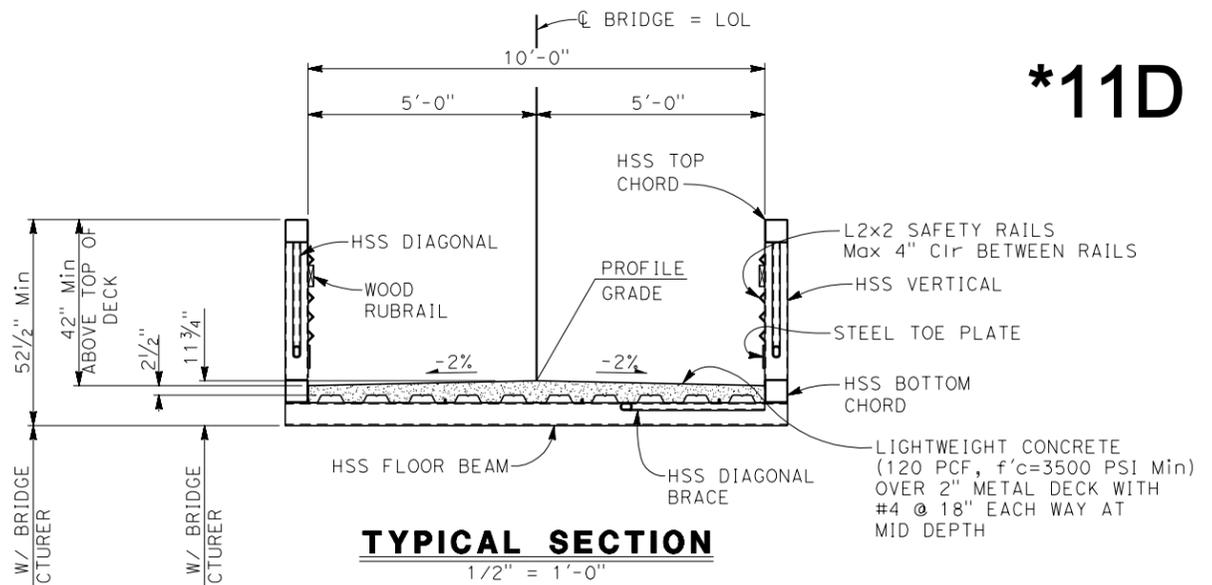


***11D**



GENERAL NOTES - LOAD FACTOR DESIGN

- DESIGN: AASHTO Guide Specifications for Design of Pedestrian Bridges (2009)
- DEAD LOAD: Total Dead Load for pre-fabricated superstructure shall not exceed 65,000 lbs
- LIVE LOADING: One 10,000 lb vehicle load or 90 psf pedestrian load
- LIVE LOAD DEFLECTION: L/500
- SEISMIC LOADING: DESIGN: Caltrans Seismic Design Criteria (SDC) v1.7, April 2013

NOTES:

1. See Trail Plans for proposed finished grade contours.
2. Bridge railings and wall railings shall not allow a sphere 4" or larger to pass through.
3. (E) Indicates expansion end.
4. (F) Indicates fixed end.
5. Special Inspection is required.

PLAN CHECK SET/NOT FOR CONSTRUCTION (10/15/14)

| BIGGS CARDOSA ASSOCIATES INC STRUCTURAL ENGINEERS 865 The Alameda San Jose, California 95126 408-296-5515 | | Record Drawings Project Engineer: _____ Date: _____ Designer: _____ Date: _____ Public Works Inspector: _____ Date: _____ Public Improvements Initially Accepted by the City Council on: _____ | | Drawn By: <u>RLO</u> Date: <u>10/13/14</u> Checked By: _____ Date: _____ Designed By: <u>RGS</u> Date: <u>10/10/14</u> | | | CITY OF MILPITAS ENGINEERING DIVISION DISTRICT 2 TRAIL BRIDGE RECOMMENDED BY: _____ DATE: _____ | | PROJECT NO. _____ DRAWING NO. S1 E.P. NO. _____ SCALE: AS SHOWN SHEET _____ OF _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------|--|------|--|--|--|--|--|---|--|------|-------------|-------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | <table border="1"> <thead> <tr> <th colspan="4">Revisions</th> </tr> <tr> <th>Num.</th> <th>Description</th> <th>Engr. Aprv.</th> <th>Date</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> | | | | | Revisions | | | | Num. | Description | Engr. Aprv. | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Revisions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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