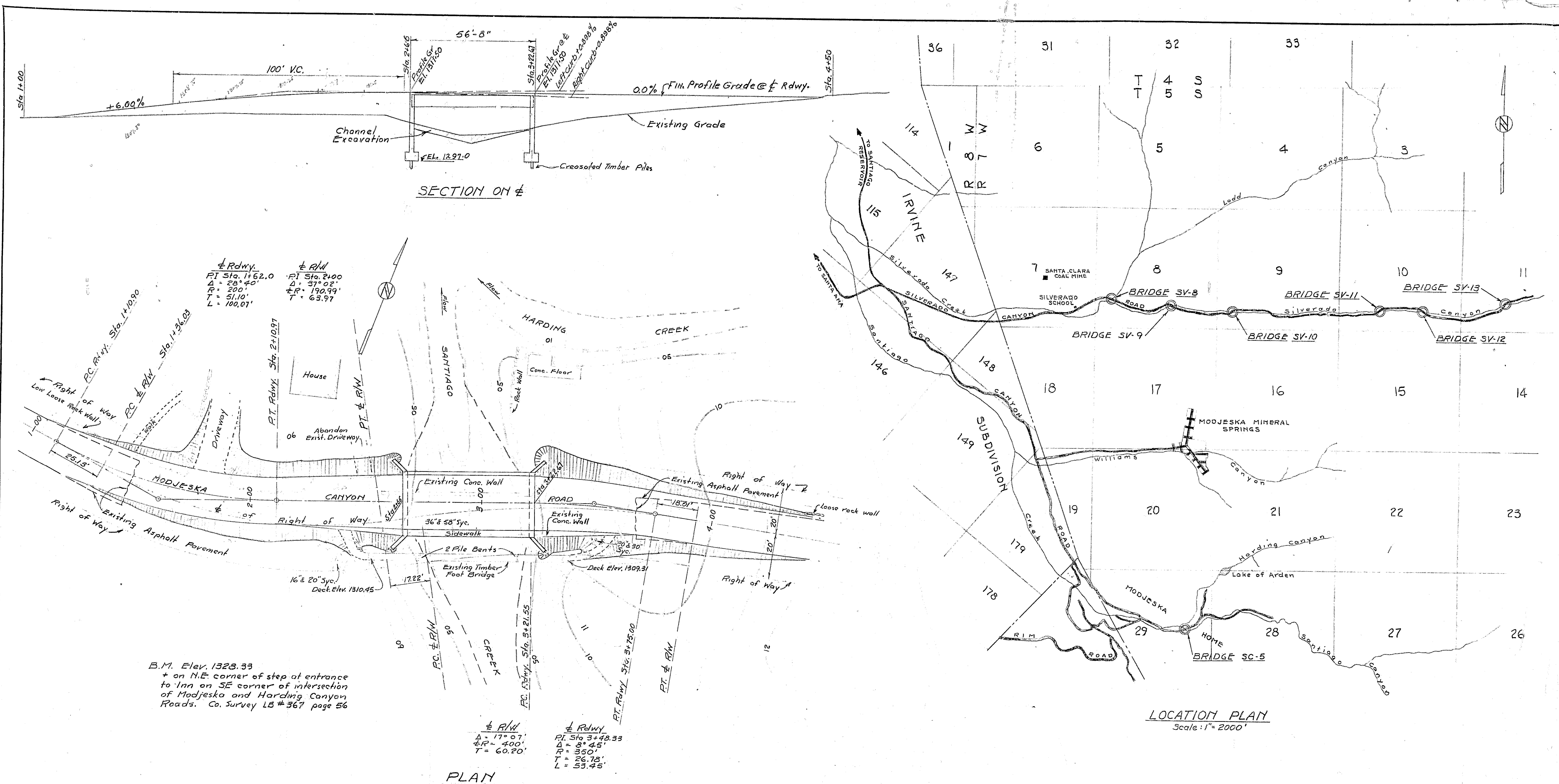


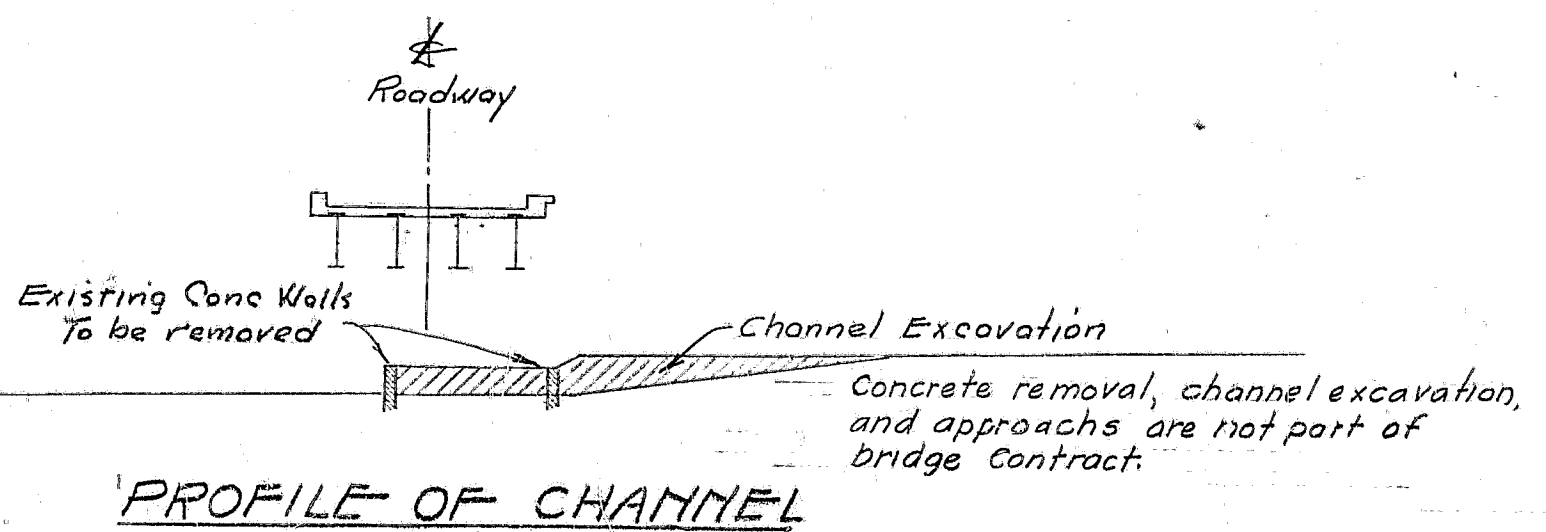
13 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51



B.M. Elev. 1323.33
+ on N.E. corner of step at entrance
to Inn on SE corner of intersection
of Modjeska and Harding Canyon
Roads. Co. Survey LB #367 page 56

PLAN

PC, R/W, Sta. 3+21.55
PT, R/W, Sta. 3+21.55
PC, R/W, Sta. 3+21.55
PT, R/W, Sta. 3+21.55



BRIDGE SC-5
Scale - Horiz. 1" = 20'0"
Vert. 1" = 10'0"

Bridge #30-5
Structural Steel Details
Across Santiago Creek
Sheet 2 of 13
Scale 1" = 20' H
1" = 10' V
Vellum-Pencil Sketch

MICROFILMED
JUL 6 1964

INDEX OF DRAWINGS

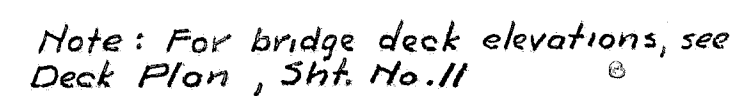
DRAWING No.	TITLE
1	General Plan, Santiago Creek (SC 5)
