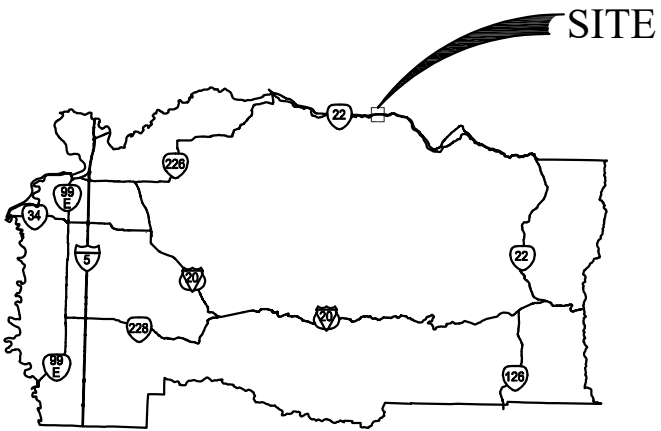


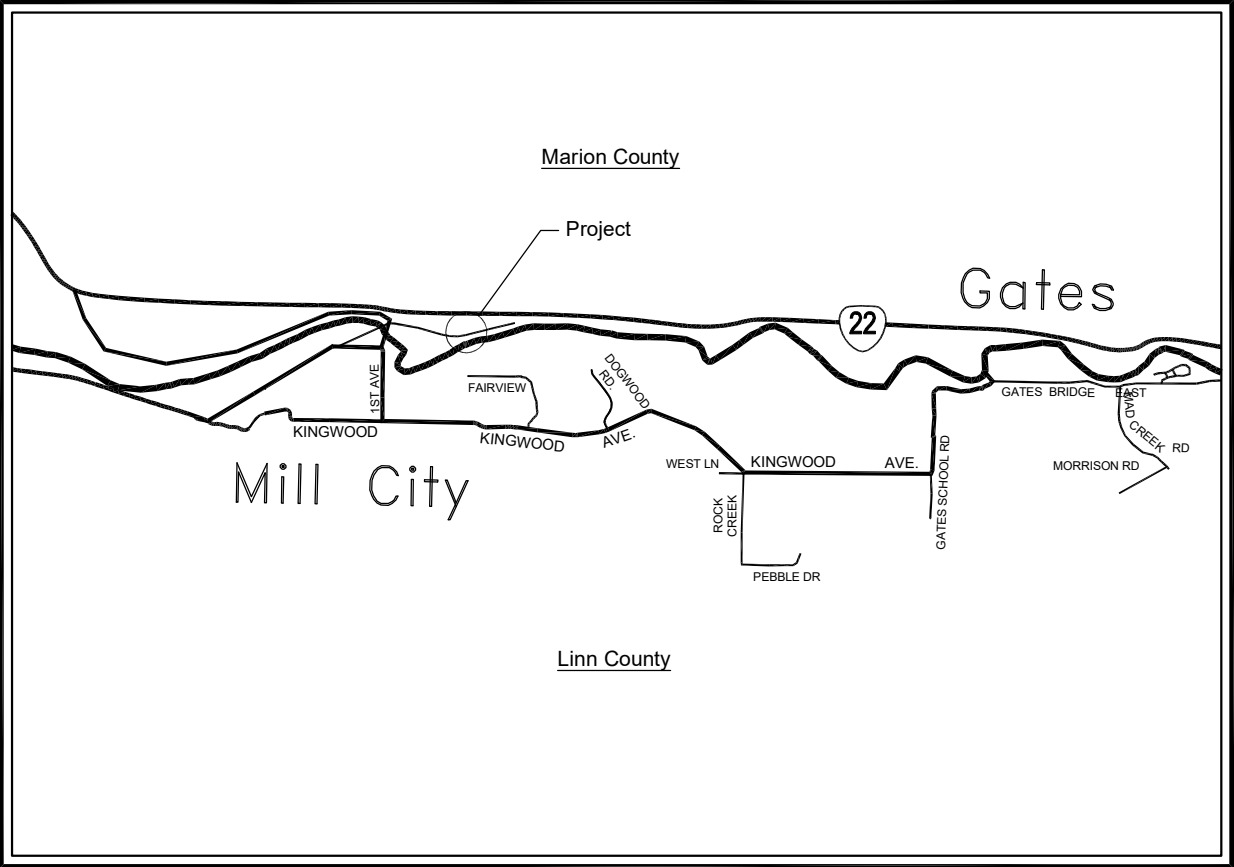
LINN COUNTY ROAD DEPARTMENT

OVERALL PROJECT LENGTH: 0.01 MILES

BRIDGES
**CEDAR CREEK (MILL CITY)
 PEDESTRIAN BRIDGE**
 MARCH 2024



PROJECT LOCATION



SHEET INDEX	
SHEET	TITLE
01	TITLE SHEET
RD-01	TYPICAL PATH SECTION
RD-02	EROSION CONTROL PLANS
RD-03	TRAFFIC CONTROL PLANS
BR-01	PLAN & ELEVATION
BR-02	GENERAL NOTES
BR-03	TYPICAL BRIDGE SECTION
BR-04	PRESTRESSED SLAB DETAILS
BR-05	BENT 2 DETAILS: (BENT 1 SIMILAR)
BR-06	UTILITY SUPPORT
PR-01	PEDESTRIAN RAIL: RAIL DETAILS - 1
PR-02	PEDESTRIAN RAIL: RAIL DETAILS - 2
PR-03	PEDESTRIAN RAIL: RAIL DETAILS - 3



English
Units

ATTENTION:
 Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain a copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is (503) 232-1987.)



LINN COUNTY ROAD DEPARTMENT
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 FAX: (541) 924-0202
 E-MAIL: Roads@co.linn.or.us

COUNTY COMMISSION
 ROGER NYQUIST
 CHAIRMAN
 WILLIAM TUCKER
 SHERRIE SPRENGER

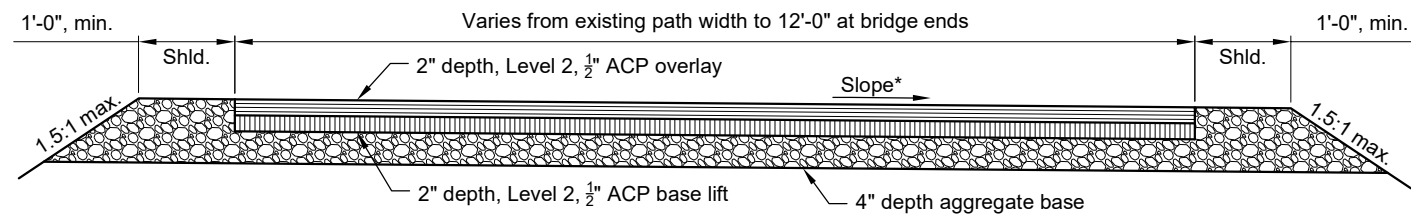
ROADMASTER
 WAYNE MINK, P.E.
COUNTY ENGINEER
 DAINEAL MALONE, P.E.

DATE:	REVISION:	BY:	BRIDGE NO:	N/A	DATE:
			PROJECT NO:	B147A	
			TRS:	T. 09 S., R. 03 E., SECTION 29, W.M.	
			DESIGNED BY:	K. Groom	CHECKED BY: A. Potts
			DRAFTED BY:	K. Groom	REVIEWED BY: D. Malone

CEDAR CREEK (MILL CITY) PEDESTRIAN BRIDGE	TITLE SHEET
MARION COUNTY	
SCALE: None	SHEET 01



Expires: 12/31/24



TYPICAL PATH SECTION
1/2" = 1'-0"

*Slope varies from 1% at the bridge end to matching the existing approach slope.



Expires: 6/30/2025



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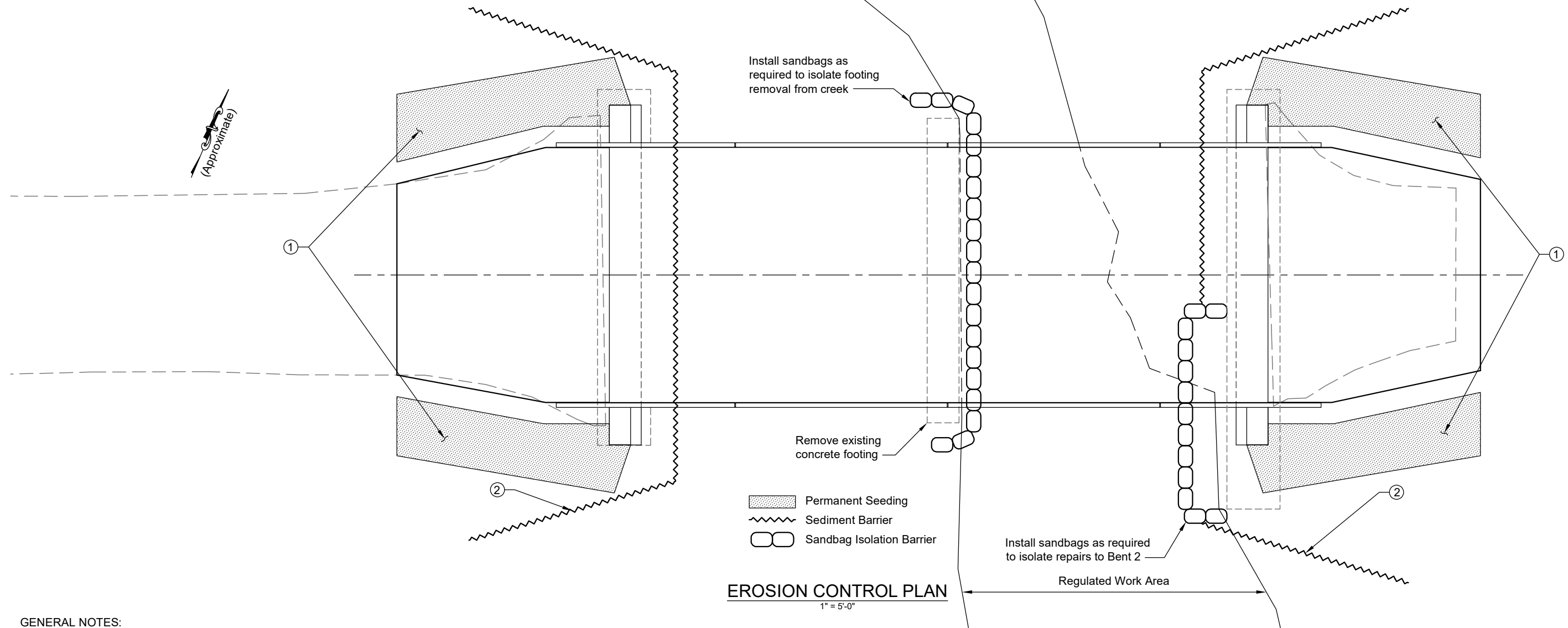
CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE

MARION COUNTY

TYPICAL PATH SECTION

SCALE: AS SHOWN

SHEET RD-01



GENERAL NOTES:

1. The implementation of the erosion control plans and the construction, maintenance, replacement and upgrading of the erosion control facilities are the responsibility of the contractor until all construction is completed and approved.
2. Installation, construction, and maintenance of erosion control facilities shall begin prior to clearing, grading or other earth altering activities.
3. The erosion control facilities shown on this plan are anticipated for site conditions. During the construction period these facilities shall be upgraded for unexpected storm events and to ensure that sediment and sediment laden water does not leave the site or enter the active waterway.
4. Develop a revised plan of the erosion control facilities shown in accordance with the requirements of section 00280 of the Special Provisions and the 2024 Oregon Standard Specifications for Construction. This plan must be constructed in conjunction with all clearing and grubbing activities. Construct in such a manner as to ensure that construction debris, sediment and sediment laden water does not enter the drainage system, roadway, or violate applicable water standards. Construct controls in segments applicable to each staging phase.
5. All vegetated areas disturbed during construction shall be permanently seeded.
6. No equipment or personnel shall enter into wetlands or the active channel of Cedar Creek.
7. No contaminated water or debris shall enter into the active channel of Cedar Creek.
8. Straw or plastic sheeting may be required on slopes greater than 2:1 during a rain event.

