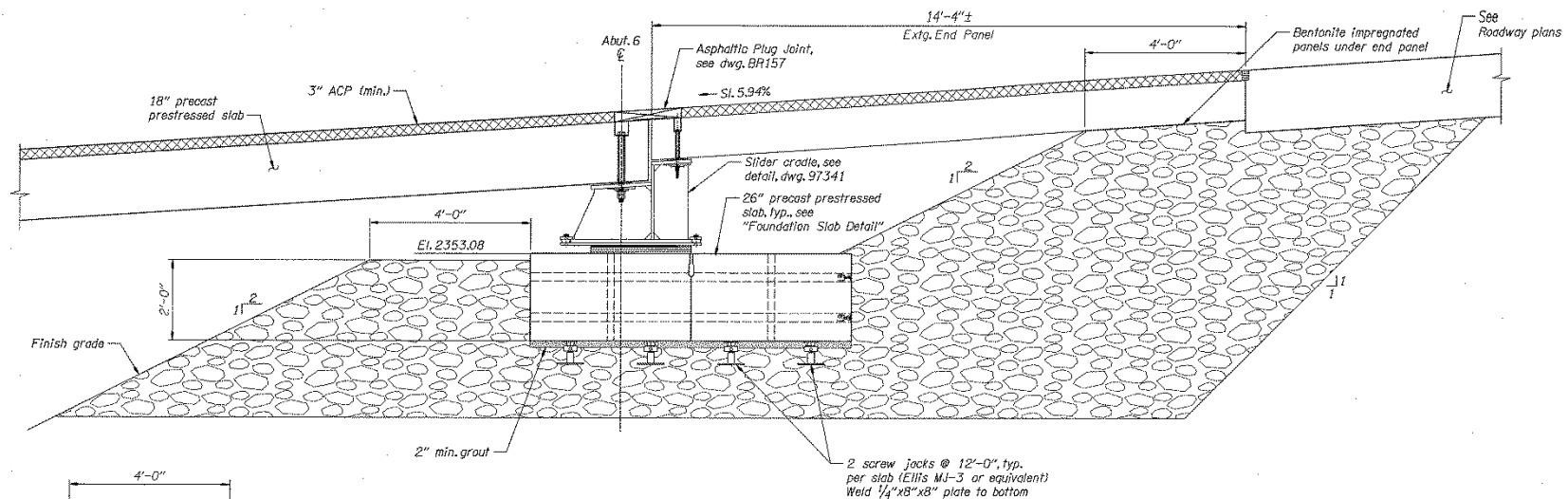
Notes
For Sections A-A, B-B and C-C
locations, see dwg. 97336.

SCALE WARNING
If scale bar doesn't
measure one inch then
drawing is not to scale

DATE	REVISION	BY	DATE	REVISION	BY
ACCOMPANIED BY DWGS. See dwg. 97327			ACCOMPANIED BY DWGS. See dwg. 97327		

DRAFTED: Sandra Gish DESIGNER: Mark Lusby CHECKER: Sean White REVIEWER: Al Hoyt			STRUCTURE NO. 02025 DATE Feb. 2016 CALC. BOOK 6778	SHEEP CREEK, HWY 16 US20: SHEEP CREEK BRIDGE REPAIR (PHASE 2) PROJECT SANTIAM HWY. (MP 56.60) LINN CO.	SHEET 11 OF 16 DRAWING NO. 97337
REGION 2 TECH CENTER			BENT 5 FOOTING & WEB WALL SECTIONS-1		

Note:
Grind bottom of end panel
flush before reinstallation.



ABUTMENT 6 SECTION
Scale: 1"=1'-0"

**FOUNDATION SLAB DETAIL
(EASTERN SLAB SHOWN)**
Scale: 1/2"=1'-0"

Note:
For details not shown,
see dwg. BR420.
Provide 5.0 ksi class concrete,
min. concrete strength of 4.0
ksi at release of prestress.

Pay Limits of Granular Structural Backfill

SCALE WARNING
If scale bar doesn't
measure one inch then
drawing is not to scale

DATE	REVISION	BY	DRAWN BY			STRUCTURE NO.	SHEEP CREEK, HWY 16 US20: SHEEP CREEK BRIDGE REPAIR (PHASE 2) PROJECT SANTIAM HWY. (MP 56.60) LINN CO.	SHEET 14 OF 16
			DESIGNED BY			DATE		
ACCOMPANIED BY DWGS. See dwg. 97327			CHECKED BY		REGION 2 TECH CENTER	CALC. BOOK	ABUTMENT 6 SECTION	97340
			REVIEWED BY			REVISIONS		