2	General Plan, Ladd Creek (SV 8) & Silverado Creek (SV 9)
3	General Plan, Silverado Creek (SV 10) & (SV 11)
4	General Plan, Silverado Creek (SV 12) & (SV 13)
5	Plans & Details, Santiago Creek (SC 5)
6	Plans & Details, Silverado Creek (SV 9)
7	Abutment Details, Silverado Creek (SV 11) & (SV 13)
8	Abutment Details, Silverado Creek (SV 10) & (SV 12)
9	Details of Abutment No. 1, Ladd Creek (SV 8)
10	Details of Abutment No. 2, Ladd Creek (SV 8)
11	Deck Plans & Details, Ladd Creek (SV 8) & Silverado Creek (SV 10)
12	Deck Plans & Details, Silverado Creek (SV 11), (SV 12), (SV 13)

Note: For general notes - see dwg. no. 3

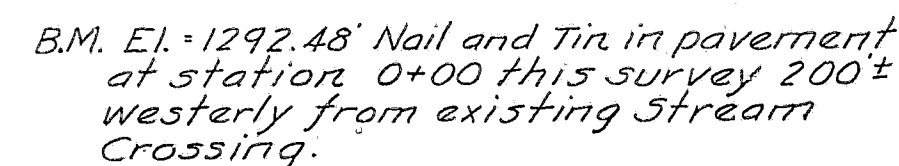
APPROVED A.A. Beard
A.A. BEARD
SUPERINTENDENT OF HIGHWAYS

DATE 8-9-46
by H. J. Jorgensen
as Sup.