- ① Install permanent seeding on all ground disturbed by construction. Area directly under the bridge superstructure may be excluded from seeding. Approximate area shown. Required seeding will be based on construction procedures elected by the Contractor.
- ② Install Type 3 (straw wattle) Sediment Barrier for activities During removal of Existing Bridge and Construction of New Bridge per Std Dwg RD1030. Extent and Location is Approximate and Subject to Change Based on Conditions in the Field.



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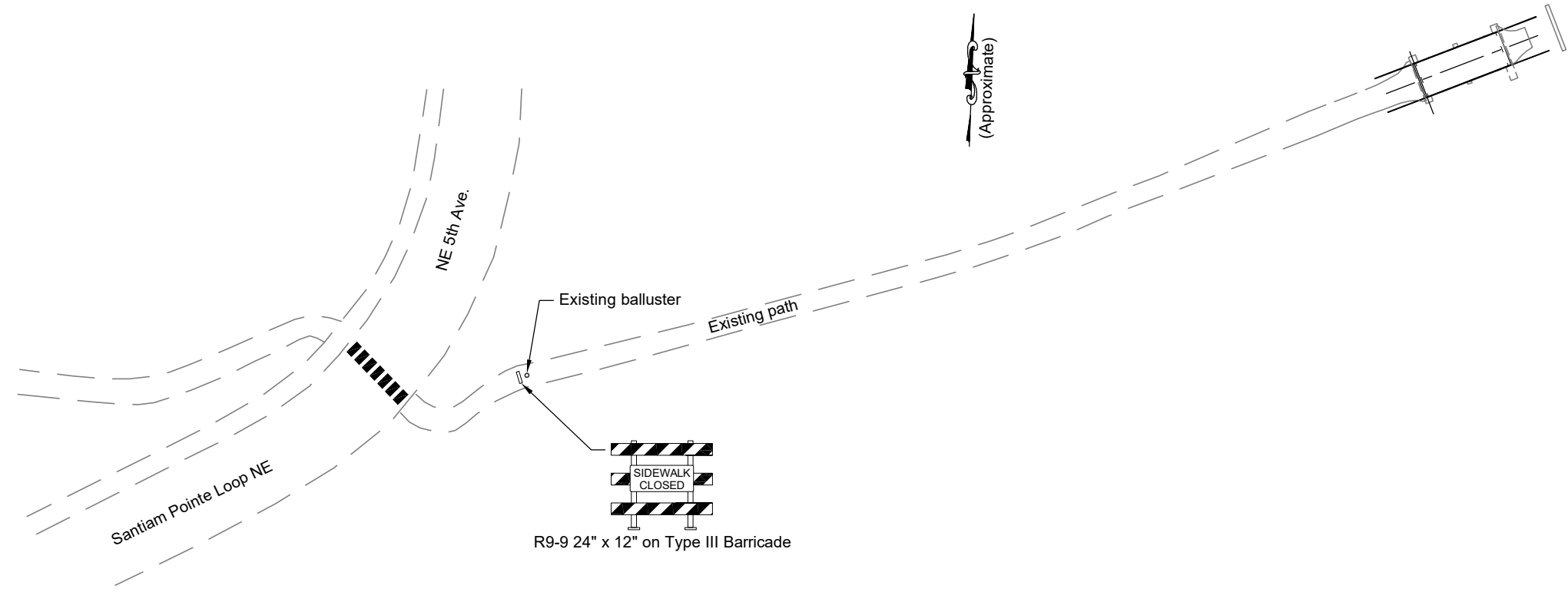
CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE
MARION COUNTY

EROSION CONTROL PLANS
SCALE: AS SHOWN SHEET RD-02

REGISTERED PROFESSIONAL ENGINEER
17206PE

OREGON
JULY 19, 1994
KEYVIN M. GROOM

Expires: 6/30/2025



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			TRS: T. 09 S., R. 03 E., SECTION 29, W.M.	
			DESIGNED BY: K. Groom	CHECKED BY: A. Potts
			DRAFTED BY: K. Groom	REVIEWED BY: D. Malone

CEDAR CREEK (MILL CITY)
 PEDESTRIAN BRIDGE
 MARION COUNTY

TRAFFIC CONTROL PLANS
 SCALE: none
 SHEET RD-03

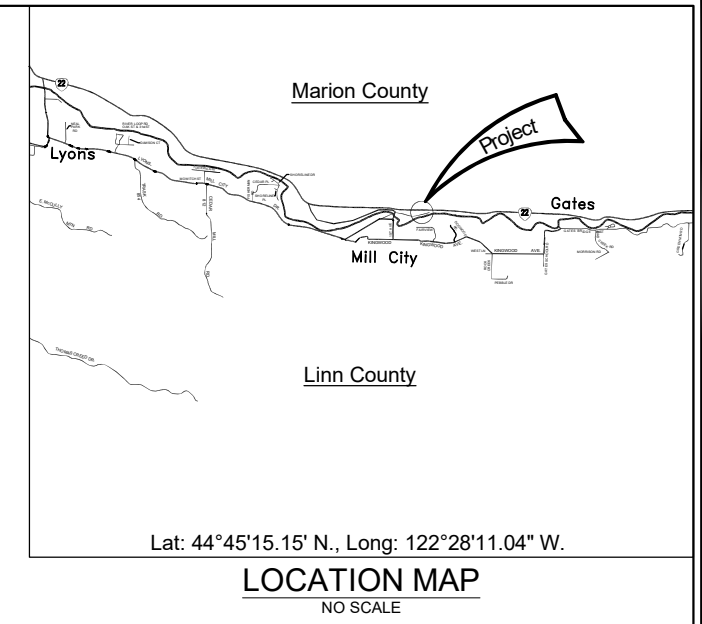
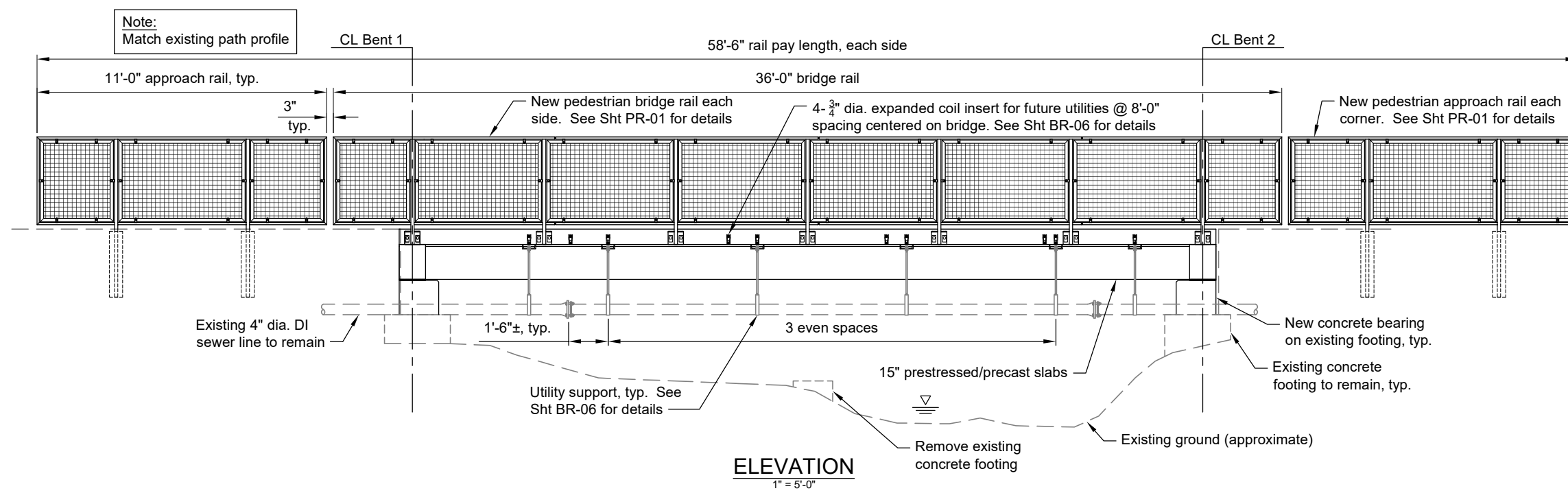
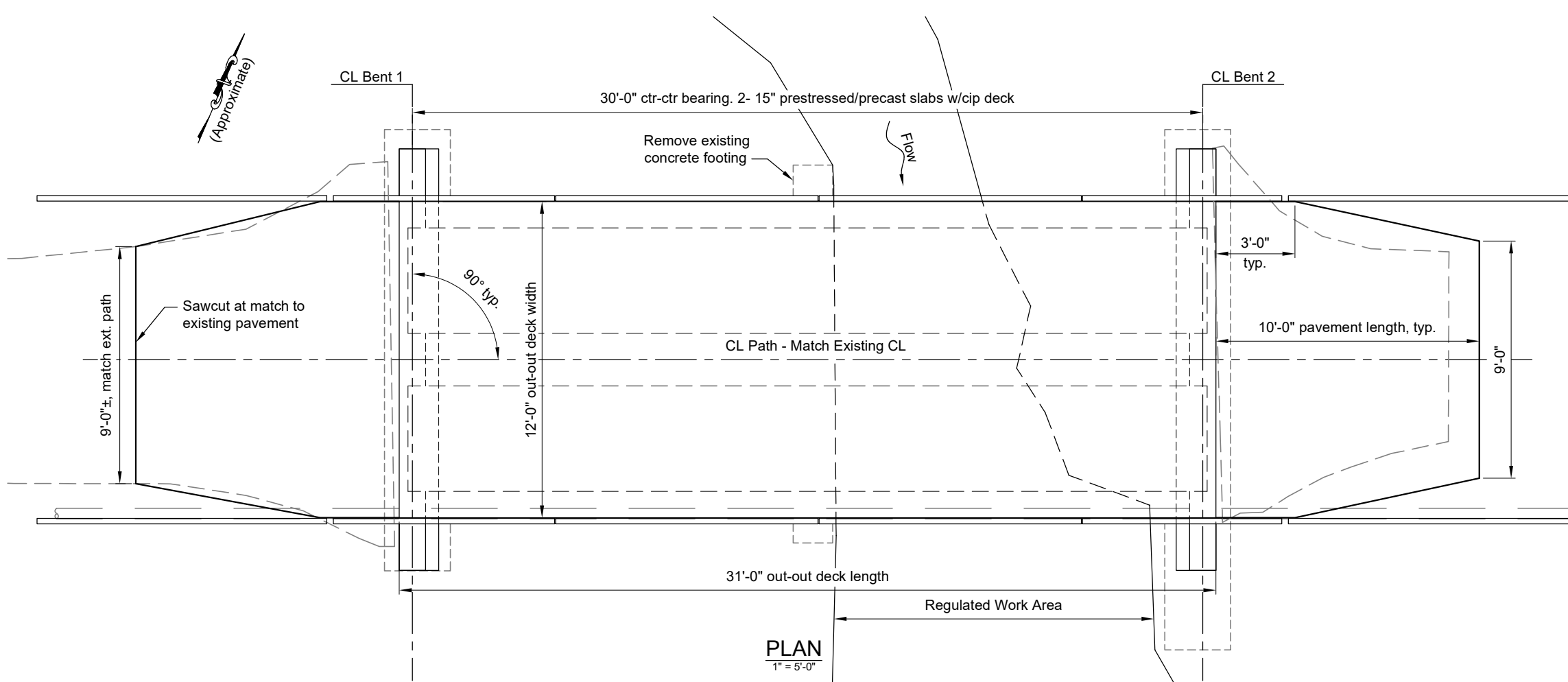
REGISTERED PROFESSIONAL ENGINEER
 17206PE

