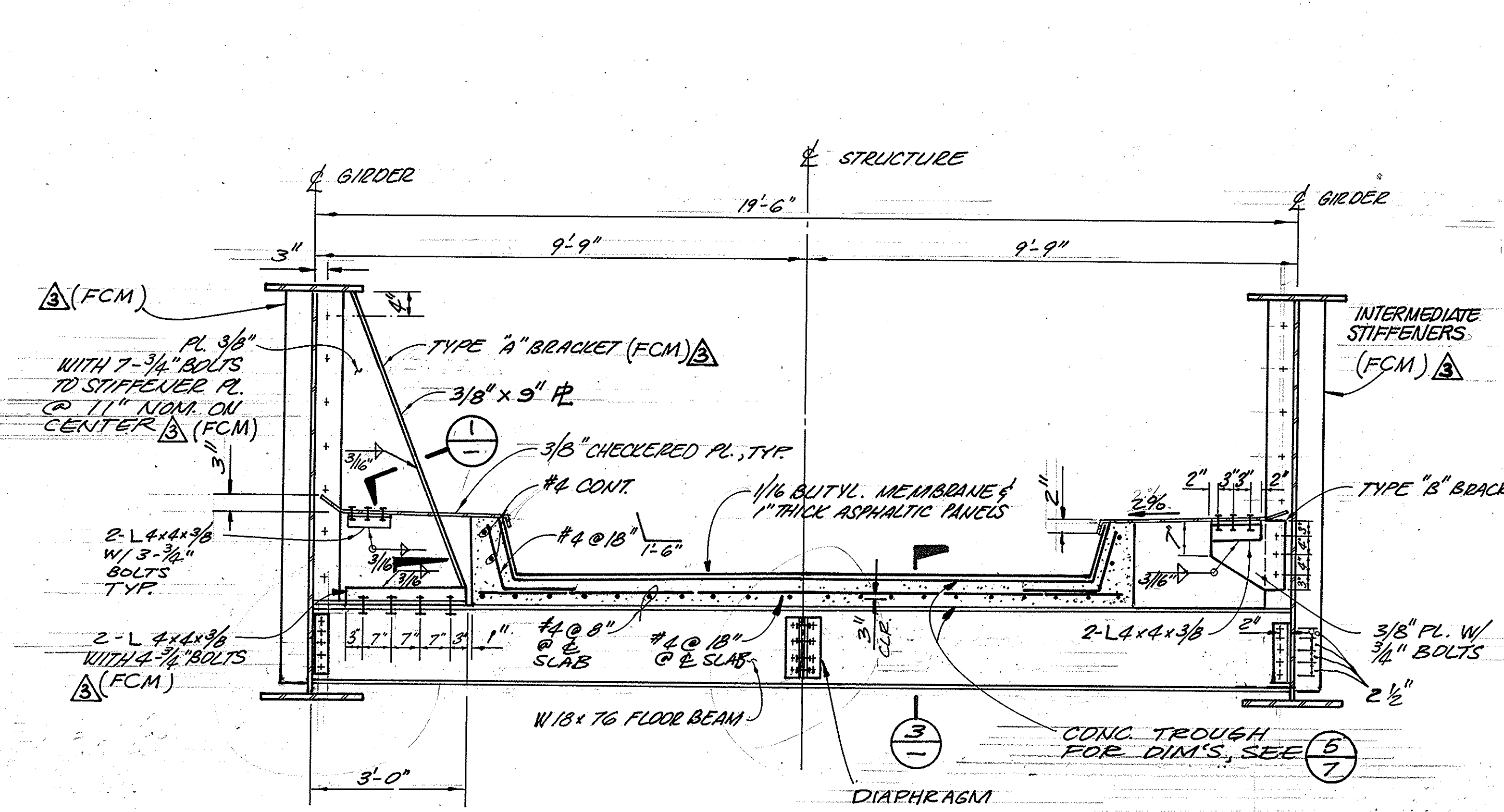
