



EL DORADO COUNTY

DEPARTMENT OF TRANSPORTATION

<http://www.edcgov.us/DOT/>

PLACERVILLE OFFICES:

MAIN OFFICE:
 2850 Fairlane Court, Placerville, CA 95667
 (530) 621-5900 / (530) 626-0387 Fax

CONSTRUCTION & MAINTENANCE:
 2441 Headington Road, Placerville, CA 95667
 (530) 642-4909 / (530) 642-0508 Fax

LAKE TAHOE OFFICES:

ENGINEERING:
 924 B Emerald Bay Road, South Lake Tahoe, CA 96150
 (530) 573-7900 / (530) 541-7049 Fax

MAINTENANCE:
 1121 Shakori Drive, South Lake Tahoe, CA 96150
 (530) 573-3180 / (530) 577-8402 Fax

DATE: June 27, 2023

TO: All Prospective Bidders

SUBJECT: **Addendum No. 2**
Oak Hill Road at Squaw Hollow Creek Bridge Replacement Project

Submit proposals for this work with the understanding and full consideration of this Addendum No. 2. The revisions declared in this Addendum are essential parts of the Contract.

ITEM NO.	LOCATION, PAGE, OR DRAWING NO.	DESCRIPTION OF CHANGE
1.01	Cover Notice to Bidders	Bidders are instructed to replace the bid opening date of "June 28, 2023" with "June 30, 2023" in the following locations: <ul style="list-style-type: none"> • Cover sheet • Item F on page 1 of the Notice to Bidders
1.02	Special Provisions §19-3.04	Bidders are instructed to add the following to Section 19-3.04 of the Special Provisions: "Structure excavation (Rock) for the bridge is paid for under Structure Excavation (Bridge). "Structure excavation (Rock) for the retaining wall is paid for under Structure Excavation (Retaining Wall)."
1.03	Special Provisions §83-2.10	Bidders are instructed to add the following to Section 83-2.10 of the Special Provisions: <p style="text-align: center;">Replace "Reserved" in section 83-2.10 with:</p> <p>83-2.10 STAINING GALVANIZED METAL RAILING 83-2.10A GENERAL 83-2.10A(1) Summary Section 83-2.10 includes specifications for staining galvanized surfaces to achieve a rustic brown color with a matte finish.</p> Apply the stain to all visible galvanized surfaces of: <ol style="list-style-type: none"> 1. California ST-75 Bridge Rail 2. Transition Railing(s) 3. Alternative In-Line Terminal Systems 4. Crash Cushion(s) <p>83-2.10A(2) Definitions Not Used</p> <p>83-2.10A(3) Submittals</p>

ITEM NO.	LOCATION, PAGE, OR DRAWING NO.	DESCRIPTION OF CHANGE
		<p>Submit the following:</p> <ol style="list-style-type: none"> 1. Product data, including the manufacturer's product sheet, MSDS, and instructions for application of the stain 2. Certificate of compliance for the stain 3. Work plan showing methods to perform job site touch-ups to repair any of the finish damaged during transportation, storage, or installation. 4. Sample of stained guardrail section. <p>83-2.10A(4) Quality Control and Assurance Apply the stain to a minimum 1-foot-long test section.</p> <p>The test section must be:</p> <ol style="list-style-type: none"> 1. Prepared and stained using the same materials, equipment, and methods to be used in the staining work 2. Allowed to cure as specified in the manufacturer's instructions 3. Authorized before starting the staining work <p>If ordered, prepare and stain additional test sections. If more than 1 additional test section is ordered, this is change order work.</p> <p>The Engineer uses the authorized test section to determine the acceptability of the staining work.</p> <p>83-2.10B MATERIALS The stain must be Natina Steel from Natina Products, LLC or an approved equal.</p> <p>83-2.10C CONSTRUCTION</p> <p>83-2.10C(1) General All components to receive the steel stain must be applied per the manufacture's instructions.</p> <p>Repair stained surfaces damaged during work activities with materials equal to that of the specified stain.</p> <p>83-2.10D PAYMENT Payment for the Steel Stain is included in the bid item cost for each item requiring the stain.</p>
1.04	Various Locations	<p>Bidders are instructed to replace "ST-10" and "ST-70" in the following locations with "ST-75":</p> <ol style="list-style-type: none"> 1. 1st paragraph of Section 9-1.16A on page SP-30 2. Bid Item 70 on page C-16 of the Agreement 3. Bid Item 70 on page P-5 of the Proposal
1.05	Agreement Proposal	<p>Bidders are instructed to replace the quantities for the following bid items in the Agreement and Proposal with:</p> <ul style="list-style-type: none"> • Bid Item 23 Structure Excavation (Bridge): 245 CY • Bid Item 24 Structure Excavation (Type D): 200 CY • Bid Item 25 Structure Excavation (Retaining Wall): 455 CY • Bid Item 26 Structure Backfill (Bridge): 500 CY • Bid Item 27 Structure Backfill (Retaining Wall): 210 CY

ITEM NO.	LOCATION, PAGE, OR DRAWING NO.	DESCRIPTION OF CHANGE
		<ul style="list-style-type: none"> • Bid Item 42 Structural Concrete (Retaining Wall): 300 CY • Bid Item 44: Bar Reinforcing Steel (Bridge): 60,000 LB • Bid Item 45: Bar Reinforcing Steel (Retaining Wall): 28,000 LB • Bid Item 70: California ST-75 Bridge Rail: 133 LF
1.06	Plan Sheet X-1	Bidders are instructed to replace "4.85" in the "Oak 13+65.00 to Oak 14+65.09" section on plan sheet X-1 with "5.20."
1.07	Plan Sheets	<p>Bidders are instructed to replace plan sheets "D-1R with the following revised plan sheets:</p> <ul style="list-style-type: none"> • D1-R • S1-R • S2-R • S3-R • S4-R • S5-R • S6-R • S7-R • S8-R • S9-R • S10-R • S-11R • S-12R • S-13R • RW-1R • RW-2R • RW-3R

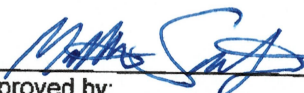
Indicate receipt of this Addendum No. 2 by filling in the number of this Addendum in the space provided on the signature page of the Proposal. Holders who have already mailed their Proposal can contact Jen Rimoldi at 530-621-7592 (email: Jennifer.rimoldi@edcgov.us) to arrange return of their Proposal. Inform all suppliers and subcontractors as necessary. The Department of Transportation is only sending this Addendum by posting on QuestCDN's website at: <https://www.questcdn.com/>. You must be a Contract Documents holder on the Quest Plan Holder Report and comply with the requirements of this Addendum No. 1 when submitting your bid.