OREGON
 JULY 19, 1994
KEVIN M. GROOM

Expires: 6/30/2025

1/26/2024 8:28 AM

K:\Projects - Current\MILL CITY FEMA WORK - SMALL PED BRIDGE\KMG\ACAD\Small Ped Bridge - Mill City.dwg



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DRAFTED BY:	K. Groom	REVIEWED BY:	D. Malone

CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE
MARION COUNTY

PLAN & ELEVATION
SCALE: AS SHOWN
SHEET BR-01

REGISTERED PROFESSIONAL ENGINEER
17206PE
OREGON
JULY 19, 1994
KEVIN M. GROOM
Expires: 6/30/2025

General Notes:

Bridge is designed in accordance with the 9th edition of the AASHTO LRFD Bridge Design Specifications, and the 2009 AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges with 2015 Interim Revisions.

All materials and workmanship shall conform to the 2024 Oregon Standard Specifications for Construction and the Project Special Provisions.

Bridge designed for dead load, pedestrian live load of 90 psf, and an H10 Maintenance Vehicle Live Load, shown on this sheet

Provide all reinforcing steel according to ASTM Specification A706 or ASTM A615, Grade 60. Provide welded or field bent bars according to ASTM Specification A706.

Use the following splice lengths (unless shown otherwise):

SPLICE LENGTH*											
Bar Size	#3	#4	#5	#6	#7	#8	#9	#10	#11	#14	#18
Uncoated	1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-7"	5'-9"	7'-1"	Not Permitted	

*Increase the splice lengths by ALL the applicable percentages:
 40% for locations with 12 inches or more of fresh concrete placed below.
 30% for areas with more than 50% of bars spliced in one region.

Splice reinforcing bars at alternate bars, staggered at least one splice length, or as far as practical, unless shown otherwise.

Place reinforcing bars a minimum of 2-inches clear of the nearest face of concrete, unless shown otherwise.

Provide Class 4000 - 1" or $\frac{3}{4}$ " concrete for deck.
 Provide Class 3300 - 1" or $\frac{3}{4}$ " for all other concrete.

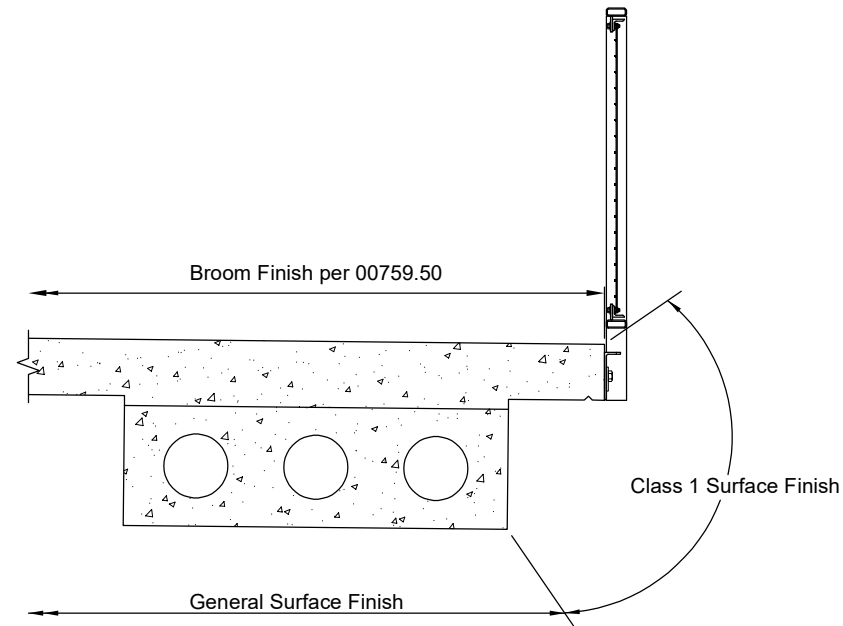
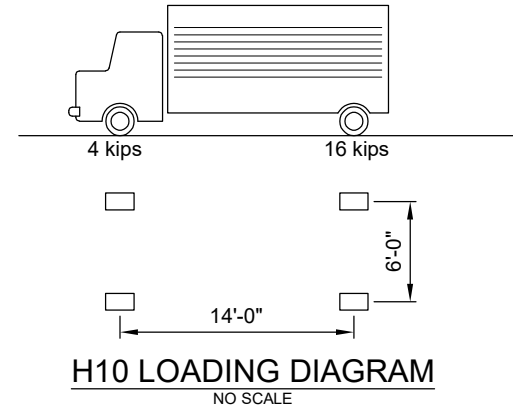
All channel C-shapes used in the utility supports shall conform to ASTM A36 steel and be hot dipped galvanized according to section 02530.70 of the Specifications after fabrication.

Bolts shall conform to ASTM A325, Type 1. All nuts shall conform to ASTM A563, and all washers shall conform to ASTM F436. All hardware shall be hot dip galvanized per section 02530.70 of the Specifications. All threads shall be chased after galvanizing. Bolts shall not extend more than 1" past the nut.

Concrete resin bonded reinforcement and anchor systems shall be embedded to the depth necessary to develop the ultimate tensile capacity of the anchor. All concrete anchor systems shall be on the ODOT Qualified Products List (QPL), and installed per the manufacturer's recommendations.

Provide bridge rail materials according to detail plans and section 00587 of the Special Provisions.

All welds shall conform to AWS D1.5 using E70XX electrodes.



For all concrete not shown in the Concrete Finish Details on this sheet, provide the following surface finish. For all new concrete not concealed by fill material, provide a Class 1 Surface Finish with no coating to a minimum of 1' below finish grade. All other concrete shall receive a General Surface Finish.



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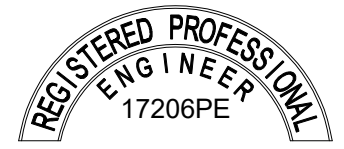
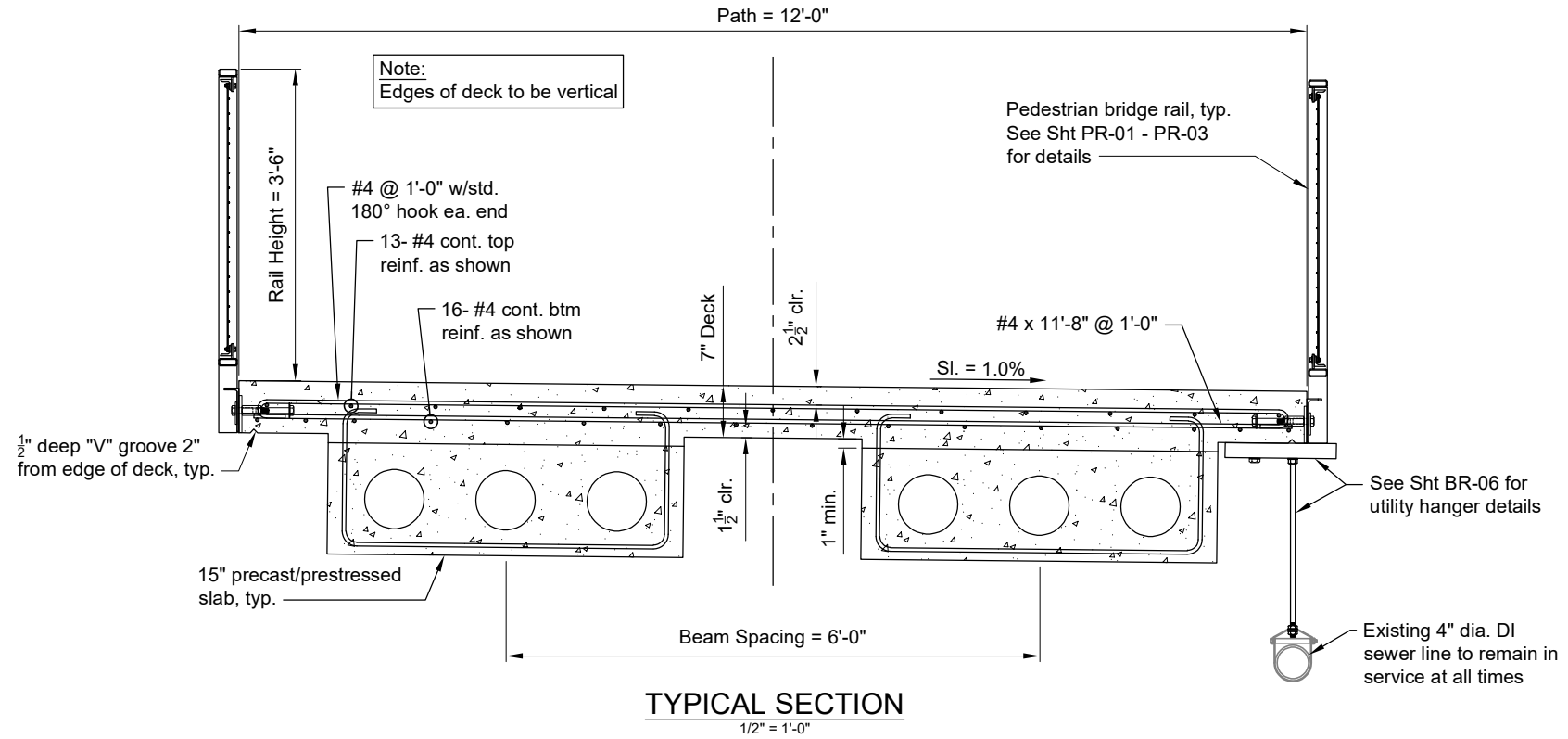
DATE:	REVISION:	BY:

BRIDGE NO:	DATE:
N/A	1/25/2024
PROJECT NO: B147A	
TRS: T. 09 S., R. 03 E., SECTION 29, W.M.	
DESIGNED BY: K. Groom	CHECKED BY: A. Potts
DRAFTED BY: K. Groom	REVIEWED BY: D. Malone

CEDAR CREEK (MILL CITY)
 PEDESTRIAN BRIDGE
 MARION COUNTY

SCALE:	SHEET
AS SHOWN	BR-02

REGISTERED PROFESSIONAL ENGINEER
 17206PE
 OREGON
 JULY 19, 1994
 KEVIN M. GROOM
 Expires: 6/30/2025



Expires: 6/30/2025



**LINN COUNTY
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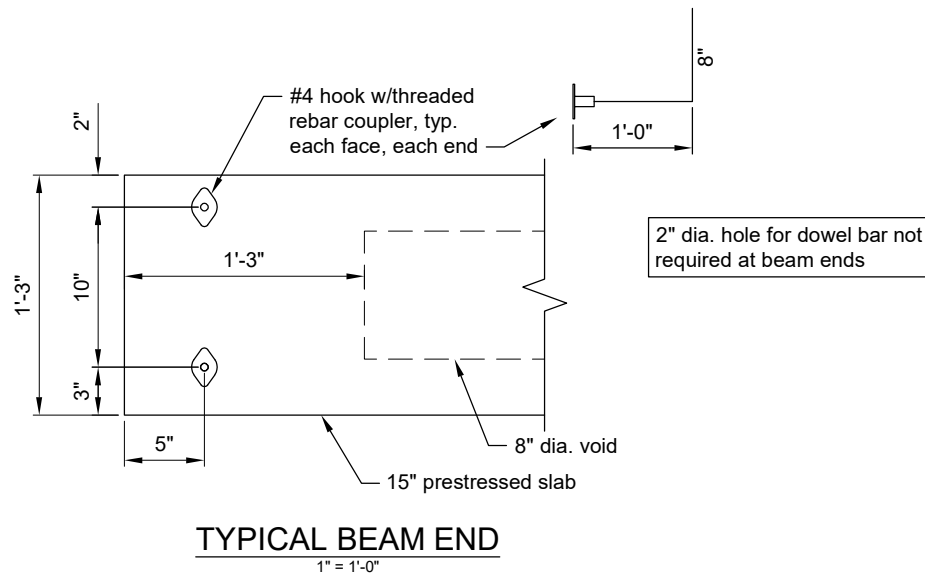
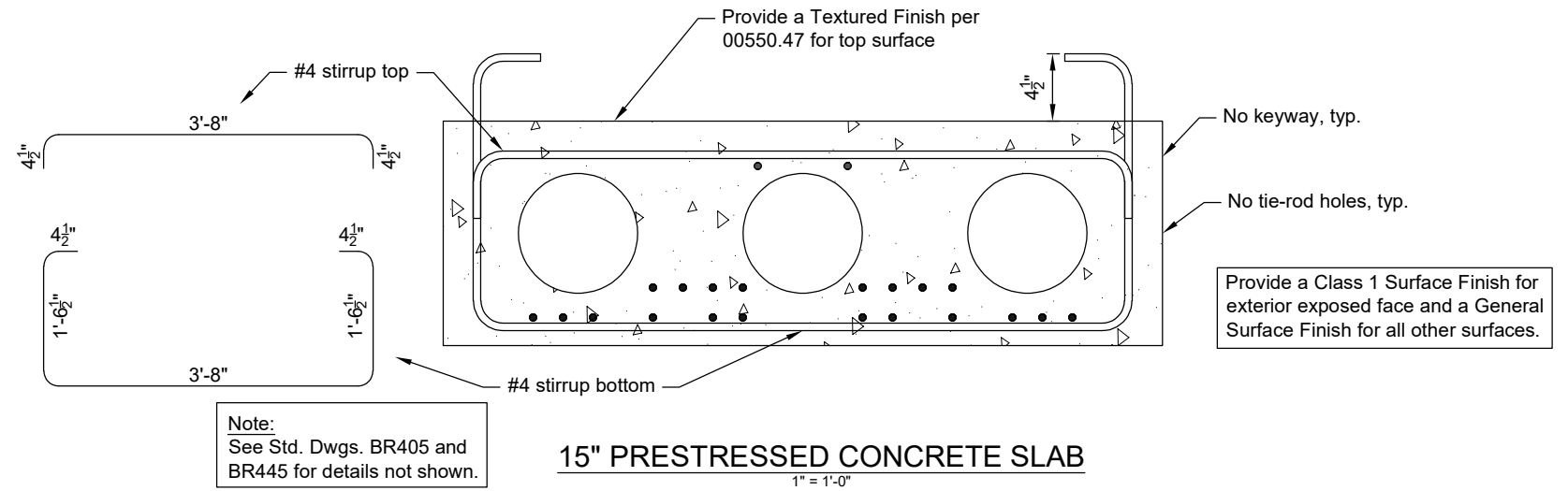
BRIDGE NO:	N/A	DATE:	1/25/2024
PROJECT NO:	B147A		
TRS:	T. 09 S., R. 03 E., SECTION 29, W.M.		
DESIGNED BY:	K. Groom	CHECKED BY:	A. Potts
DRAFTED BY:	K. Groom	REVIEWED BY:	D. Malone

CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE
MARION COUNTY

TYPICAL BRIDGE SECTION
SCALE: AS SHOWN
SHEET BR-03

15 - INCH STANDARD PRECAST PRESTRESSED SLAB SCHEDULE																			
No. of slabs required	Span No.	Horizontal length o-o at slab CL (after shortening)	Width, inches	Skew Angle, Deg.		Initial tension per strand, kips	Total strands	No. debonded strands	Distance "Yc" to strand c.g. at midspan, inches	Distance "Yd" to strand c.g. at midspan subtracting top 2 strands, inches	Concrete Class, psi A = 3/4" or 1"	Minimum concrete strength at transfer of prestress, psi	Estimated initial strand stress loss, ksi	Estimated midspan deflection, inches					Estimated shortening 2 weeks after transfer of prestress, inches
				Back	Ahead									Upward at transfer of prestress	Upward 3 months after transfer of prestress (No SIDL)	Upward 5 years after transfer of prestress (No SIDL)	Instantaneous downward due to SIDL	Downward due to SIDL 5 years after loading	
2	1	30'-4"	48.0	0	0	31.0	22	0	3.52	2.68	5,500	4,200	11.1	0.15	0.10	0.05	0.02	0.05	0.19

The superimposed dead load (SIDL) is 25 psf, which includes the bridge rails and the 4" sewer line. The SIDLs are applied after the cast-in-place deck is composite with the slabs.



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CEDAR CREEK (MILL CITY)
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MARION COUNTY