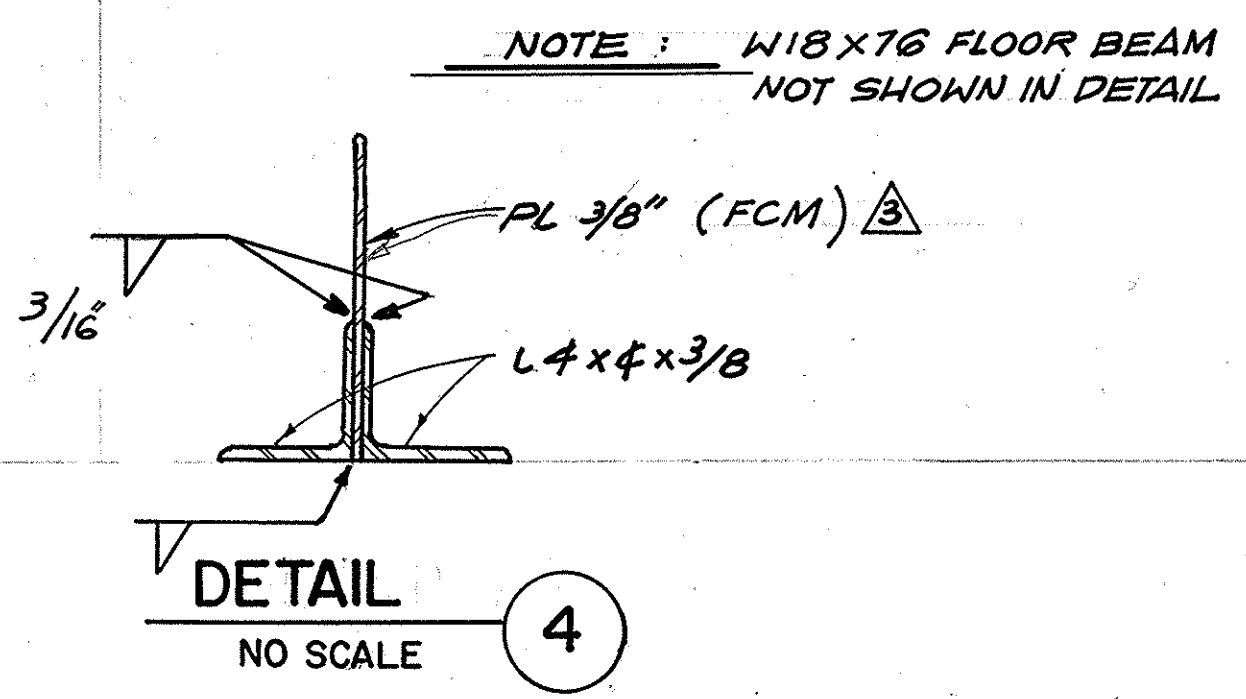
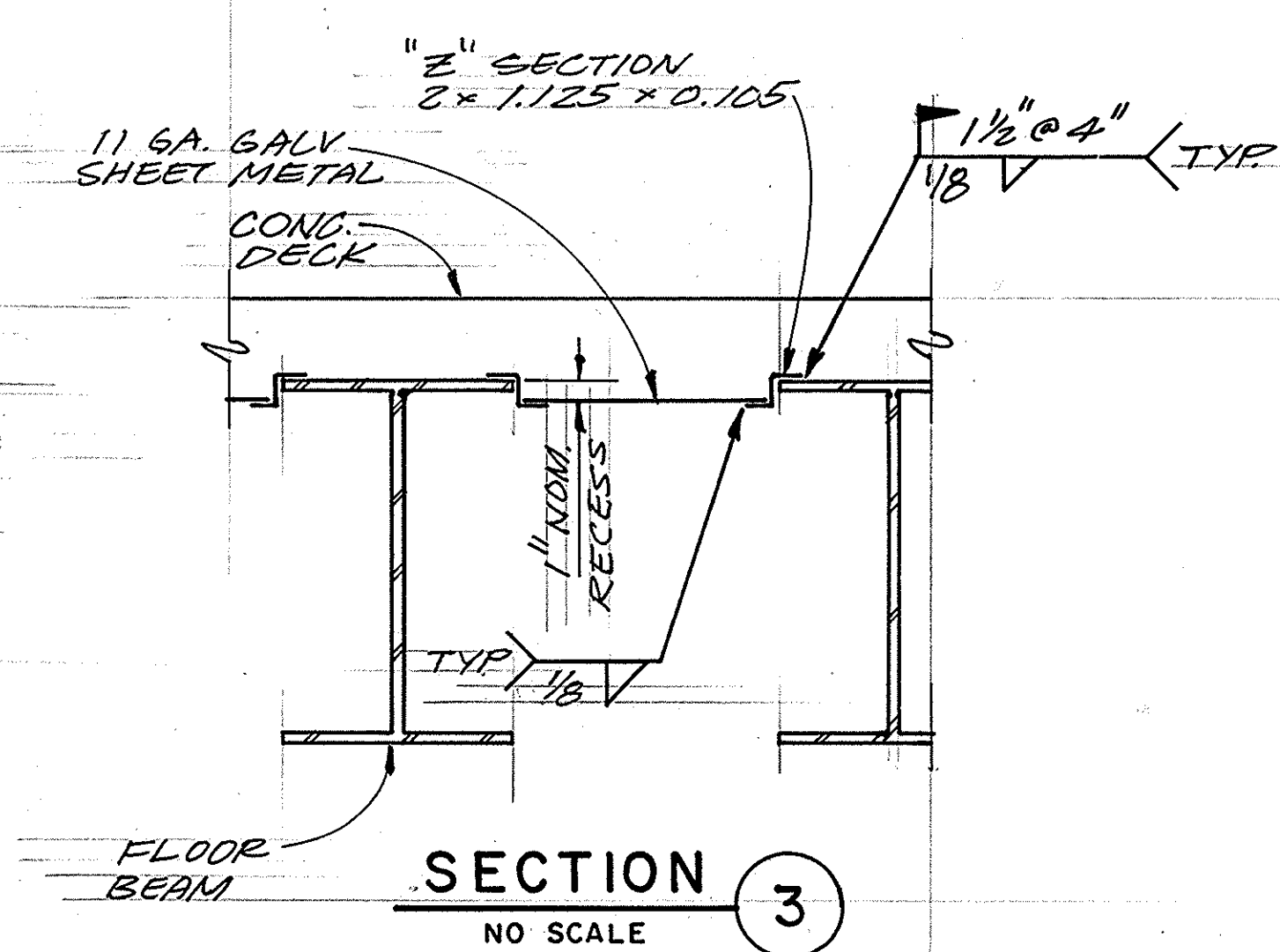