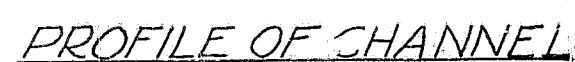
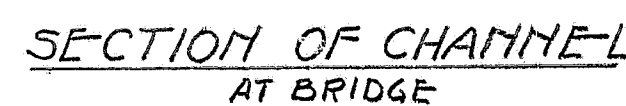
REV. NO.	DATE	REVISION	BY	APPR'D
1				
ORANGE COUNTY, CALIFORNIA				
BRIDGES ACROSS SILVERADO, LADD, & SANTIAGO CREEKS				
GENERAL PLAN				
SANTIAGO CREEK (SC 5)				
DONALD R. WARREN CO.				
ENGINEERS				
LOS ANGELES SAN FRANCISCO				
DESIGN <u>FJS</u> DRAWN <u>FJS</u> CHECKED <u>RB</u>				
DATE <u>7/1/46</u>				
JOB NO. <u>LA 46-17</u>				
DRAWING NO. <u>1</u>				



SECTION ON ϕ OF BRIDGE



PLAN



BRIDGE SV-10
Scale - Horz. 1" = 20'-0"
Vert. 1" = 10'-0"

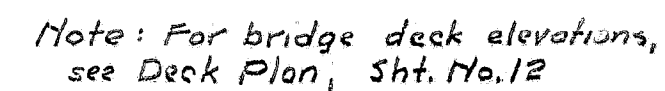
GENERAL NOTES

Material & Workmanship shall conform to the specifications accompanying these drawings and to the drawings.

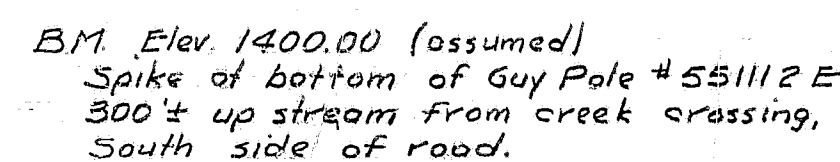
Structural Concrete consists of beams, bracing girders, beam anchor bolts and channel diaphragms and will be furnished by the County, erected under this contract.

Structure Concrete shall be class "A" containing six sacks of cement per cubic yard, chamber all exposed edges of concrete 1" or as shown on the drawing.

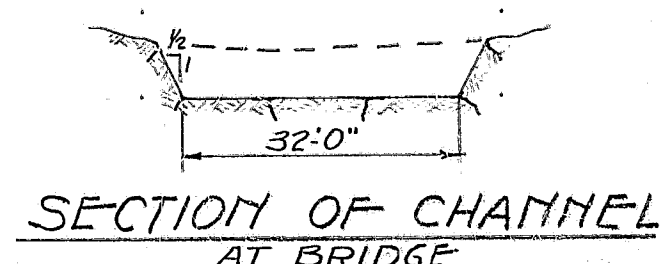
Bar Reinforcement shall be structural grade deformed bars, A.S.T.M. designation A-12. Bar embedment is shown to the center of the bar except where "Clear distance" is indicated. All bar splices not otherwise indicated shall be lap splices. Channel diaphragms and beam anchor bolts shown on the drawings are approximate. Exact footing grades will be determined by the Engineer after foundation material has been exposed.



SECTION ON $\frac{1}{2}$



PLAN



SECTION OF CHANNEL
AT BRIDGE



BRIDGE SV-11
Scale: Horiz. 1"=20'0"
Vert. 1"=10'0"

APPROVED A. A. Beard
A. A. BEARD
SUPERINTENDENT OF HIGHWAYS

DATE 8-8-46

by H. Sprague Act. Sect.