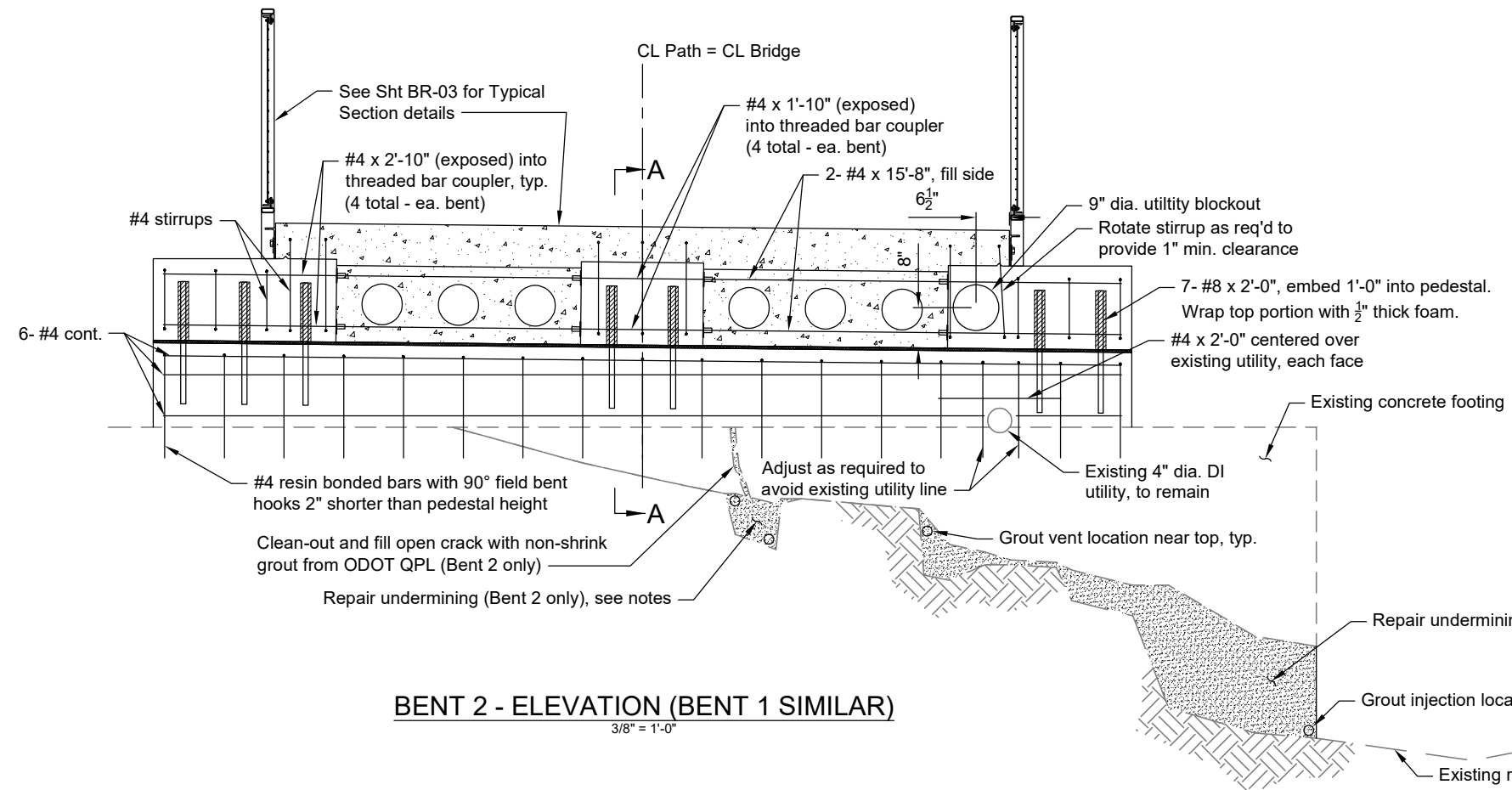
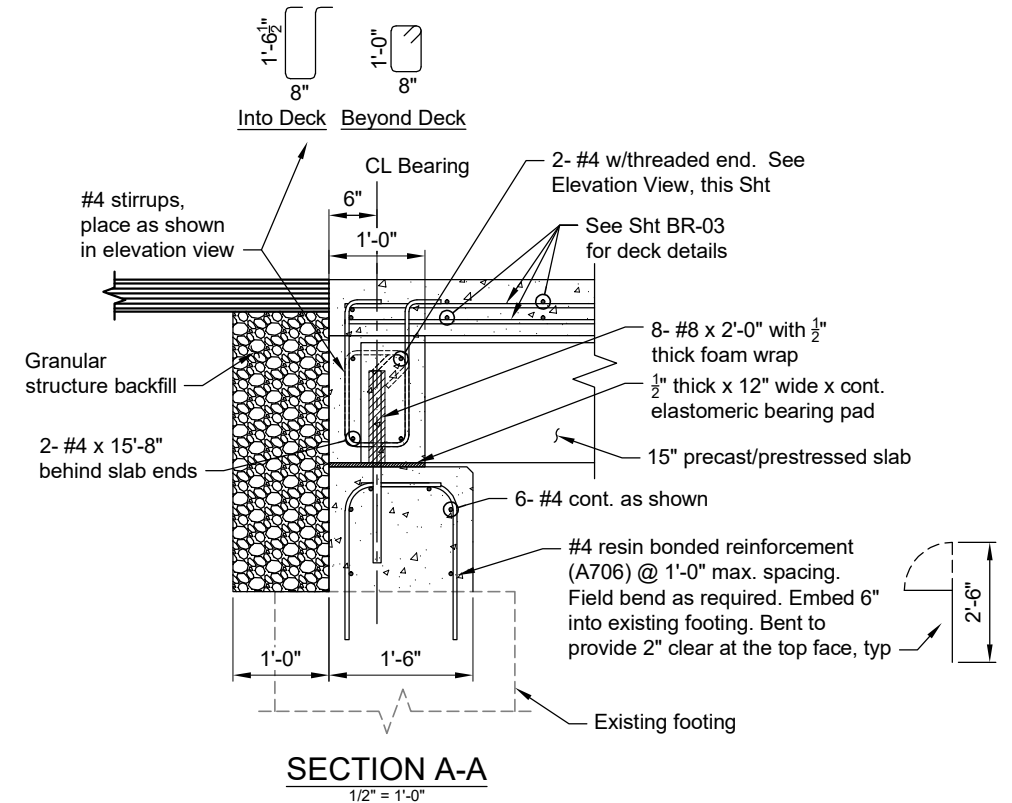
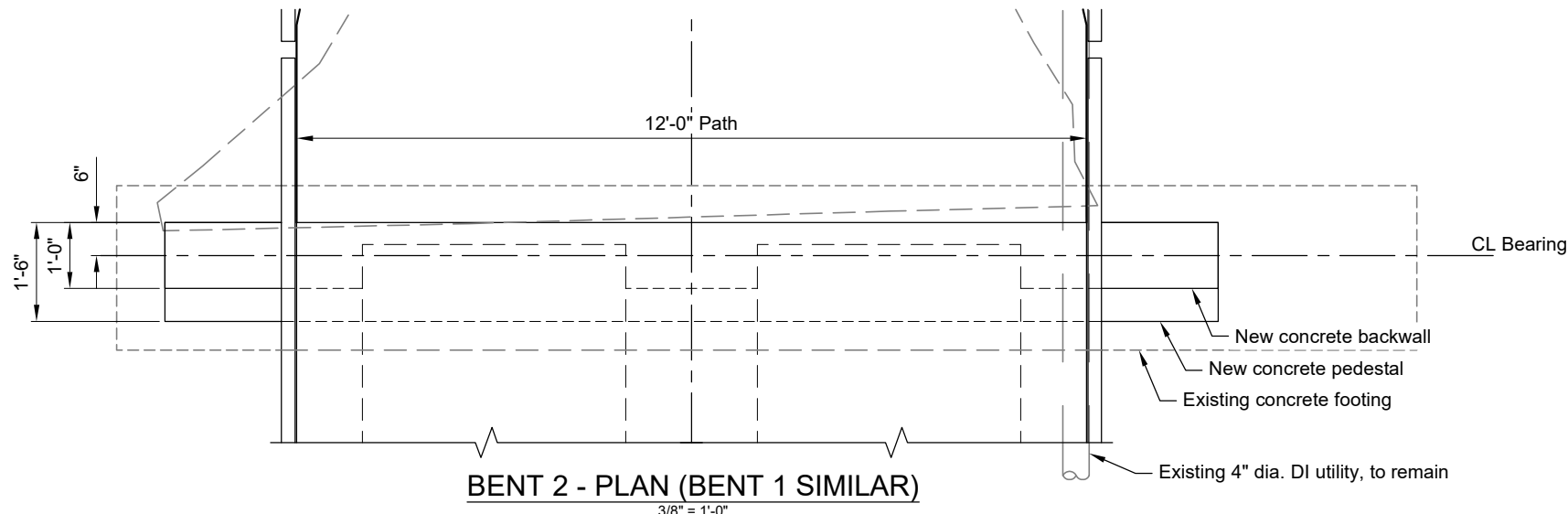
PRESTRESSED SLAB DETAILS
SCALE: AS SHOWN
SHEET BR-04



Expires: 6/30/2025

1/26/2024 8:29 AM

K:\Projects - Current\MILL CITY FEMA WORK - SMALL PED BRIDGE\KMGACAD\Small Ped Bridge - Mill City.dwg



- Undermining Repair Notes:**
1. Remove all loose material between the bottom of the concrete footing and the top of rock.
 2. Clean all fines with compressed air and/or water.
 3. Install formwork flush with the existing face of concrete, and following the contours of the rock along the bottom. Provide vent holes at top of area to be filled.
 4. At bottom of repair, pressure fill void with non-shrink grout from the ODOT QPL until all voids are filled, and grout escapes from the top vent hole(s). Follow manufacturer's instructions.
 5. Allow grout to fully cure prior to removing forms.



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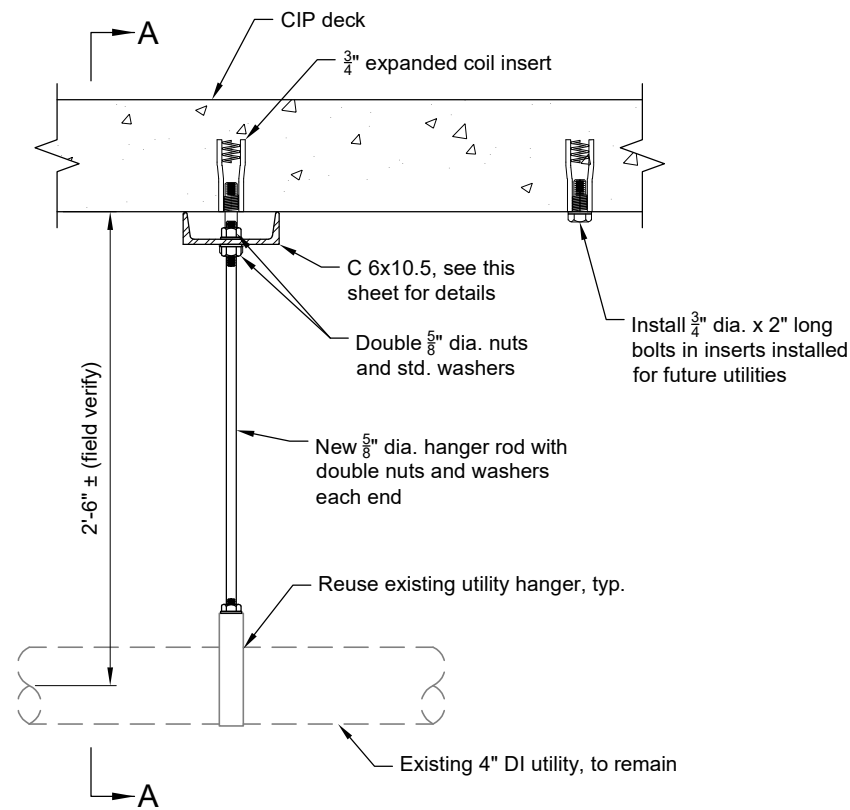
CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE
MARION COUNTY

BENT 2 DETAILS:
(BENT 1 SIMILAR)
SCALE: AS SHOWN
SHEET BR-05

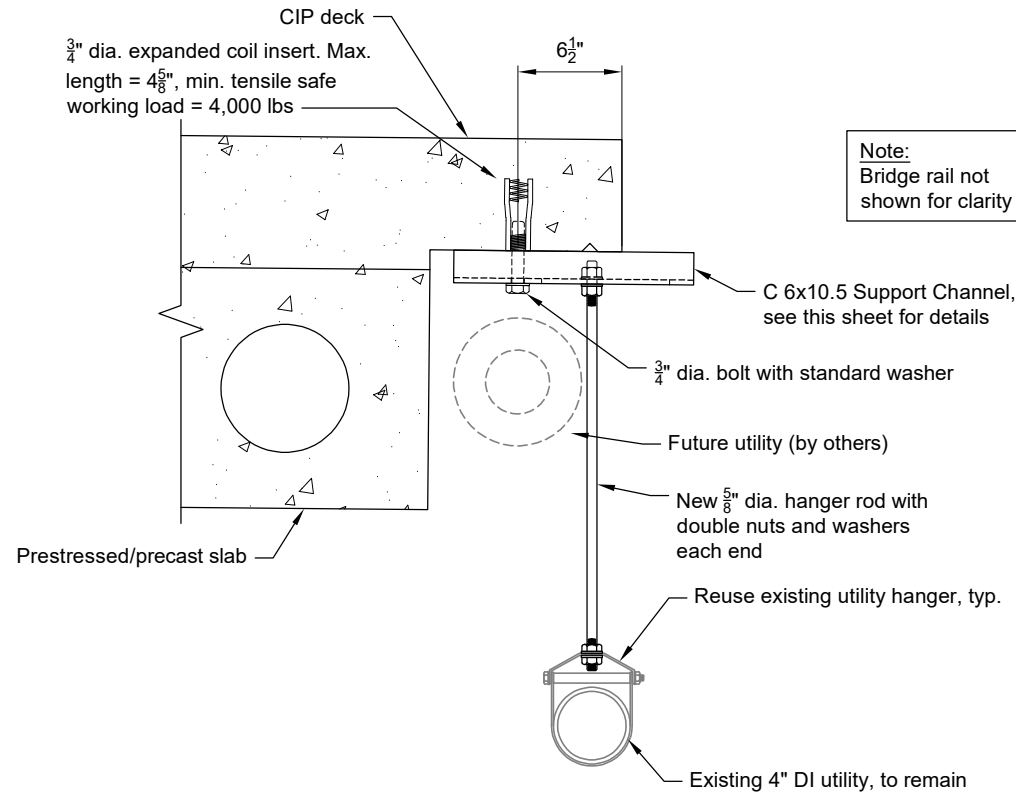
REGISTERED PROFESSIONAL ENGINEER
17206PE