END OF ADDENDUM NO. 1

Chandra Ghimire

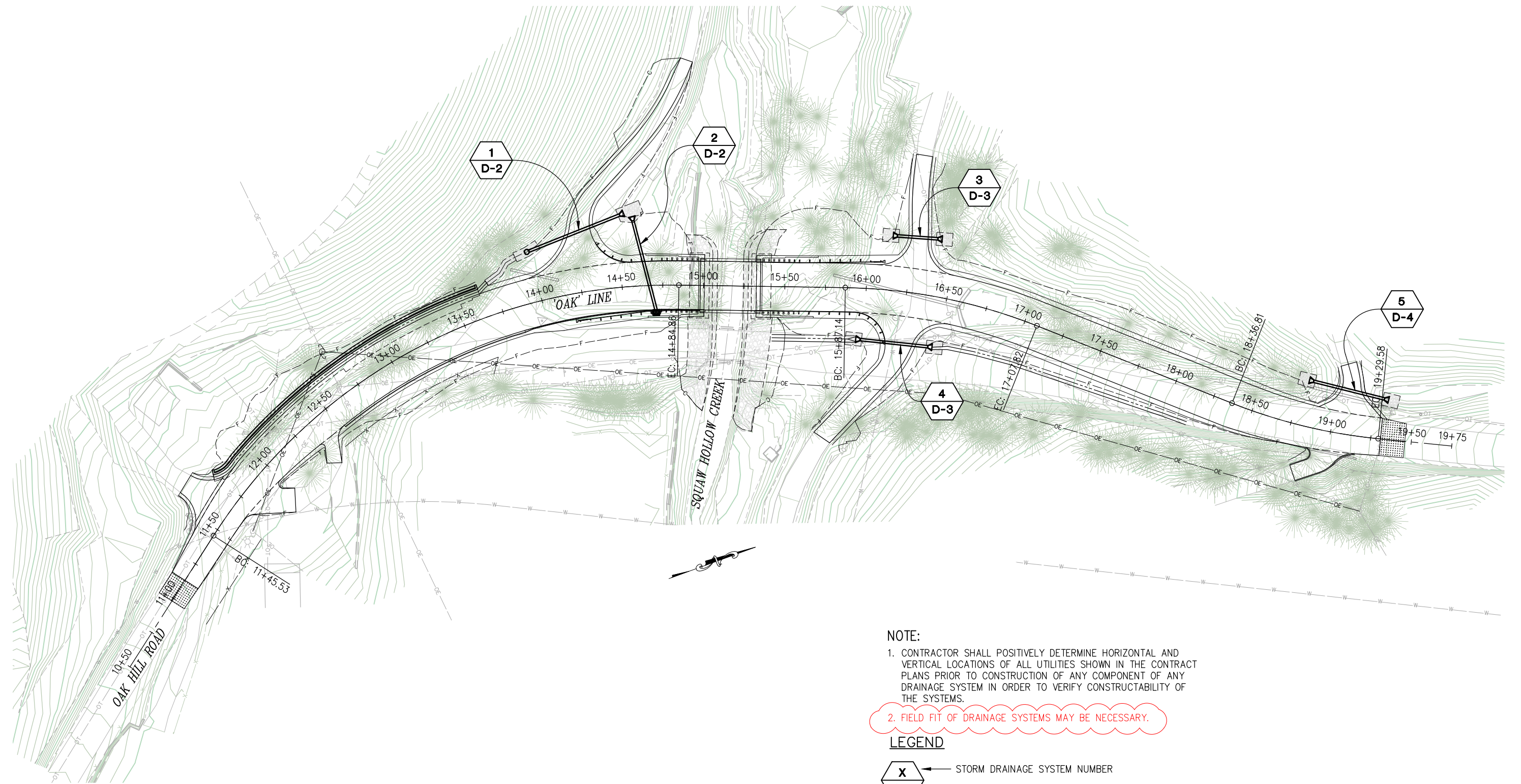
Approved by:
John Kahling, Deputy Director

6/27/2023
Date


Approved by:
Rafael Martinez, Director
Department of Transportation

6/27/23
Date

ORIGINAL SCALE IS IN INCHES
 Drawing name: Z:\Civil 3D Projects\77134 Oak Hill Rd. at Squaw Hollow Creek Bridge\CADD Files\Sheets\D-Sheets.dwg Layout Tab: D-1 Jun 26, 2023 1:05pm dkkkert
 FOR REDUCED PLANS
 2
 1
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NOTE:

1. CONTRACTOR SHALL POSITIVELY DETERMINE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES SHOWN IN THE CONTRACT PLANS PRIOR TO CONSTRUCTION OF ANY COMPONENT OF ANY DRAINAGE SYSTEM IN ORDER TO VERIFY CONSTRUCTABILITY OF THE SYSTEMS.

2. FIELD FIT OF DRAINAGE SYSTEMS MAY BE NECESSARY.

LEGEND

- STORM DRAINAGE SYSTEM NUMBER
- DETAIL SHEET NUMBER

THIS SHEET ACCURATE FOR DRAINAGE WORK ONLY

DRAINAGE SITE PLAN
SCALE: 1"=30'

