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Construction activities for the Mosquito Bridge Rehabilitation Project performed by the Department's Bridge Maintenance Crew ("DOT"), shall conform to the following sequence:

A. DOT shall verify that all materials have been received, are the correct quantities, and meet the specifications given in the Invitation to Bid.

B. No work shall begin at the project site until Mosquito Road has been closed to all public traffic, and the appropriate authorities (Fire, Sheriff, etc.) have been notified.

C. The first item of work is to deliver the 'plank float' platform to the project site. The materials shall be safely lowered from the north abutment area to the large rock area on the downstream side of the bridge. DOT shall assemble the platform components per the manufacturer's specifications and properly suspend from each of the bridge's longitudinal support cables. A qualified representative from the platform manufacturer shall be on-site to oversee the complete assembly and installation operation.

D. Once the platform is in-place, work shall begin at the north abutment and approach roadway. The deck runners and boards shall be removed from the northernmost bay. The north end of the bridge shall be jacked at each truss, not greater than 1/2" and supported on temporary falsework. The falsework shall remain in place to support each truss during the abutment work. A portion of the asphalt concrete approach shall be removed for a length suitable to complete the abutment work. The northernmost bay of floor stringers and north abutment "block beam" shall be removed, along with any loose debris from behind the beam. The existing concrete abutment seat/wall shall be cleaned and #4 bars drilled and epoxied into the center of the top of the wall. The dowels shall extend a minimum of 18" into the existing concrete abutment wall. The wall shall be formed and concrete shall be placed as to extend the wall height to the bottom of the floor stringers. A 2-inch cover of concrete shall be maintained at the top of each dowel bar. After 2500 psi compression strength is reached, new floor stringers may be installed and set on the new concrete wall. The temporary falsework may be removed at this time. The approach asphalt concrete roadway may be placed to the edge of the bridge deck.

E. Starting from the north end of the bridge, replacement of timber members and steel hardware shall occur. Work shall be completed, to the extent most practical, within the limits of each 10-foot bay (defined as the span between floor beams). Timber replacement shall be limited to approximately 90% of the total members. The crew supervisor shall determine which members shall be replaced. At no time shall the critical structural load-carrying components (i.e. longitudinal suspension cables, transverse floor beams, and suspender rods) be removed, altered, mutilated or strength-compromised during the course of work. Only one (1) top or bottom truss chord may be absent from the bridge truss system at any given time. Extreme care and alertness must be exercised at all times when replacing the truss chord members. Extreme care involves paying close attention to the stability of the bridge's structural components with intents that its static nature be maintained. Should the bridge appear to exhibit unconventional movement and/or noises during truss chord replacement, immediately stop work, safely remove crew personnel from the bridge, and ensure that all safety mechanisms are in place. Prior to returning to work, the crew supervisor shall inspect the bridge and, if necessary, contact the Engineer of Record to assist with inspection to determine if it is safe to proceed.

F. Replacement of the south abutment "block beam" shall be completed in a similar manner as the north abutment. The adjacent truss chords shall be properly supported by falsework during the period the abutment block beam is absent. However, at the south abutment, no concrete will be placed and a replacement 10x18 beam will support the deck stringers.

G. Once the bridge replacement work is complete, the platform shall be moved back to the north end of the bridge and removed from the bridge opposite the same manner it was installed. The platform components shall be disassembled on the large rock area and lifted out of the river channel. DOT shall remove all tools and materials from the project area.

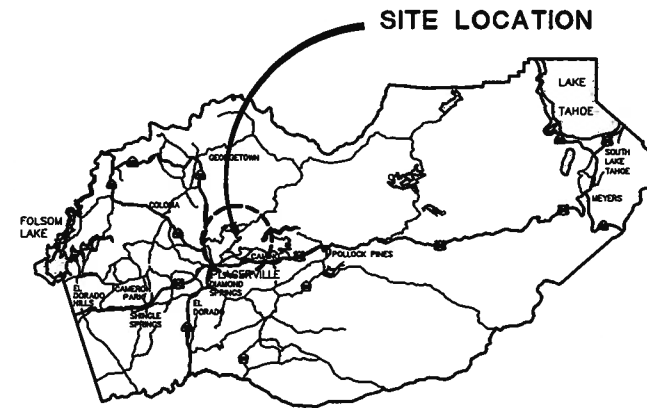
H. The Engineer of Record shall inspect the structure prior to the bridge being opened to public traffic.