OREGON
JULY 19, 1994
KEVIN M. GROOM

Expires: 6/30/2025

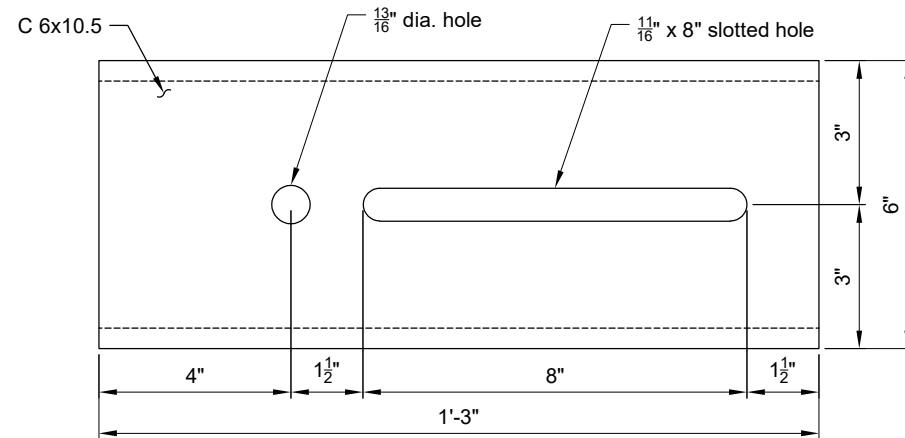


UTILITY HANGER
1" = 1'-0"



Note:
Bridge rail not
shown for clarity

SECTION A-A
1" = 1'-0"



SUPPORT CHANNEL
3" = 1'-0"



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CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE

MARION COUNTY

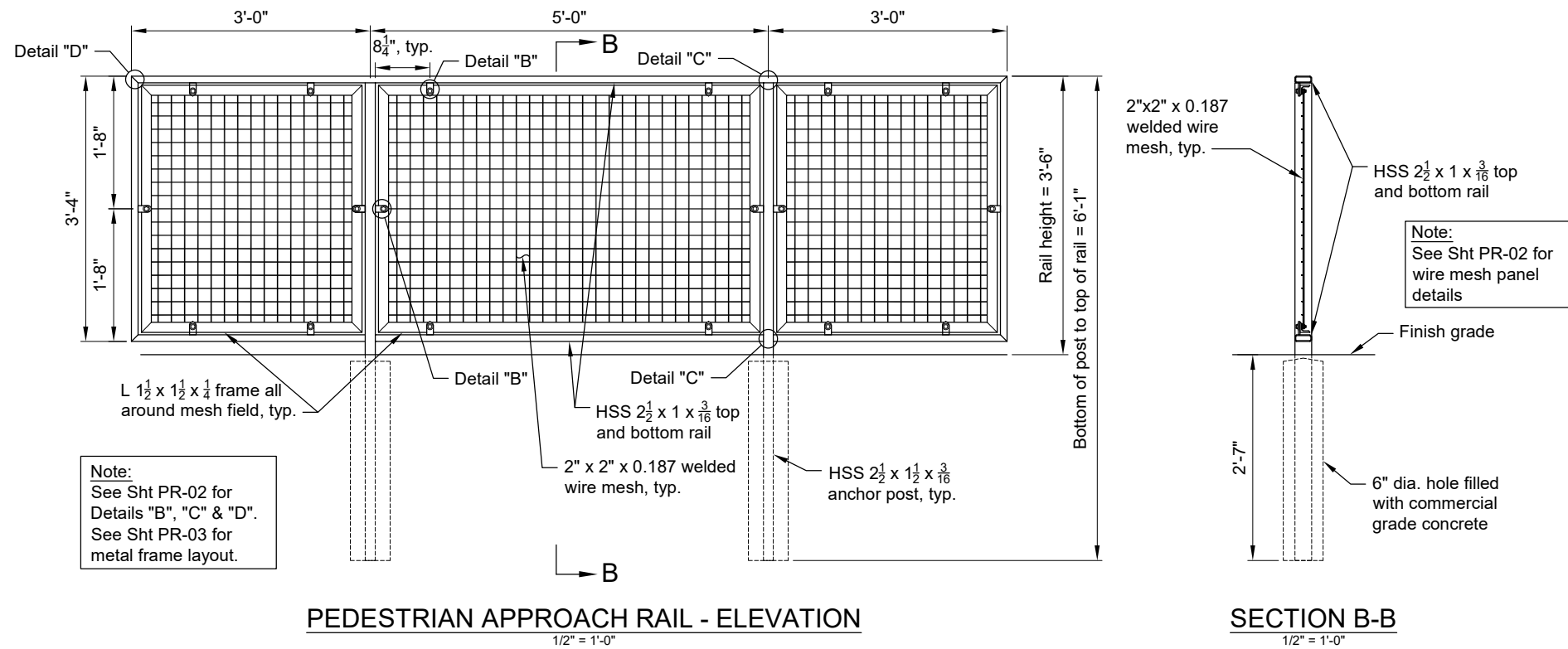
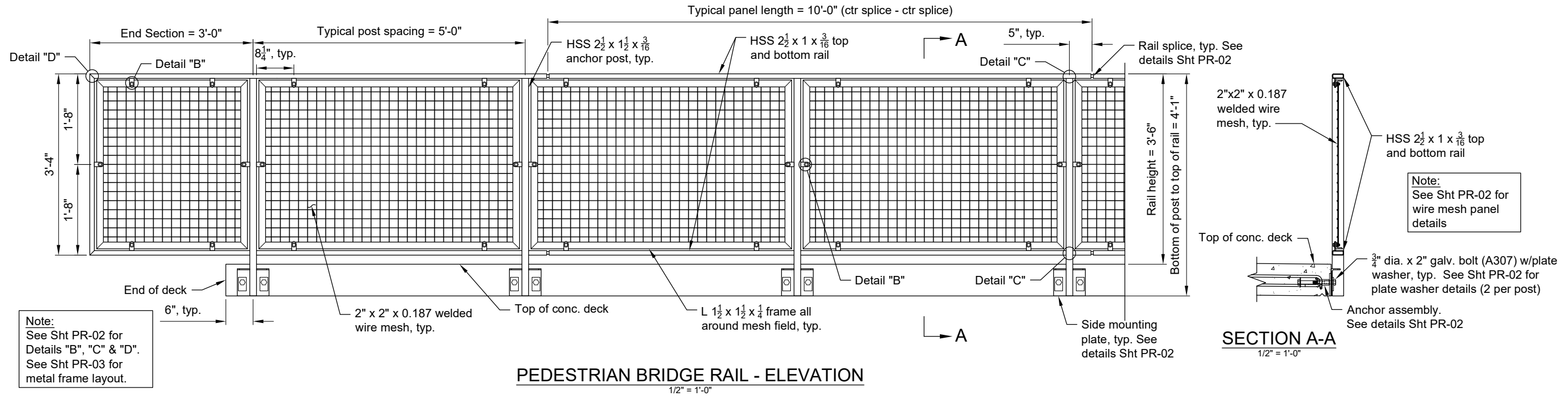
UTILITY SUPPORT

SCALE: AS SHOWN SHEET BR-06



Expires: 6/30/2025

1/26/2024 8:25 AM



- Rail General Notes:**
- Provide hollow structural sections (HSS) according to ASTM A500, Grade B.
 - Provide all other structure steel according to ASTM A36, unless otherwise noted.
 - Provide all bolts according to ASTM A307, Grade A, all nuts according to ASTM A563, and all standard washers according to ASTM F436.
 - Construct railing conforming to the horizontal and vertical alignment of the structure. Install posts normal to grade in longitudinal direction and vertical in the transverse direction.
 - Provide continuous top horizontal rail elements over a minimum of two posts. Provide a minimum of two anchor posts per rail panel.
 - All welds shall conform to AWS D1.5 using E70XX electrodes.
 - Hot dip galvanize anchor assembly and all fasteners according to Specification 02530.70
 - Powder coat all rail elements according to the specifications.