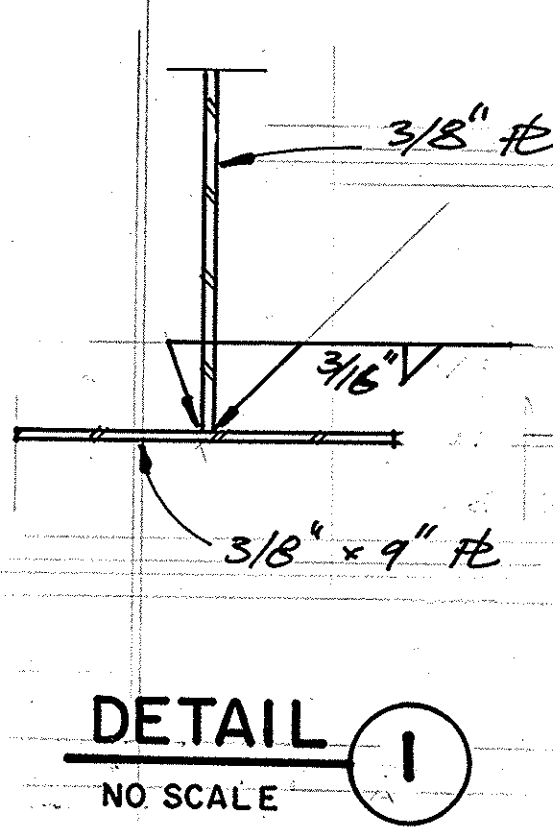