REVISION	NUMBER	DATE	DESCRIPTION	BY



PREPARED UNDER THE SUPERVISION OF:
Chandra Ghimire
 REGISTERED CIVIL ENGINEER
 DATE: 04/24/23

DESIGNED: ZO	DRAWN: SGM
CHECKED: CG	DATE: 04/24/23
ROAD NUMBER: 031	

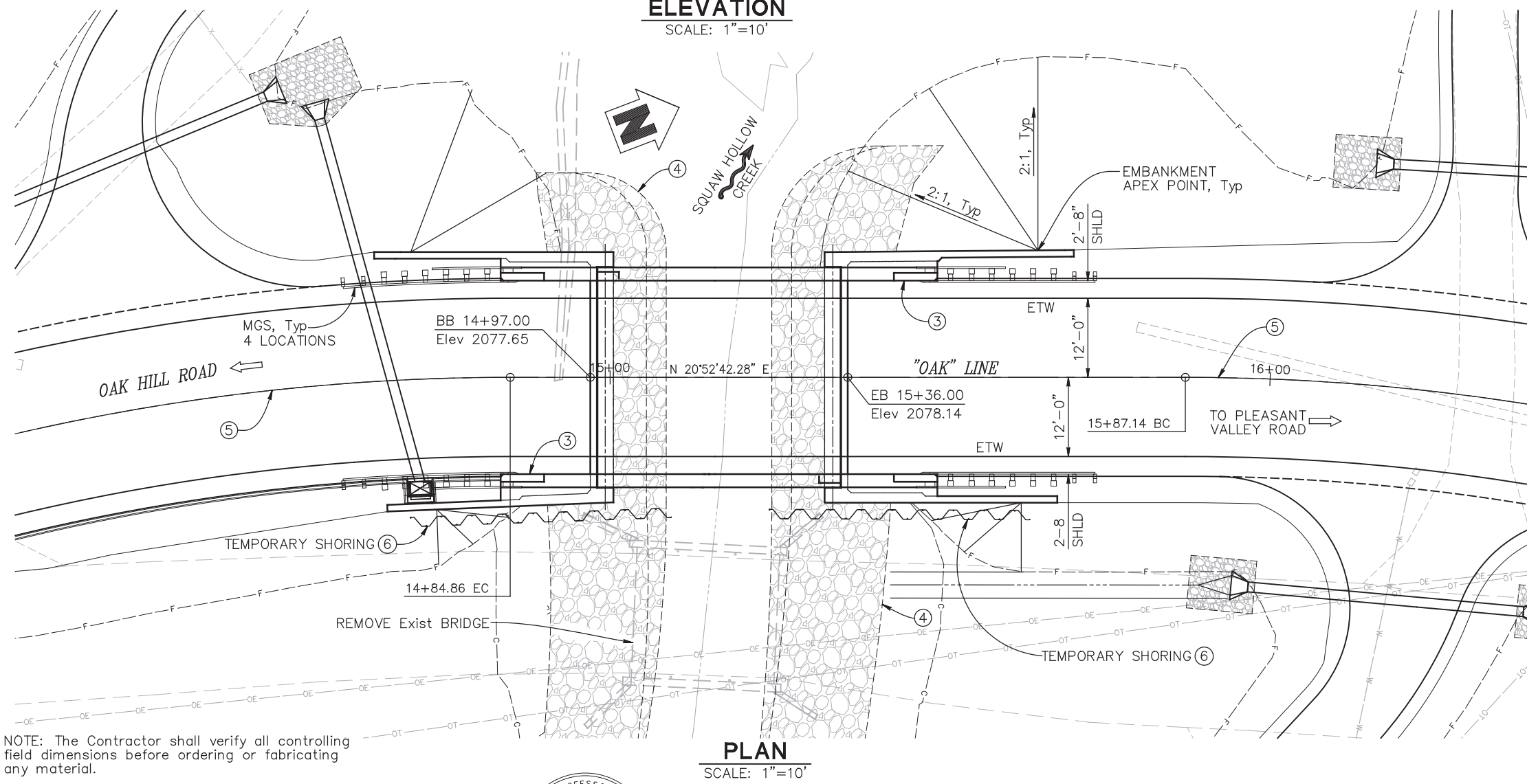
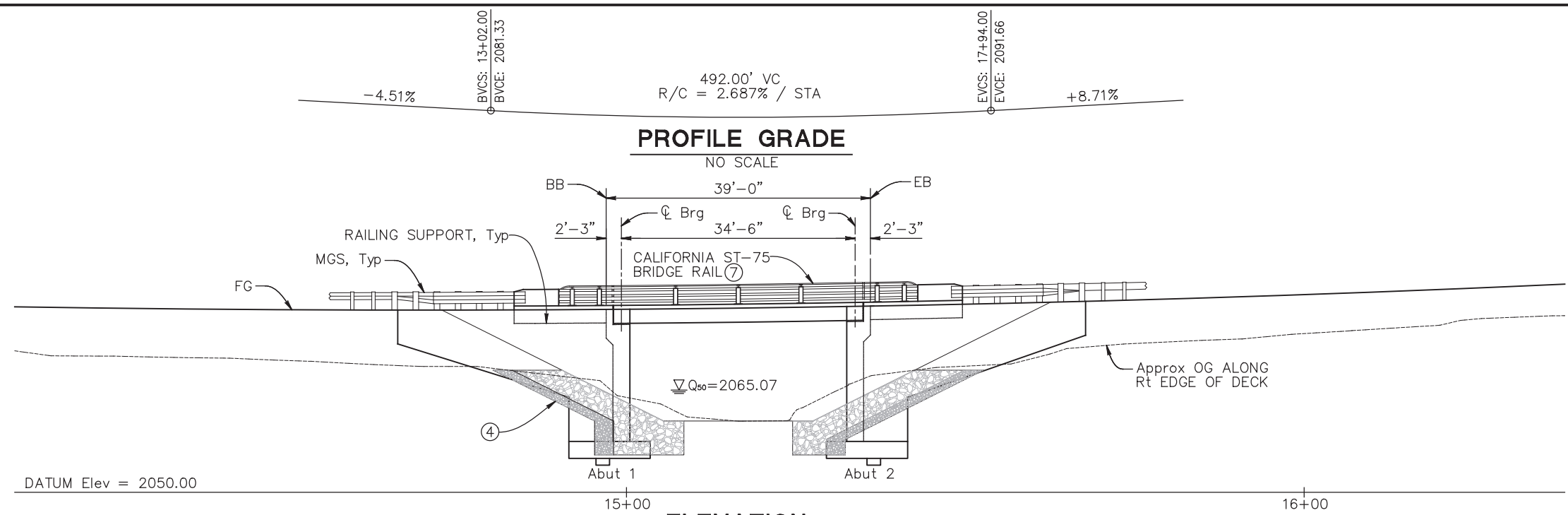


COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

OAK HILL RD AT SQUAW HOLLOW
CREEK BRIDGE

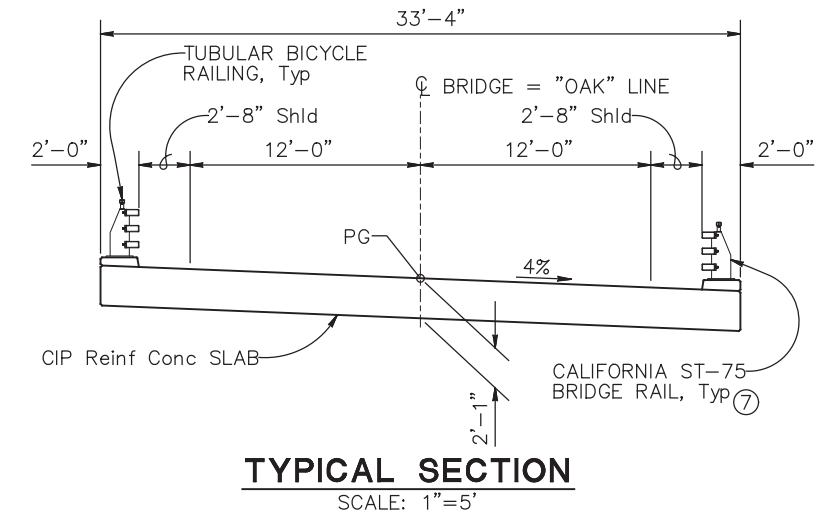
SHEET
D-1R
 19 OF 45
 W.O. No. 77134

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 ORIGINAL SCALE IS IN INCHES
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 FOR REDUCED PLANS



- LEGEND:**
- DENOTES EXISTING STRUCTURE
 - DENOTES PROPOSED STRUCTURE
 - ~ DENOTES TEMPORARY SHORING

- NOTES:**
- ① For General Notes, Deck Contours, Caltrans Standard Plan List, Concrete Strength and Type Limits, Estimated Quantities see "GENERAL NOTES" sheet.
 - ② For temporary traffic control see "Road Plans".
 - ③ Paint "Oak Hill Road Bridge" and "Br No. 25C0137".
 - ④ ROCK SLOPE PROTECTION (LIGHT, METHOD B). For limits, see "ROCK SLOPE PROTECTION" sheet in "ROAD PLANS".
 - ⑤ See "ROAD PLANS" for curve data.
 - ⑥ Temporary Shoring per Contractor's plans. Temporary Shoring shown for bidding purposes only. Contractor shall identify and limits prior to excavation.
 - ⑦ See "CALIFORNIA ST-75 BRIDGE RAIL" sheets.



