

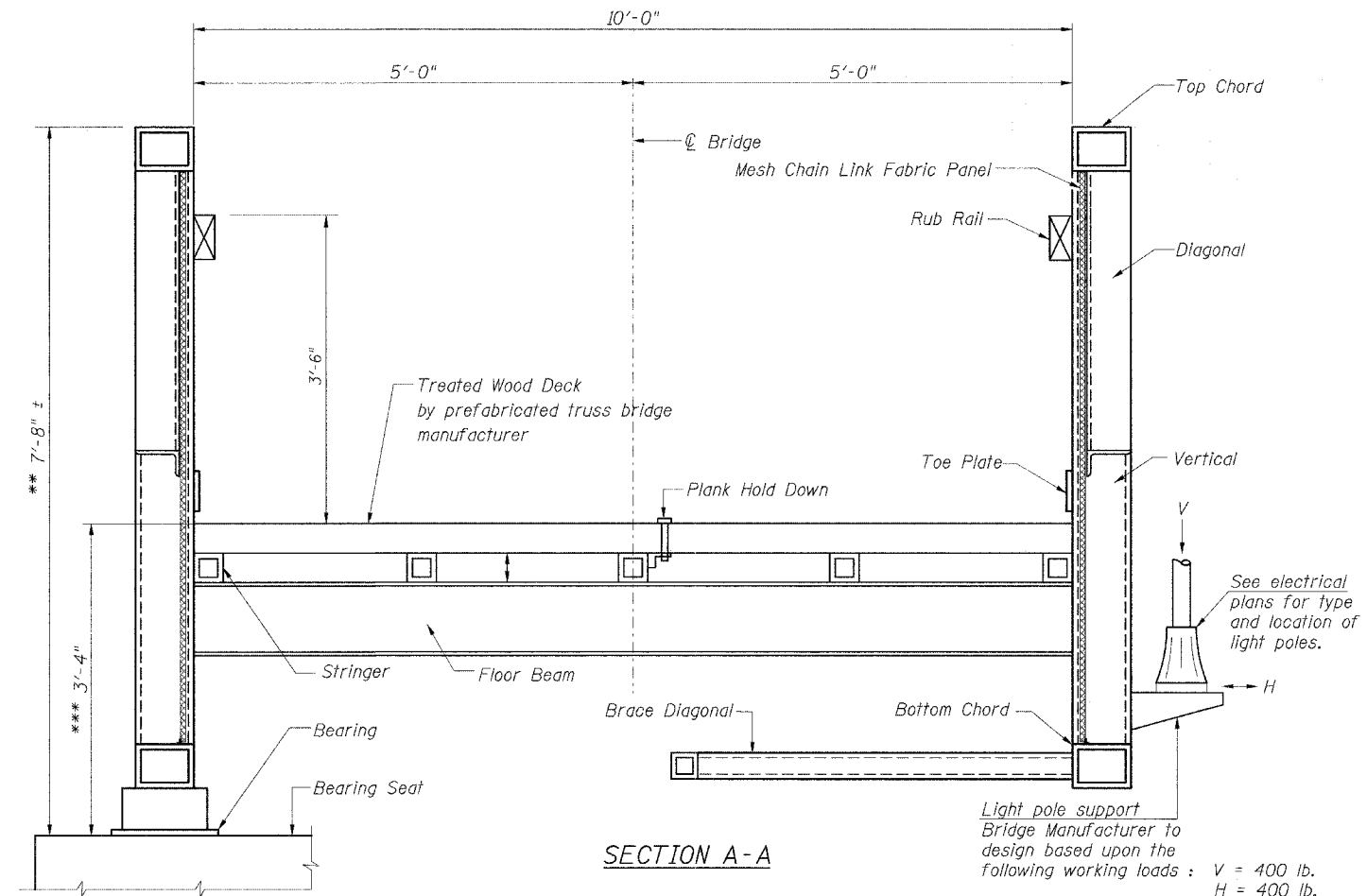
**PARTIAL DECK PLAN**

Substructure elements were designed and prepared in accordance with AASHTO Standard Specifications For Highway Bridges together with the latest interim specifications. The bridge supporting substructure units have been designed for the following loads and load combinations presented below:

BRIDGE REACTIONS	+ Downward Load - Upward Load		
	P (Lbs)	H (Lbs)	L (Lbs)
Dead Load	18,000		
Uniform Live Load	27,165		
Vehicle Load	5,000		
Wind Uplift 20 PSF	-10,870		
Wind	+6,170	17,160	
Seismic	N/A	N/A	N/A
Thermal			2,700 *

"P" - vertical load each base plate (4 per bridge)  
 "H" - horizontal load each footing (2 per bridge)  
 "L" - longitudinal load at each base plate (4 per bridge)

Any dimensional design or quantity modifications to the bridge due to a variation of these loading conditions shall be the responsibility of the contractor. Necessary details and design computations for design revisions shall be submitted (in accordance with Article 105.4 of the Standard Specifications) to the Engineer for approval with the bridge shop drawings prior to initiating construction.



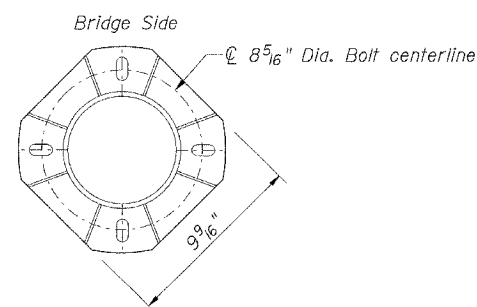
**SECTION A-A**

**Notes:**

- Member sizes and types as shown are schematic and may differ from those provided by prefabricated truss bridge manufacturer.
- Bearings and anchor bolts shall be designed and furnished by the prefabricated truss bridge manufacturer.
- The chain link fabric shall be 9 gauge wire, 2" mesh and shall be in accordance with the requirements set forth on sheet 13, except that it shall be given a brown vinyl coating instead of being galvanized.

\*\* Superstructure wind loads derived from this dimension. See Note 1.

\*\*\* Dimension shall be verified by the Contractor prior to ordering substructure concrete and reinforcement bars. Substructure quantities shall be adjusted accordingly.



**LIGHT POLE ANCHOR BOLT PATTERN**

**BILL OF MATERIAL**

Item	Unit	Quantity
Pedestrian Truss Superstructure	Sq. Ft.	5,053