TYPICAL SECTION
SCALE: 1/2" = 1'-0"



GENERAL NOTES:

DESIGN: AMERICAN RAILWAY ENGINEERING ASSOCIATION 1985-1986

LIVE LOADING: COOPER E80 LOAD W/ DIESEL IMPACT

REINFORCED CONCRETE: (DECK, ABUTMENTS AND WINGWALLS)
 $f'_c = 6,000$ PSI $f'_s = 24,000$ PSI
 $f'_c = 4,000$ PSI $f'_s = 1,600$ PSI
 $n = 8$

STRUCTURAL STEEL: ASTM A36

BOLTS: ASTM A325

WELDS: E70XX ELECTRODE ($F_y = 19,000$ PSI)

THE MATERIALS, FABRICATION, WELDING, INSPECTION & TESTING OF PLATE GIRDERS SHALL CONFORM TO A.R.E.A. CHAPTER 15 SECTION 1.14 FRACTURE CONTROL PLAN FOR FRACTURAL CRITICAL MEMBERS.

END FLOOR BEAMS ARE DESIGNED FOR LIFTING THE SPAN. JACKS FOR LIFTING SHOULD BE PLACED AT A MAX OF 3'-6" FROM CENTER-LINE OF PLATE GIRDERS.

SHEET METAL & Z-SECTION: ASTM A446 GRADE C

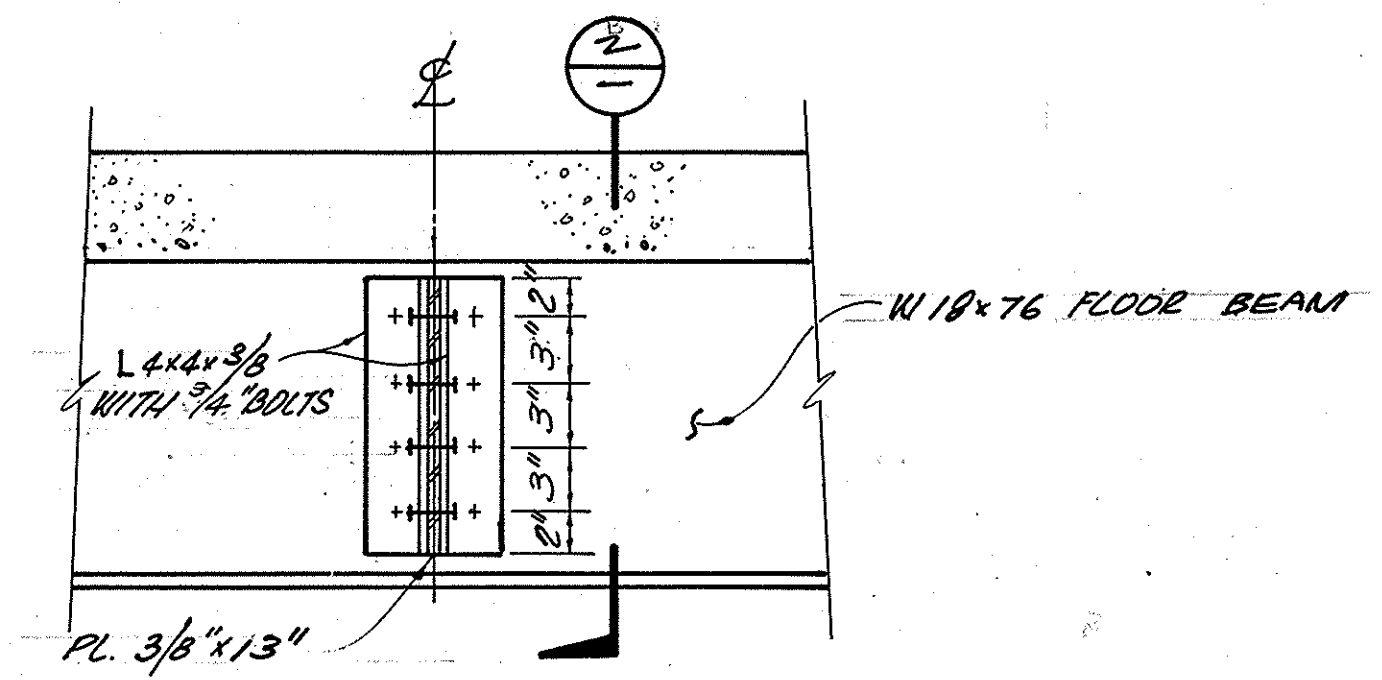
PAINT: VINYL PAINT SYSTEM CONFORMING TO STATE OF CALIFORNIA DEPT. OF TRANSPORTATION STANDARD SPECIFICATIONS (JULY 1984)