ORANGE COUNTY CALIFORNIA
BRIDGES ACROSS SILVERADO, LADD
& SANTIAGO CREEKS

GENERAL PLAN

SILVERADO CREEK (SV 10) & (SV 11)

Noted
SCALE
1/8" = 1'-0"

DONALD R. WARREN CO.
ENGINEERS

DESIGN FJS LOS ANGELES SAN FRANCISCO
DRAWN FJS
CHECKED RB Donald P. Henson 7/3/64
DATE

LA-46-17
JOB NO.

3
DRAWING NO.

GENERAL NOTES (CONTINUED)
Design Loading: American Association of State Highway
Officials Specifications 1944, H-15 Loading.

Working Stresses: $f_c = 1000 \text{ p.s.i.}$, $n = 10$, $f_s = 18,000 \text{ p.s.i.}$

Earthquake: Seismic force = 6% of dead load.

Stress Combination:

Dead Load + Live Load + Impact = 100% working stress.
Dead Load + Live Load + Wind = 125% working stress.
Dead Load + Earthquake = 133% working stress.

Approach fills, surfacing, channel excavation, and removal of existing concrete pavement, rubble walls and culverts are not a part of this contract. Structure excavation for bridge footings is to be done under this contract.

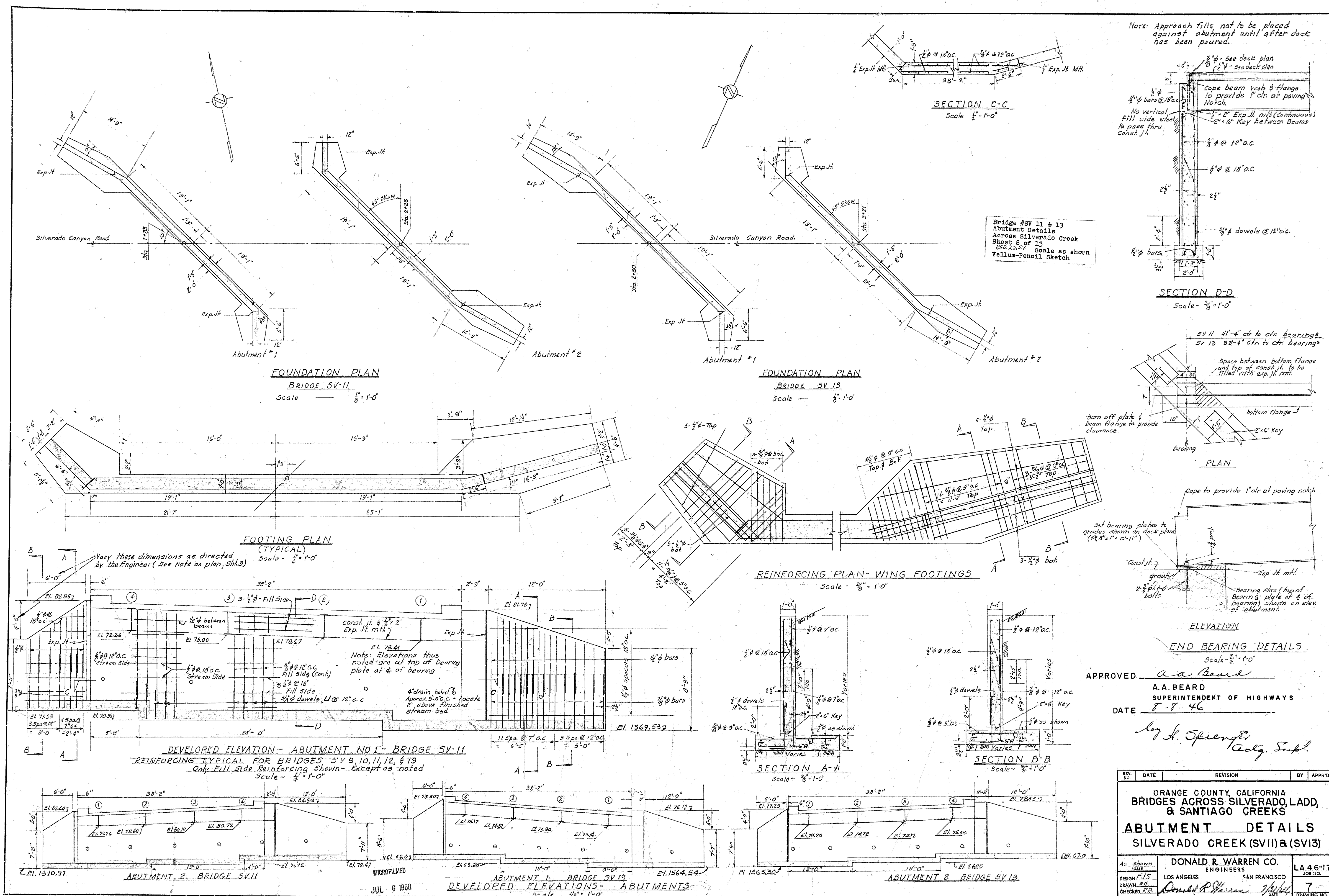
MICROFILMED

JUL 6 1964

1 FT. 1

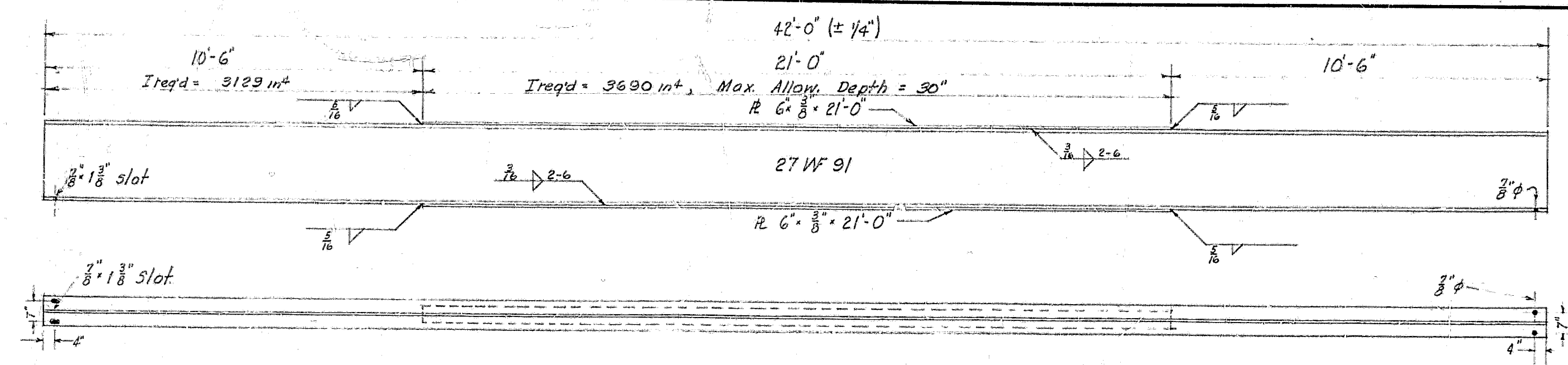
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1 FT. 1