INDEX TO PLANS

SHEET No.	TITLE
S-1	GENERAL PLAN
S-2	GENERAL NOTES
S-3	FOUNDATION PLAN
S-4	ABUTMENT LAYOUT
S-5	ABUTMENT DETAILS NO. 1
S-6	ABUTMENT DETAILS NO. 2
S-7	ABUTMENT DETAILS NO. 3
S-8	SLAB REINFORCEMENT DETAILS NO. 1
S-9	CALIFORNIA ST-75 BRIDGE RAIL (Mod) DETAILS No. 1
S-10	CALIFORNIA ST-75 BRIDGE RAIL (Mod) DETAILS No. 2
S-11	CALIFORNIA ST-75 BRIDGE RAIL DETAILS No. 3
S-12	CALIFORNIA ST-75 BRIDGE RAIL DETAILS No. 4
S-13	CALIFORNIA ST-75 BRIDGE RAIL DETAILS No. 5
S-14	LOG OF TEST BORINGS 1 OF 2
RW-1	RETAINING WALL NO. 1 GENERAL PLAN
RW-2	RETAINING WALL DETAILS NO. 1
RW-3	RETAINING WALL DETAILS NO. 2
RW-4	LOG OF TEST BORINGS 2 OF 2

NOTE: The Contractor shall verify all controlling field dimensions before ordering or fabricating any material.

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM 2	

REGISTERED PROFESSIONAL ENGINEER

Molly A. Iley
No. C50995
Exp. 9/30/23
CIVIL

STATE OF CALIFORNIA

PREPARED UNDER THE SUPERVISION OF:

M. Iley
REGISTERED CIVIL ENGINEER
6/23/23

DESIGNED: MAI	DRAWN: REU
CHECKED: KG	DATE: 6/23/23
ROAD NUMBER: 031	

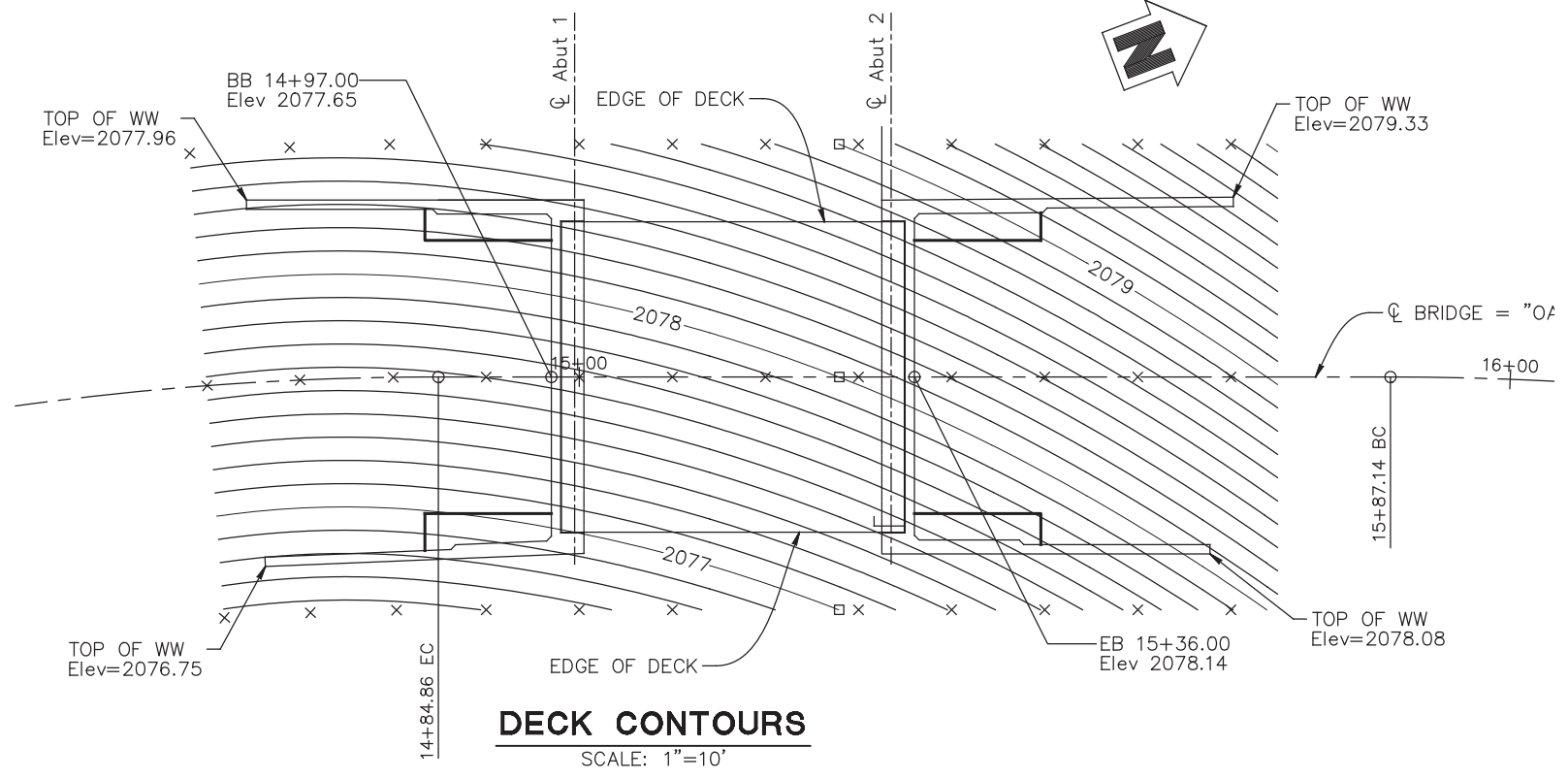


COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

**OAK HILL ROAD AT SQUAW HOLLOW CREEK
BRIDGE REPLACEMENT**

S-1R
33 OF 50
W.G. No. 77134

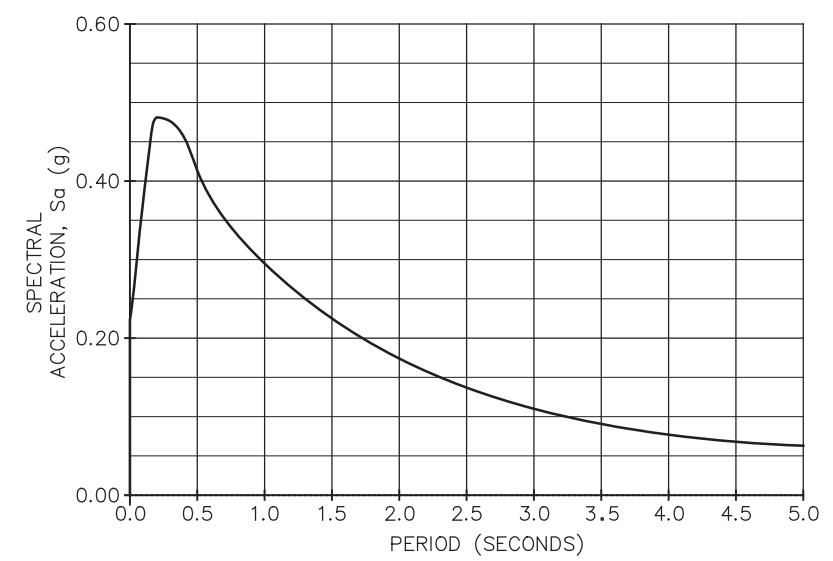
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 ORIGINAL SCALE IS IN INCHES
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 1
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 FOR REDUCED PLANS