FINISH COAT: STATE SPECIFICATION 8010-31A-35

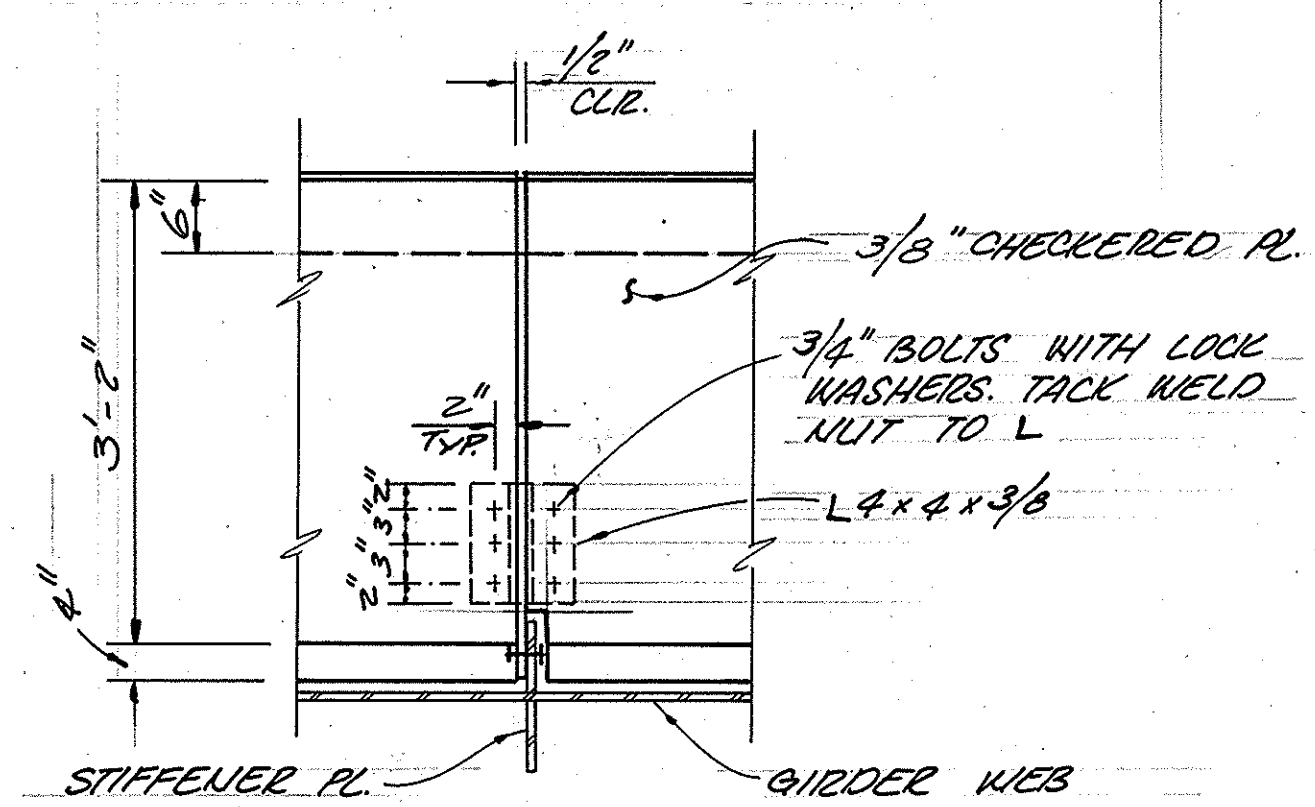
PRESTRESSED CONG. PILES:
 $f'_c = 6,000$ PSI (ALTERNATIVE "X")
 $f'_c = 5,000$ PSI (ALTERNATIVE "Y")
 $f'_{ci} = 4,000$ PSI AT TRANSFER

NOTE 1: #8 DOWELS OR PRESTRESSED STEEL ANCHORS SHOULD BE USED FOR ANCHORAGE OF PILES TO ABUTMENT, SEE SHEET 4.