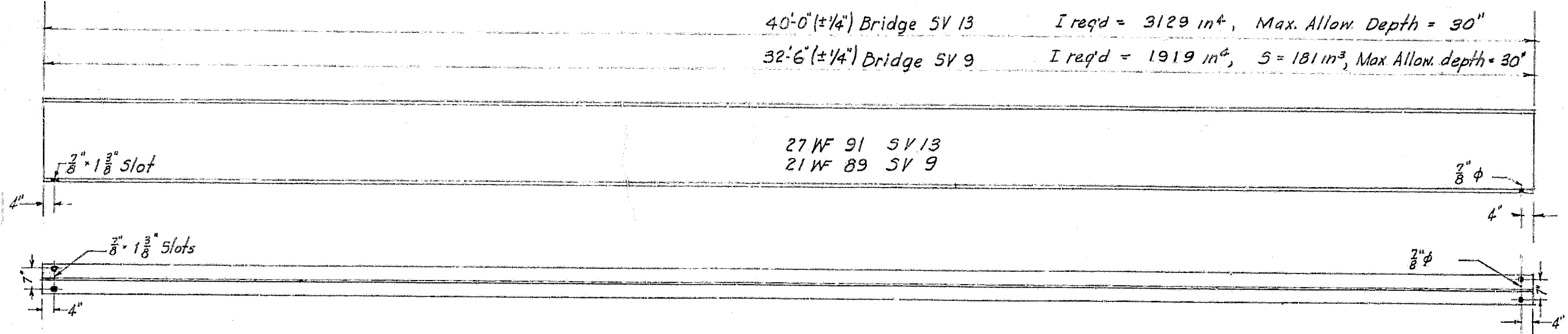


PRINTED ON CIVIL ENGINEERING PAPER

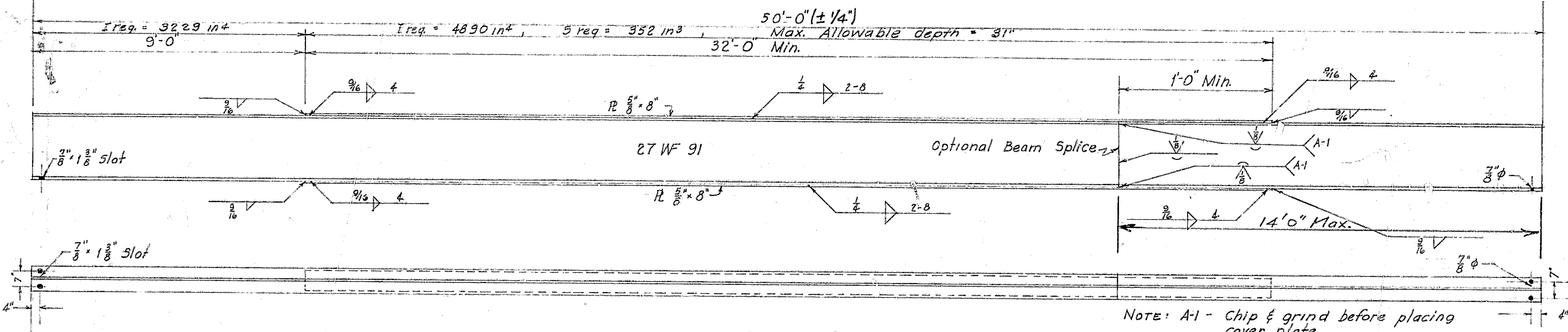
JUL 6 1960



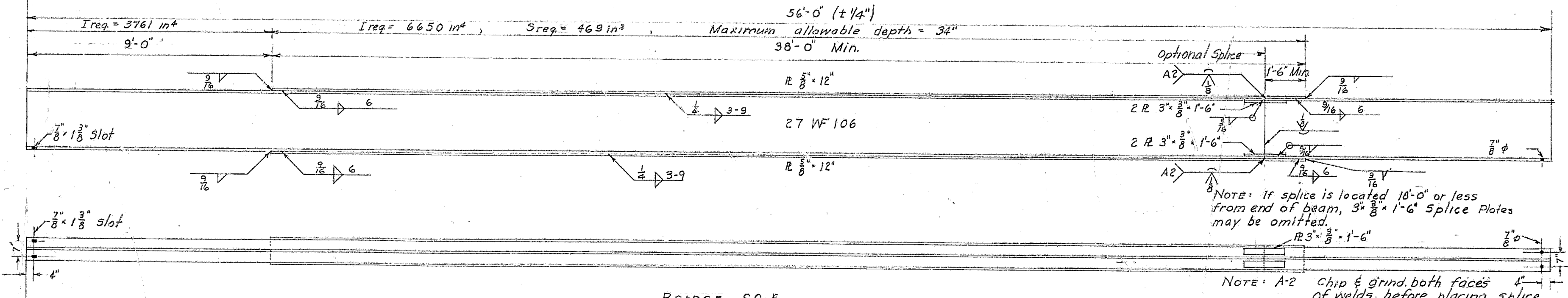
BRIDGE SV 11 (4 REQ'D)
BRIDGE SV 12 (4 REQ'D)



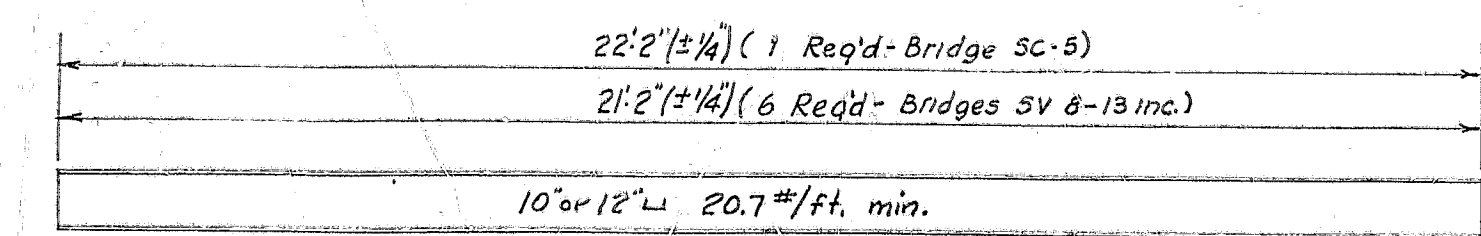
BRIDGE SV 9 (4 REQ'D)
BRIDGE SV 13 (4 REQ'D)