- NOTES:**
- Contours indicate top of deck elevation.
 - Indicates even 1.00 foot contours.
 - x Indicates 10' intervals measured along \bar{C} Bridge.
 - Contour interval = 0.10'
 - Contours do not include allowances for camber or falsework settlement.

**GENERAL NOTES
LOAD AND RESISTANCE FACTOR DESIGN**

- DESIGN : AASHTO LRFD Bridge Design Specifications, 6th Edition with California Amendments, preface dated January 2014.
- SEISMIC DESIGN: Caltrans Seismic Design Criteria (SDC), Version 1.7 dated April 2013.
- DEAD LOAD: Includes 35 psf for future wearing surface.
- LIVE LOADING: LRFD HL93 and Permit Design with "Low Boy" and Permit Design Vehicle.
- SEISMIC LOADING: Soil Profile: Type "D", VS30=220ms
Moment Magnitude: 7.0
Peak Ground Acceleration = 0.223 g
- REINFORCED CONCRETE: $f_y = 60$ ksi
 $f'_c = 3.6$ ksi (Superstructure)
 $f'_c = 3.6$ ksi (Substructure)
 $n=8$
- STRUCTURAL STEEL: $f_y = 50$ ksi (ASTM A588)(BRIDGE RAILING)

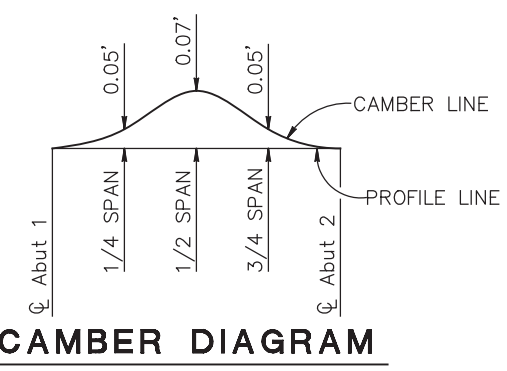


CALTRANS STANDARD PLANS, 2018 EDITION

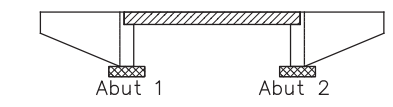
A3A	ABBREVIATIONS (SHEET 1 OF 3)
A3B	ABBREVIATIONS (SHEET 2 OF 3)
A3C	ABBREVIATIONS (SHEET 3 OF 3)
A10A	LEGEND - LINES AND SYMBOLS (SHEET 1 OF 5)
RSP A10B	LEGEND - LINES AND SYMBOLS (SHEET 2 OF 5)
A10C	LEGEND - LINES AND SYMBOLS (SHEET 3 OF 5)
A10D	LEGEND - LINES AND SYMBOLS (SHEET 4 OF 5)
A10E	LEGEND - LINES AND SYMBOLS (SHEET 5 OF 5)
A10F	LEGEND - SOIL (SHEET 1 OF 2)
A10G	LEGEND - SOIL (SHEET 2 OF 2)
A10H	LEGEND - ROCK
RSP A62B	LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL-BRIDGE SURCHARGE AND WALL
A62C	LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL-BRIDGE
RSP B0-1	BRIDGE DETAILS
RSP B0-3	BRIDGE DETAILS
B0-13	BRIDGE DETAILS
B3-6	RETAINING WALL DETAILS NO.2
B6-21	JOINT SEALS (MAXIMUM MOVEMENT RATING = 2")
RSP B11-47	CABLE RAILING

APPROXIMATE QUANTITIES

ITEM DESCRIPTION	QUANTITY	UNIT
BRIDGE REMOVAL	1	LS
STRUCTURE EXCAVATION (TYPE D)	200	CY
STRUCTURE EXCAVATION (ROCK)	180	CY
STRUCTURAL EXCAVATION (BRIDGE)	65	CY
STRUCTURE BACKFILL (BRIDGE)	500	CY
TEMPORARY SHORING	1	LS
STRUCTURAL CONCRETE, BRIDGE FOOTING	96	CY
STRUCTURAL CONCRETE, BRIDGE	242	CY
STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)	95	CY
JOINT SEAL (MR = 1/2")	68	LF
BAR REINFORCING STEEL (BRIDGE)	60,000	LB
CALIFORNIA ST-75 BRIDGE RAIL	133	LF
TUBULAR BICYCLE RAILING	106	LF



NOTE: DOES NOT INCLUDE ALLOWANCE FOR FALSEWORK SETTLEMENT.

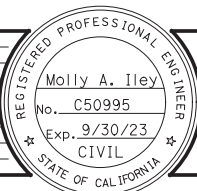


CONCRETE STRENGTH AND TYPE LIMITS
NO SCALE

- STRUCTURAL CONCRETE, BRIDGE
- ▨ STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)
- ▣ STRUCTURAL CONCRETE, BRIDGE FOOTING

**GENERAL NOTES
SCALE: AS SHOWN**

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM 2	



PREPARED UNDER THE SUPERVISION OF:
Molly A. Iley
 REGISTERED CIVIL ENGINEER
 DATE: 6/23/23

DESIGNED: MAI
 DRAWN: REU
 CHECKED: KG
 DATE: 6/23/23
 ROAD NUMBER: 031



**COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION**

**OAK HILL ROAD AT SQUAW HOLLOW CREEK
BRIDGE REPLACEMENT**

S-2R
34 OF 50
W.G. No. 77134

BENCH MARK

SEE "SURVEY AND CONTROL DIAGRAM" SHEET IN "ROAD PLANS"

HYDROLOGIC SUMMARY

DRAINAGE AREA 5.44 SQ MI

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	RECORD FLOOD
FREQUENCY, YEARS	50	100	X	X
DISCHARGE CUBIC ft./sec.	1068	1285	X	X
WATER SURFACE ELEVATION AT BRIDGE	2065.1	2065.6	X	X

NOTE: Flood Plain Data is based upon information available when the plans were prepared and are shown to meet Federal requirements. The accuracy of said information is not warranted by the Designer and interested or affected parties should make their own investigation.