Expires: 6/30/2025



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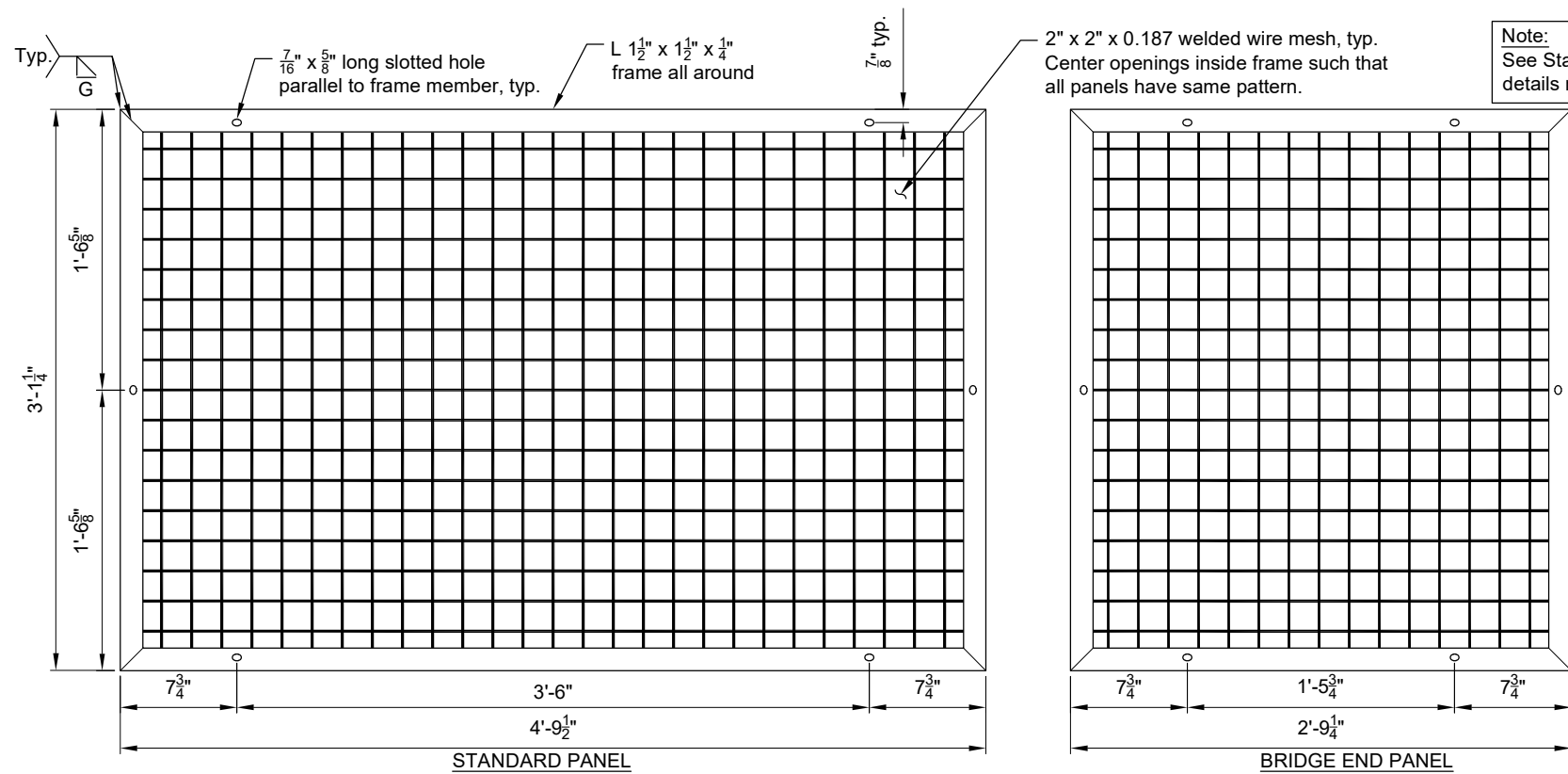
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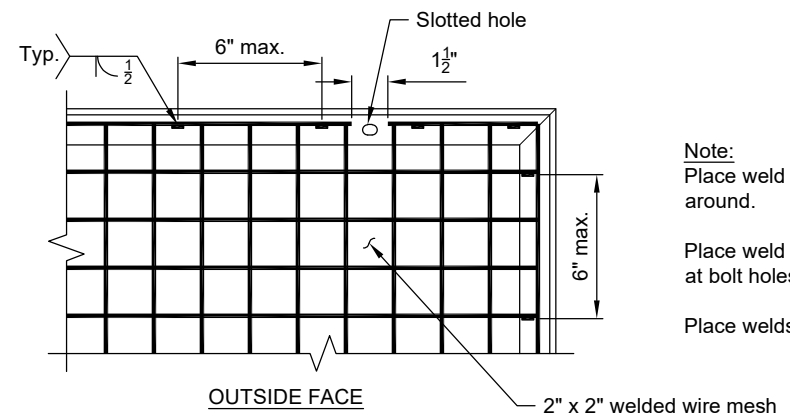
CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE
MARION COUNTY

PEDESTRIAN RAIL:
RAIL DETAILS - 1
SCALE: AS SHOWN SHEET PR-01

K:\Projects - Current\MILL CITY FEMA WORK - SMALL PED BRIDGE\KMG\ACAD\Small Ped Bridge - Mill City.dwg



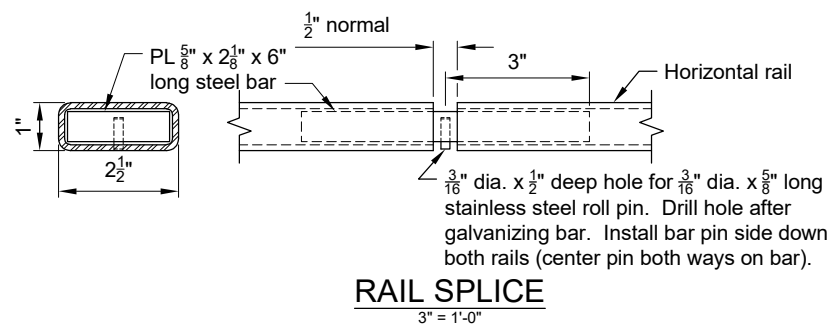
Note:
See Standard Panel for details not shown



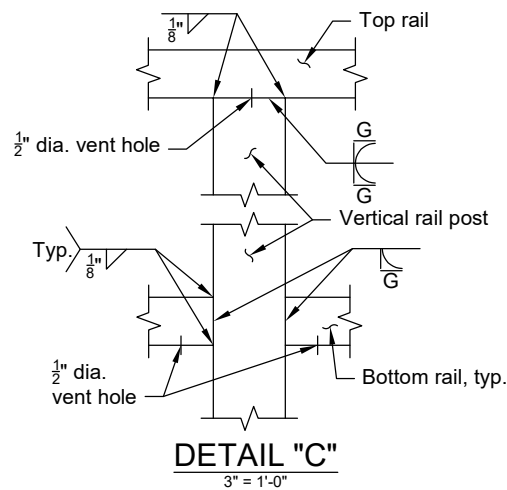
Note:
Place weld a minimum of every 6" all around.
Place weld on each side of discontinuity at bolt holes.
Place welds as shown at frame corners.

MESH WELDING DETAIL
1-1/2" = 1'-0"

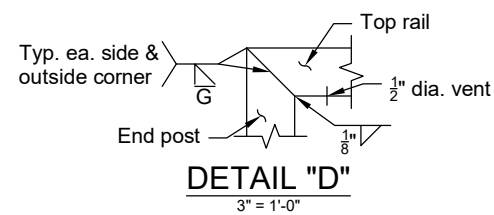
MESH PANEL DETAILS
1" = 1'-0"



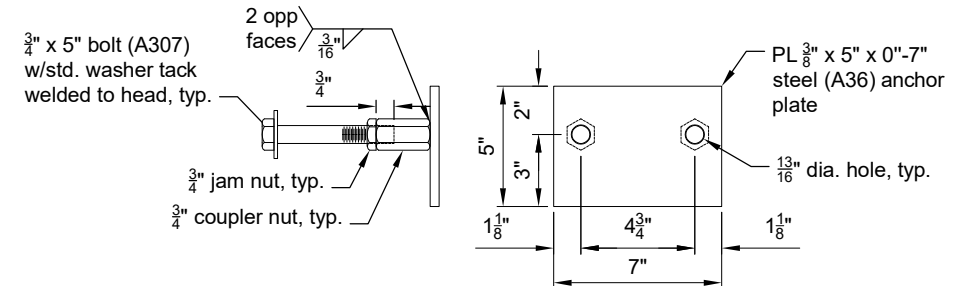
RAIL SPLICE
3" = 1'-0"



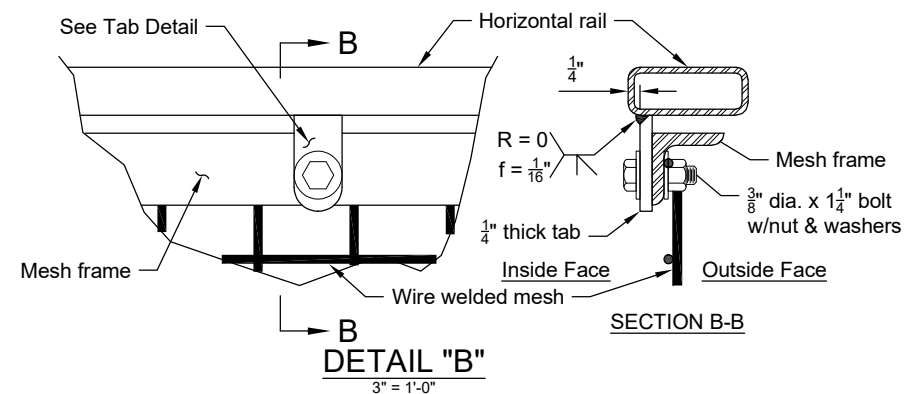
DETAIL "C"
3" = 1'-0"



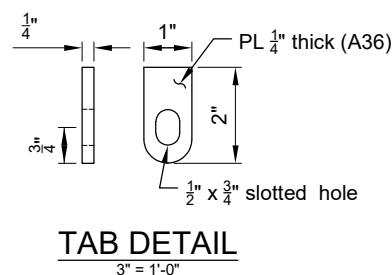
DETAIL "D"
3" = 1'-0"



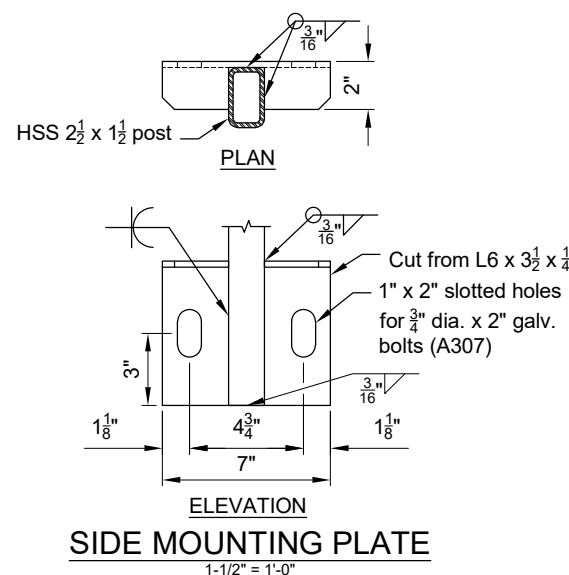
ANCHOR ASSEMBLY
1-1/2" = 1'-0"



DETAIL "B"
3" = 1'-0"



TAB DETAIL
3" = 1'-0"



SIDE MOUNTING PLATE
1-1/2" = 1'-0"

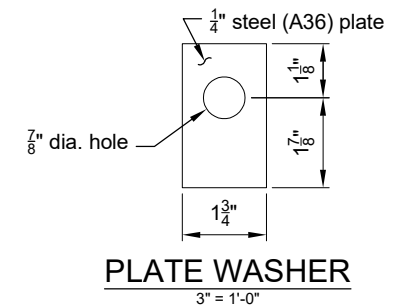


PLATE WASHER
3" = 1'-0"



LINN COUNTY ROAD DEPARTMENT
3010 FERRY STREET SW
ALBANY, OREGON 97322
PHONE: (541) 967-3919
FAX: (541) 924-0202
E-MAIL: Roads@co.linn.or.us

COUNTY COMMISSION
ROGER NYQUIST
CHAIRMAN
WILLIAM TUCKER
SHERRIE SPRENGER

ROADMASTER
WAYNE MINK, P.E.
COUNTY ENGINEER
DAINEAL MALONE, P.E.