**DEPARTMENT OF TRANSPORTATION  
COUNTY OF EL DORADO, CA**

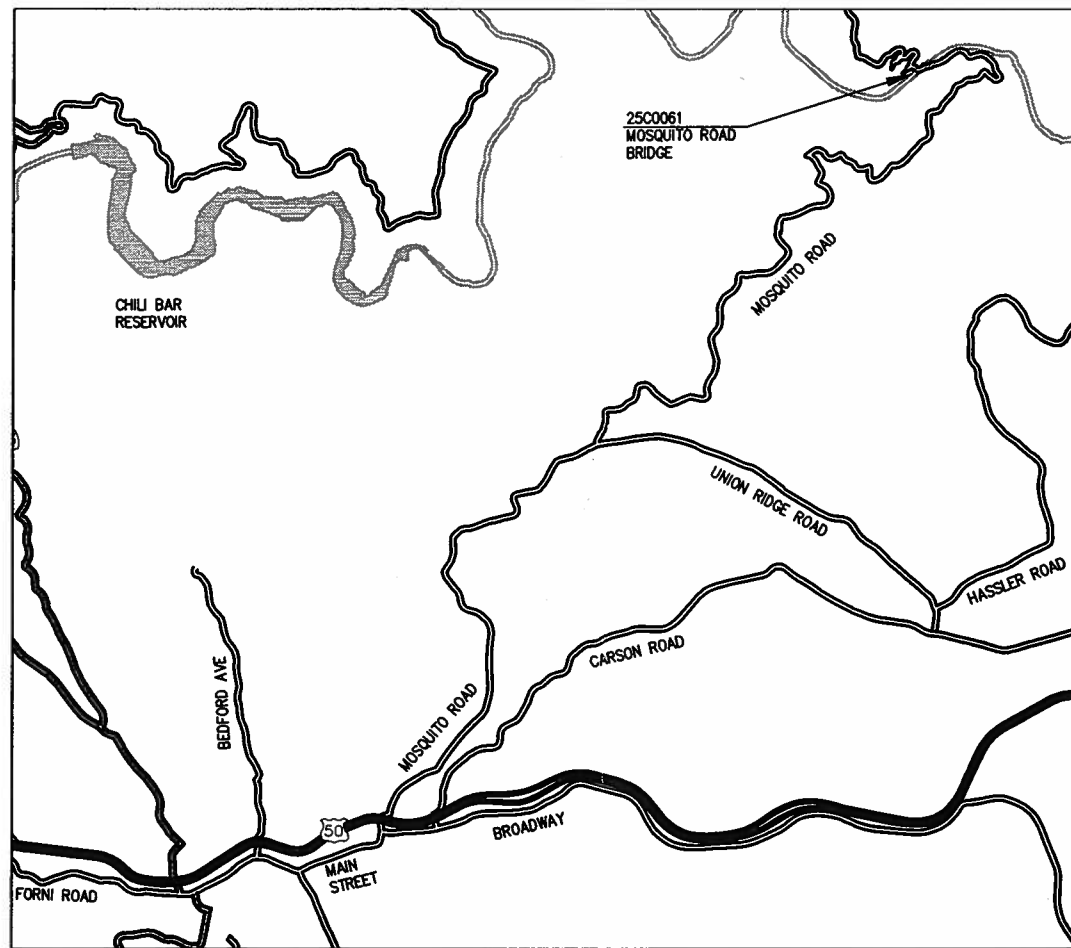
**PROJECT PLANS FOR THE CONSTRUCTION OF  
MOSQUITO ROAD BRIDGE at the  
SOUTH FORK AMERICAN RIVER**

IN THE COUNTY OF EL DORADO, DISTRICTS 3 & 4

To be supplemented with Standard Plans and Specifications dated May 2006, including the amendments to the May 2006 Standard Specifications, updated August 15, 2008, of the California Department of Transportation, unless otherwise noted.



**VICINITY MAP**  
COUNTY OF EL DORADO  
NO SCALE



**SITE PLAN**  
NO SCALE



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**APPROVED BY:**

DATE	DATE	DATE
NORMA SANTIAGO CHAIR, EL DORADO COUNTY BOARD OF SUPERVISORS	JAMES W. WARE P.E. NO. C81038 DIRECTOR, EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION	MATTHEW D. SWEETZER P.E. NO. C58832 DEPUTY DIRECTOR OF ENGINEERING, EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

FEDERAL AID PROJECT  
BRLO 5925 (066)

PW. NO. N/A CONTRACT NO. 77120  
**MOSQUITO ROAD BRIDGE  
at the SOUTH FORK  
AMERICAN RIVER**  
**TITLE SHEET**  
1 OF 3  
SHEET



SUBMITTED BY:  
DUSTIN HARRINGTON  
REGISTERED CIVIL ENGINEER  
STATE OF CALIFORNIA No. 71517  
DATE: 6/8/2010

**REVISIONS**

MARK	DATE	BY