CURVE DATA

No. @	R	Δ	T	L
1	333.00	58°23'06.18"	186.05	339.33
2	333.00	20°45'49.30"	61.01	120.68

SCOUR DATA TABLE

SUPPORT No.	LONG TERM (DEGRADATION AND CONTRACTION) SCOUR ELEVATION (ft) ₁	SHORT TERM (LOCAL) SCOUR DEPTH (ft) ₂
ABUTMENT 1	1.22	17.6
ABUTMENT 2	1.22	17.5

1. Long term aggradation and degradation at this location is negligible.
2. Local Scour depth shown is based on the upper layer of soil only. The analysis neglects the resistance of the underlying dense soils and rock layers and does not include the effect of the planned rip-rap protection.

LEGEND

- DENOTES EXISTING STRUCTURE
- DENOTES PROPOSED STRUCTURE
- 2055.00 DENOTES BOTTOM OF FOOTING ELEVATION
- DENOTES ROCK SLOPE PROTECTION. FOR LIMITS SEE "ROCK SLOPE PROTECTION" SHEET IN "ROAD PLANS".

NOTES

1. Utility relocation not shown. Utilities in conflict will be relocated for bridge construction. See "Road Plans" for utility work.

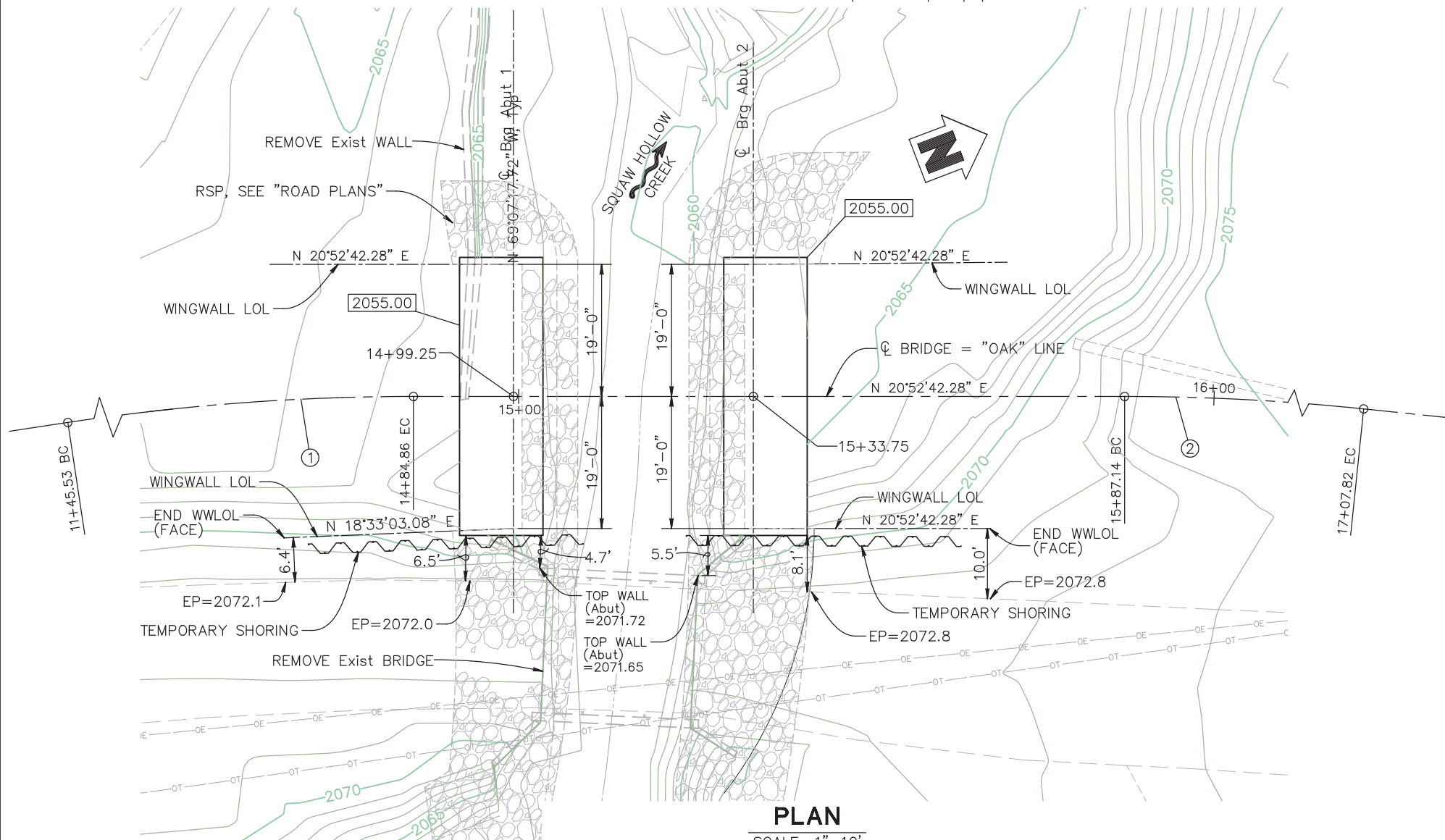
SPREAD FOOTING DATA TABLE

SUPPORT LOCATION	SERVICE ² PERMISSIBLE CONTACT STRESS (SETTLEMENT) (ksf)	STRENGTH/CONSTRUCTION ³ FACTORED GROSS NOMINAL BEARING RESISTANCE $\phi_s=0.45$ (ksf)	EXTREME EVENT ³ FACTORED GROSS NOMINAL BEARING RESISTANCE $\phi_s=1.00$ (ksf)
Abut 1	7.4	4.8	N/A
Abut 2	7.4	4.8	N/A

1. Controlling load combination is the one resulting in the highest ratio of $q_{g,u}/q_R$ for foundations on soil, or $q_{g,max}/q_R$ for foundation on rock.
2. Controlling load combination for Service Limit State is the one resulting in the highest ratio of $q_{n,u}/q_{pn}$ for foundations on soil, or $q_{g,max}/q_R$ for foundations on rock.
3. Controlling load combination for Strength, Construction, and Extreme Event is the one resulting in the highest ratio of $q_{g,u}/q_R$ for foundation on soil, or $q_{g,max}/q_R$ for foundations on rock.