DATE:	REVISION:	BY:	BRIDGE NO:	DATE:
			N/A	1/25/2024
			B147A	
			T. 09 S., R. 03 E., SECTION 29, W.M.	
			DESIGNED BY: K. Groom	CHECKED BY: A. Potts
			DRAFTED BY: K. Groom	REVIEWED BY: D. Malone

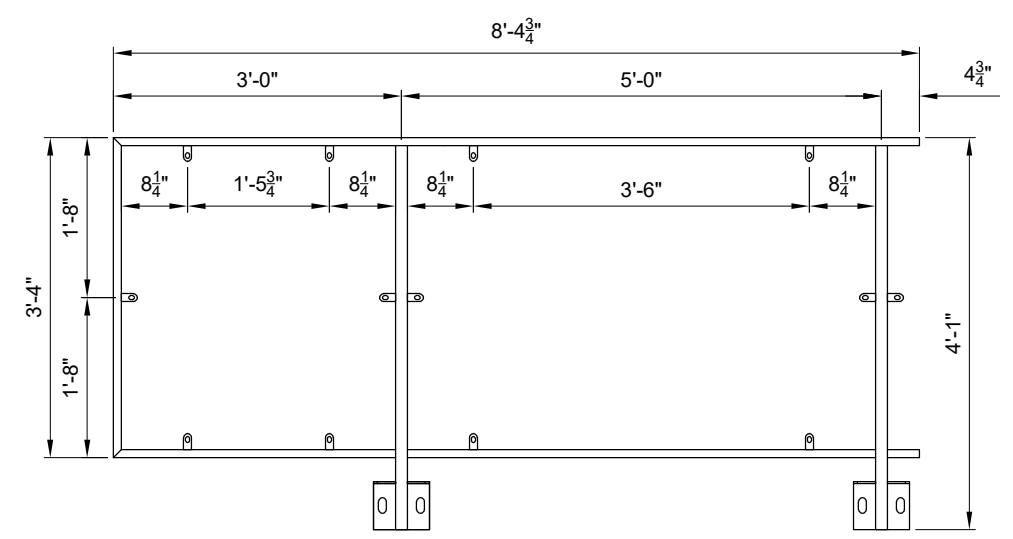
CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE
MARION COUNTY

PEDESTRIAN RAIL:
RAIL DETAILS - 2
SCALE: AS SHOWN SHEET PR-02

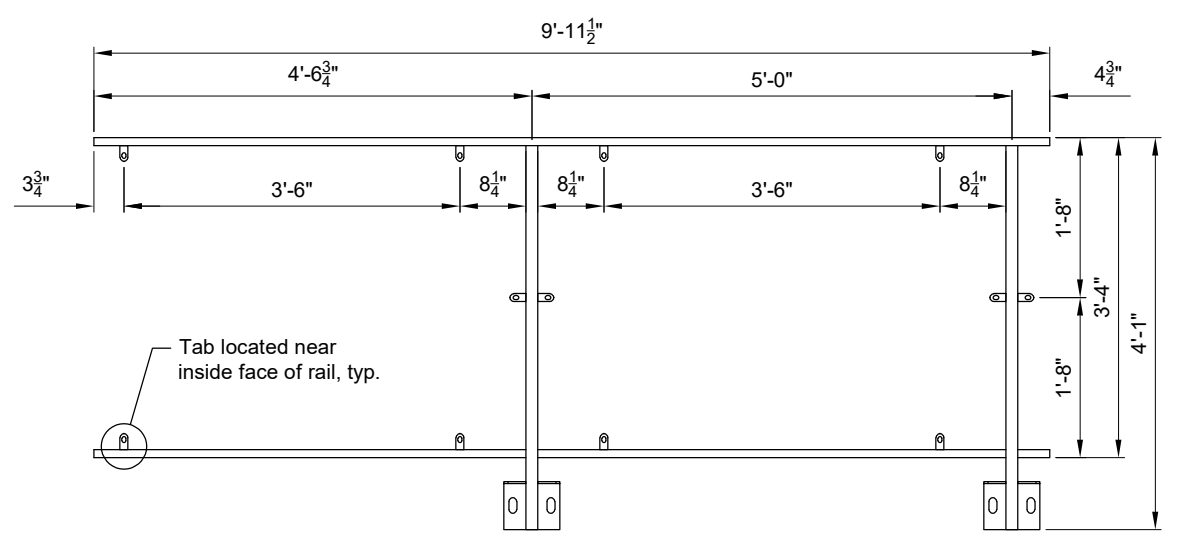


Expires: 6/30/2025

1/26/2024 8:25 AM

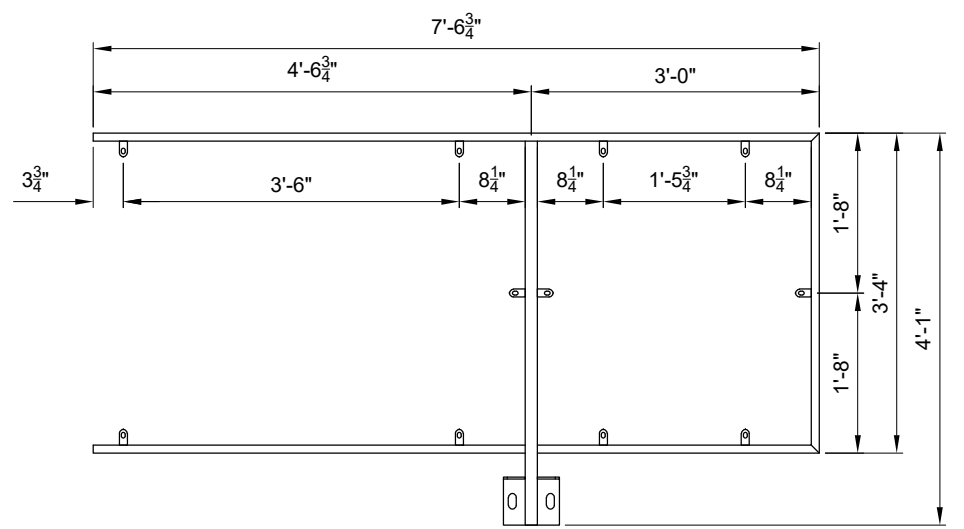


END BRIDGE SECTION - 1
2 TOTAL (1 LEFT, 1 RIGHT)

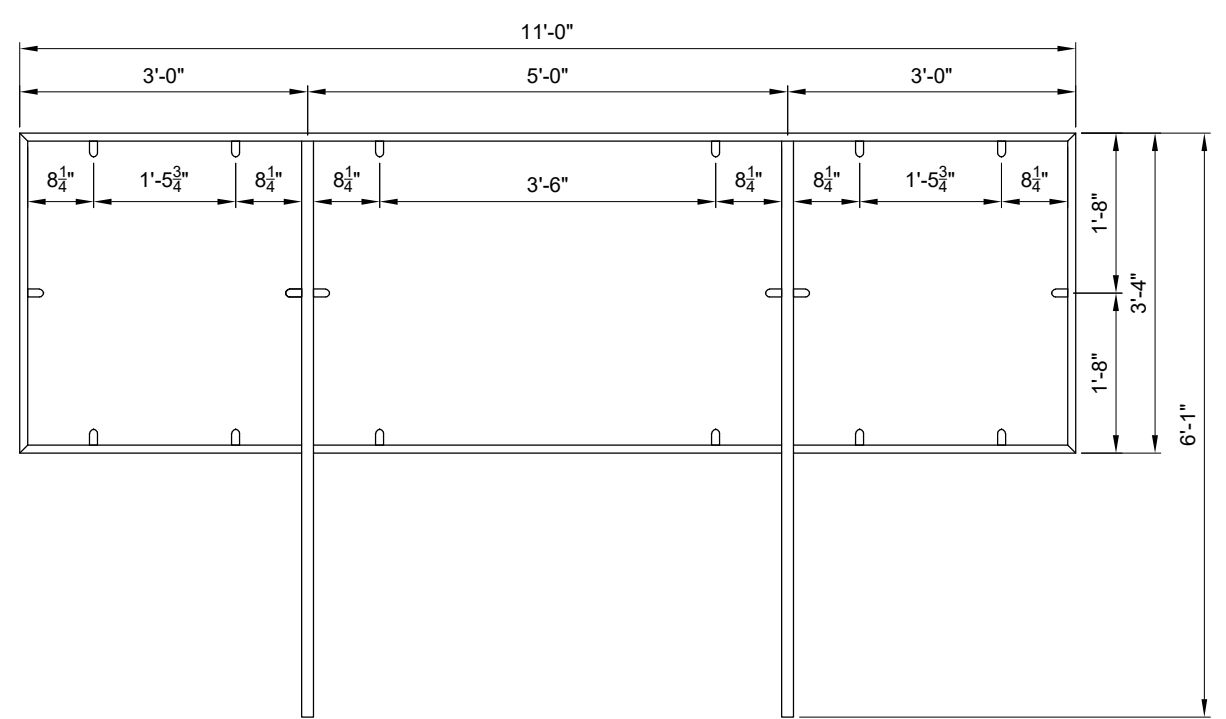


INTERIOR BRIDGE SECTION
4 TOTAL (2 LEFT, 2 RIGHT)

Note:
See PR-02 for details not shown



END BRIDGE SECTION-2
2 TOTAL (1 LEFT, 1 RIGHT)



APPROACH SECTION
4 TOTAL (2 LEFT, 2 RIGHT)

RAIL FRAMING DETAILS
1/2" = 1'-0"



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DAINEAL MALONE, P.E.

DATE:	REVISION:	BY:

BRIDGE NO:	DATE:
N/A	1/25/2024
PROJECT NO: B147A	
TRS: T. 09 S., R. 03 E., SECTION 29, W.M.	
DESIGNED BY: K. Groom	CHECKED BY: A. Potts
DRAFTED BY: K. Groom	REVIEWED BY: D. Malone

CEDAR CREEK (MILL CITY)
PEDESTRIAN BRIDGE
MARION COUNTY

PEDESTRIAN RAIL:
RAIL DETAILS - 3
SCALE: AS SHOWN SHEET PR-03

REGISTERED PROFESSIONAL
ENGINEER
17206PE
OREGON
JULY 19, 1994
KEVIN M. GROOM
Expires: 6/30/2025

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