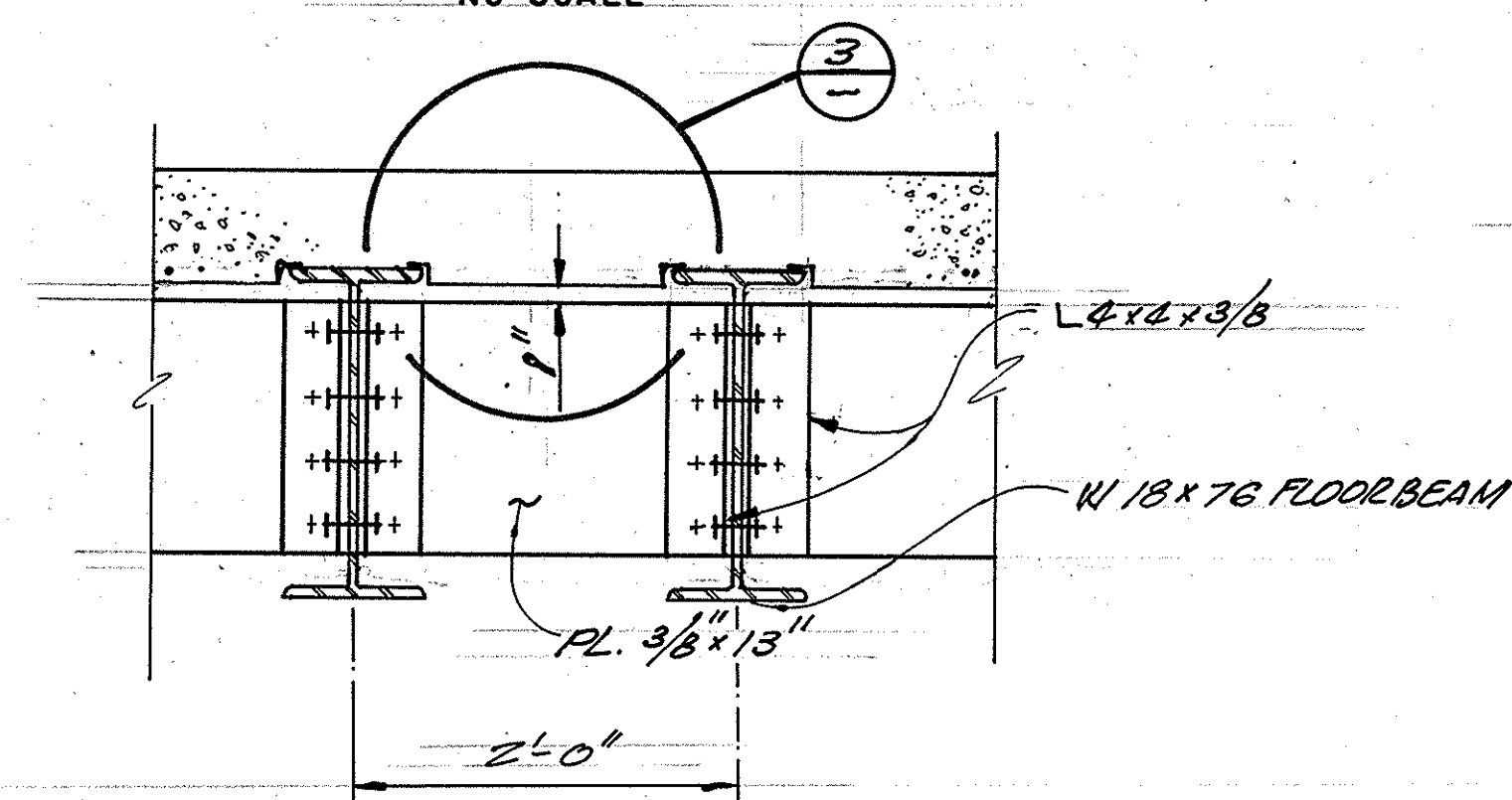
NOTE 2: THOSE MEMBERS SHOWN WITH (FCM) ARE IDENTIFIED AS FRACTURE CRITICAL MEMBER.