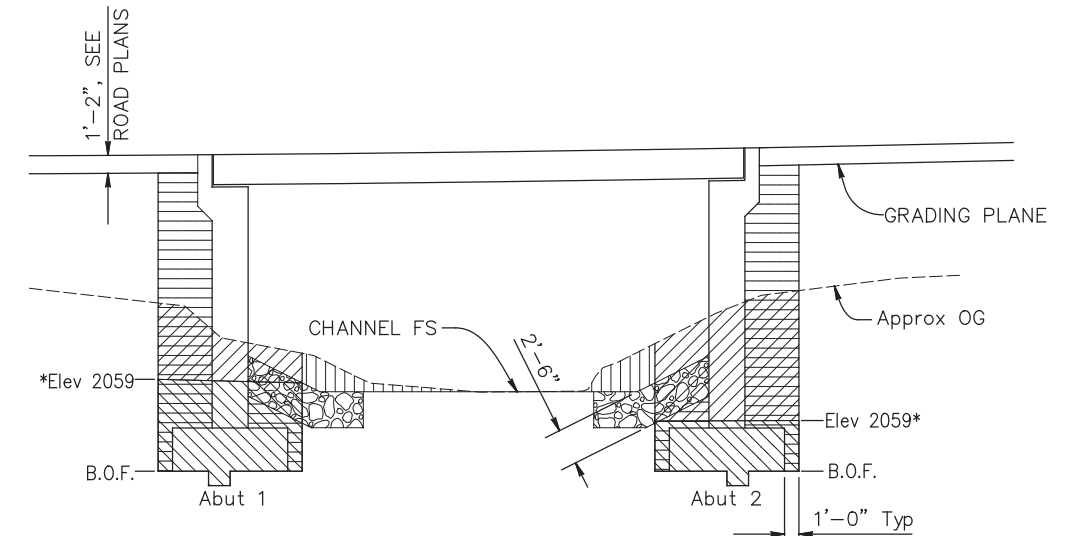
NOTES:

1. See "LOG OF TEST BORINGS" sheet and GEOTECHNICAL Engineering Report regarding expected soil conditions.



PLAN

SCALE: 1"=10'



- CREEK EXCAVATION (SEE "ROAD PLANS")
- STRUCTURE EXCAVATION (BRIDGE) TYPE D
- STRUCTURE BACKFILL (ROCK)
- STRUCTURE BACKFILL (BRIDGE)

EARTHWORK PAY LIMITS

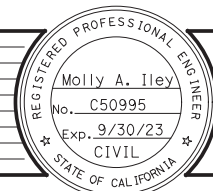
NO SCALE

NOTE: For limits at Wingwalls, see Caltrans Std Plan A62C. * Approximate Rock Elevation

FOUNDATION PLAN
SCALE: AS SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES USERNAME => \$USER DATE PLOTTED => \$DATE TIME PLOTTED => \$TIME