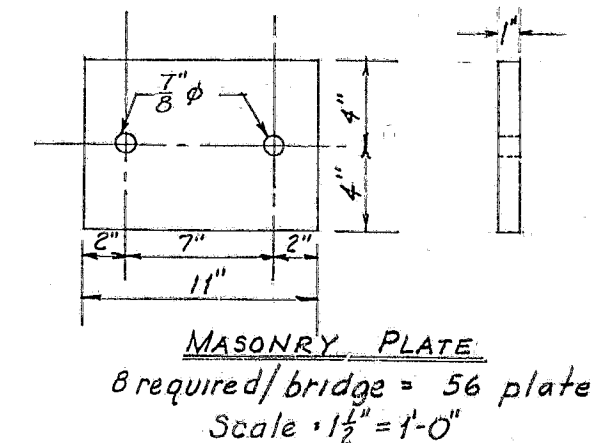
BRIDGE SV 8 (4 REQ'D)
BRIDGE SV 10 (4 REQ'D)



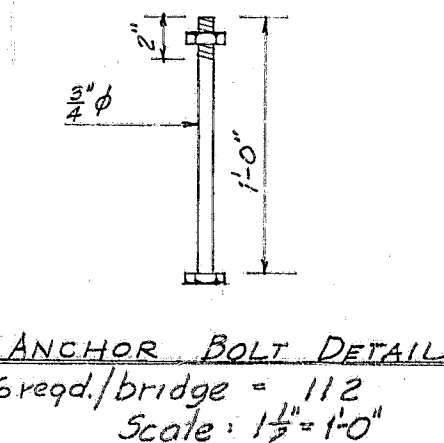
BRIDGE SC 5
4 REQ'D



CHANNEL DIAPHRAGM



MASONRY PLATE
8 required/bridge = 56 plates
Scale: 1 1/2" = 1'-0"



ANCHOR BOLT DETAIL
16 req'd/bridge = 112
Scale: 1 1/2" = 1'-0"

BRIDGES SC 5 & SV 8, 9, 10, 11, 12, 13

MICROFILMED
JUL 6 1960

Bridge #805, SV 8, 9, 10, 11, 12, & 13
Structural Steel Details
Across Silverado, Ladd &
Santiago Creeks
Sheet 1 of 13
RED 22-57 Scale as shown
Vellum-Pencil Sketch

GENERAL NOTES

Substitutions may be made for the beam and plate sizes indicated on this drawing, provided that the moments of inertia and section moduli of the sections furnished are equal to or greater than those specified on the details and the overall depths of sections are not greater than those noted.

Three sets of shop drawings shall be furnished for checking before beams are fabricated.

STEEL
Steel shall conform to the requirements of A.S.T.M. Specification A7-42.

WELDING
All welding shall conform to the American Welding Society Specifications for Welded Highway and Railway Bridges, dated 1941.

All welds shall be made with a shielded arc process. Electrodes shall conform to the requirements of the Joint AWS-ASTM Tentative Specifications for Iron & Steel Arc Welding Electrodes, ASTM Serial Designation A233-43T.

Lengths of fillet welds indicated on this drawing are effective lengths. The effective length of a fillet weld is the overall length less twice the size of the weld.

Beam splices shall be completed before any cover plate welding is done.

Cover plates shall be tack welded in place and the specified welds laid with a backlap in wandering sequence in such a way that locked up stresses will be minimized. The welding sequence shall be indicated in the shop drawings.

PAINT

All steel except anchor bolts shall have one shop coat of red lead and oil. All loose scale and rust shall be removed by sand blasting before painting.

APPROVED
A.A. BEARD
SUPERINTENDENT OF HIGHWAYS

DATE

REV. NO.	DATE	REVISION	BY	APPROV.
ORANGE COUNTY, CALIFORNIA BRIDGES ACROSS SILVERADO, LADD, & SANTIAGO CREEKS STRUCTURAL STEEL DETAILS				
DESIGN	J.S.	LOS ANGELES	SAN FRANCISCO	LA 46-17
DRAWN	J.D.			J.S.
CHECKED	J.D.			J.S.