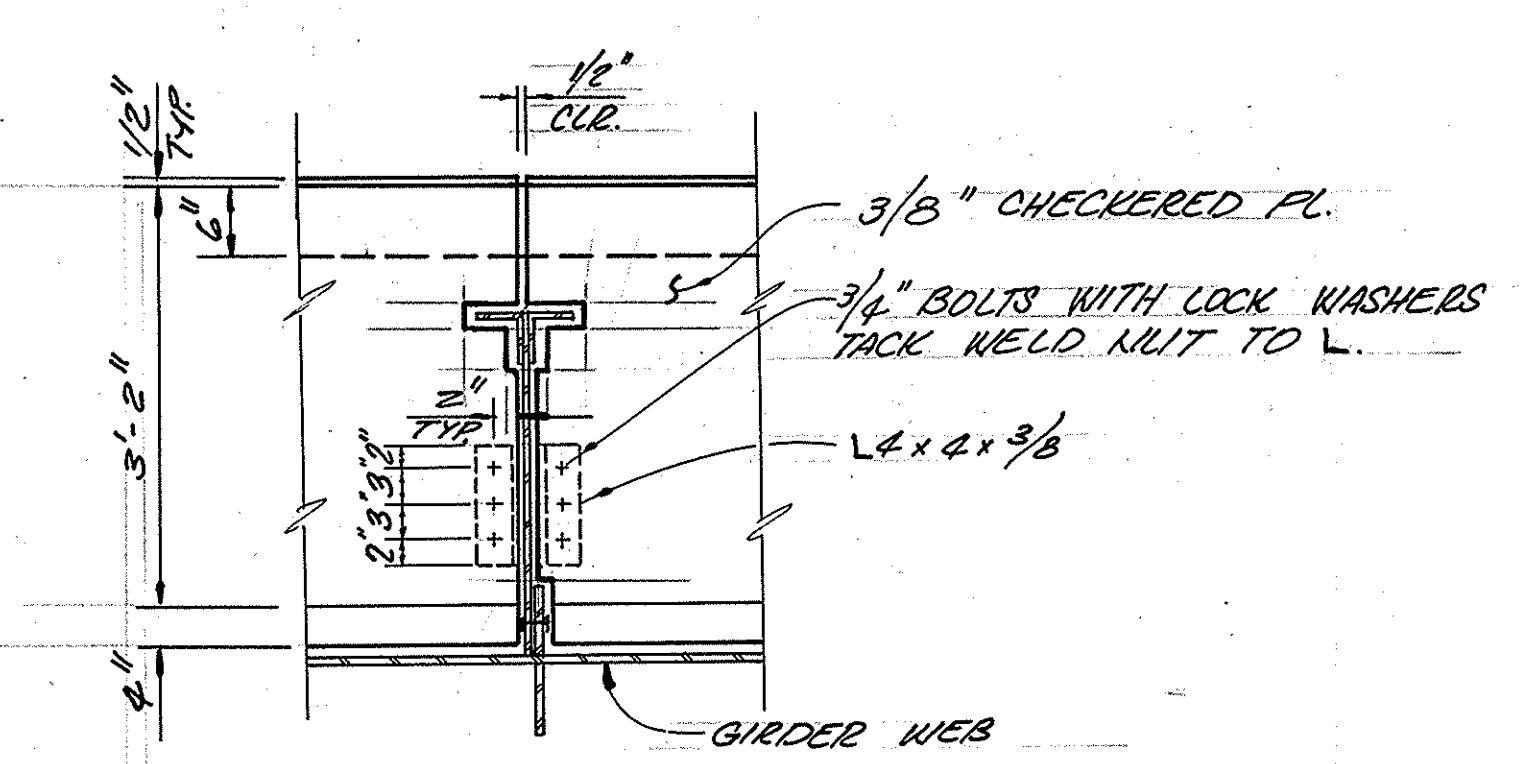
DIAPHRAGM
NO SCALE



PARTIAL PLAN AT TYPE "B" BRACKET
SCALE: 3/4" = 1'-0"



SECTION 2
NO SCALE



PARTIAL PLAN AT TYPE "A" BRACKET
SCALE: 3/4" = 1'-0"

1/2 0 1 2
3 inches on original drawing



ORANGE COUNTY ENVIRONMENTAL MANAGEMENT AGENCY		FULLERTON CREEK (A03) RAILROAD BRIDGE	
TYPICAL SECTION		SHEET 5 OF 11	
MARK	DATE	DESCRIPTION	PREPARED UNDER SUPERVISION OF
DESIGNED	V.L.	REVISIONS	DATE
DRAWN	N.O.	CHECKED	G.A.
SCALE	DATE	DWG. NO.	
AS SHOWN			

JN 51501 / 51488