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM 2	



PREPARED UNDER THE SUPERVISION OF:
M. Iley
REGISTERED CIVIL ENGINEER
DATE: 6/23/23

DESIGNED: MAI
DRAWN: REU
CHECKED: KG
DATE: 6/23/23
ROAD NUMBER: 031

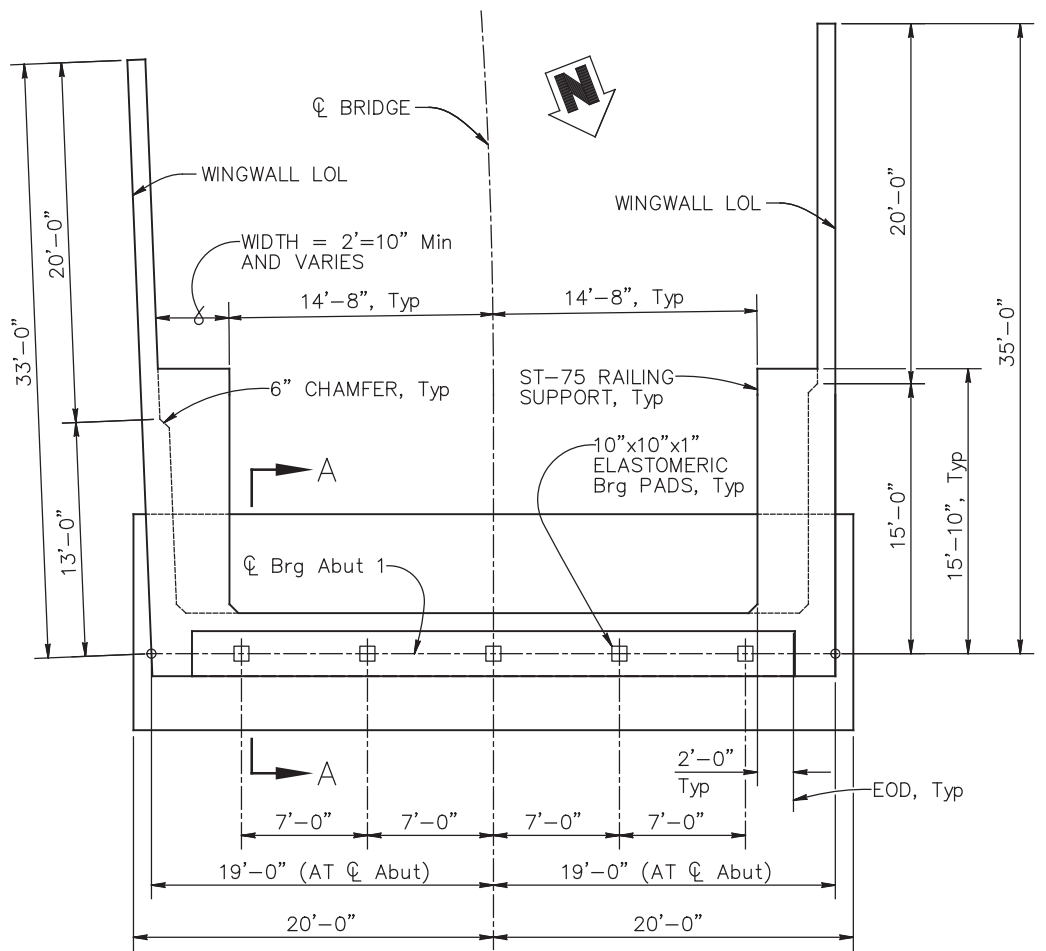


COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

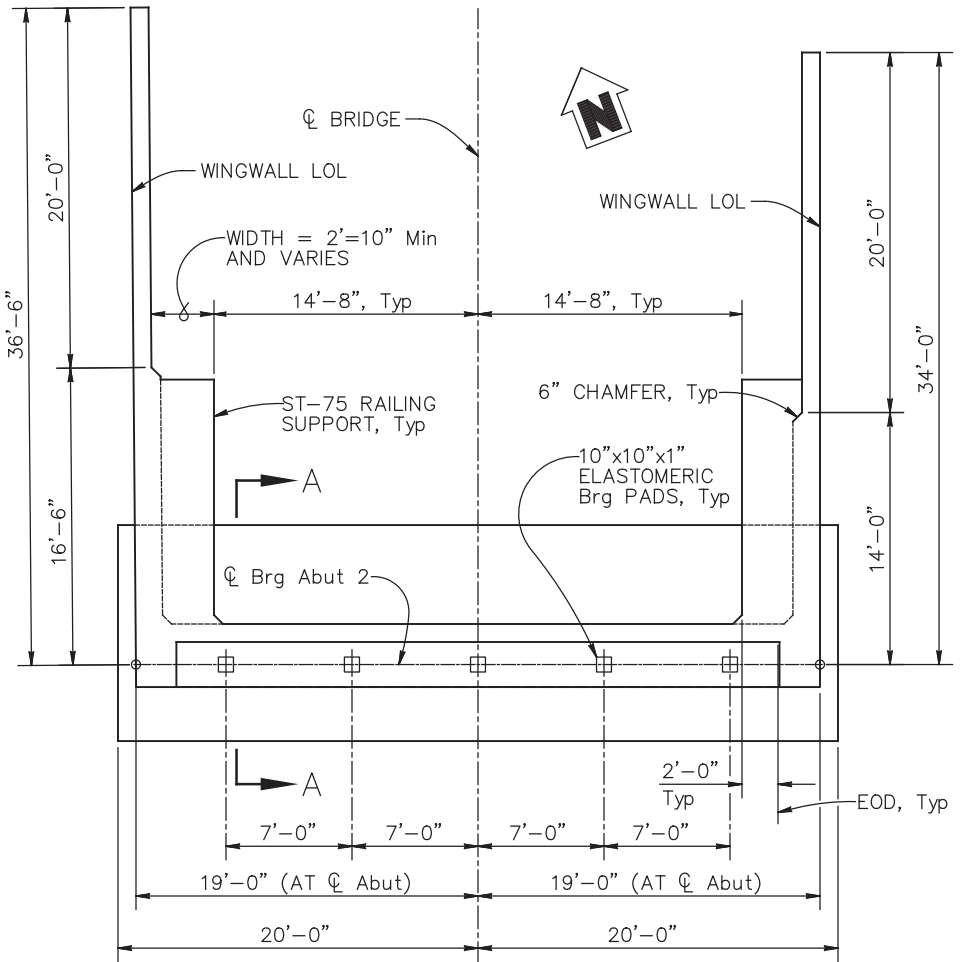
OAK HILL ROAD AT SQUAW HOLLOW CREEK
BRIDGE REPLACEMENT

S-3R
35 OF 50
W.G. No. 77134

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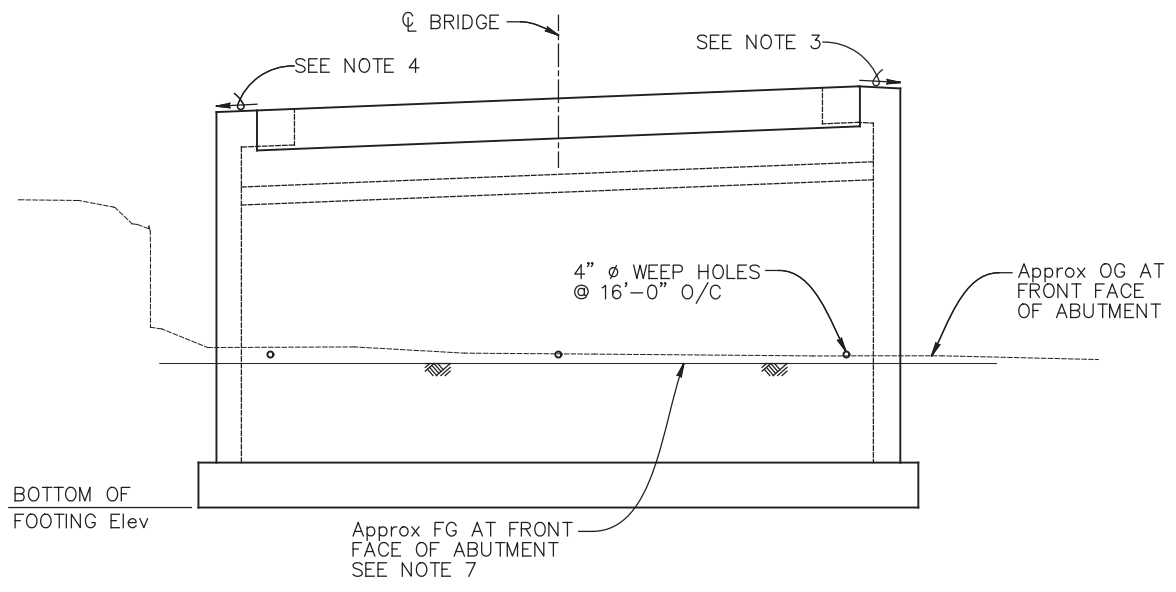
ABUTMENT 1 PLAN (B0-1) (RSP B0-3)
 SCALE: 3/16" = 1'-0"



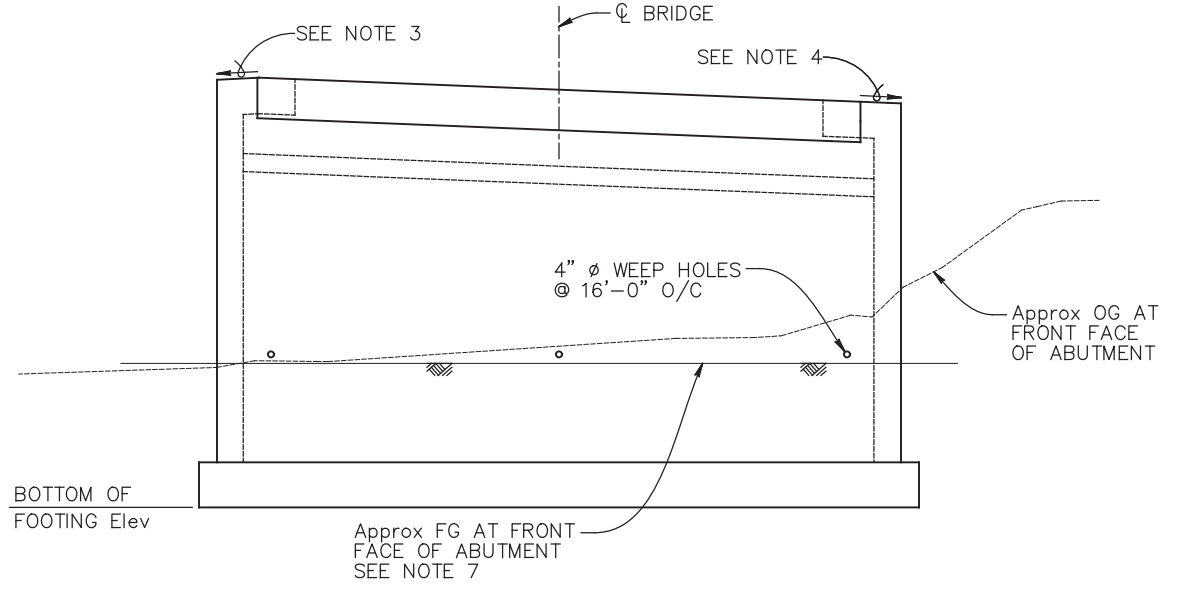
ABUTMENT 2 PLAN (B0-1) (RSP B0-3)
 SCALE: 3/16" = 1'-0"

NOTES:

1. For "SECTION A-A", and "CORNER DETAILS" not shown, see "ABUTMENT DETAILS No. 1" sheet.
2. For wingwall details not shown, see "ABUTMENT DETAILS No. 2" sheet.
3. Form top of shear key at a 5% slope to match the slope of the graded gravel shoulders on the roadway approaches.
4. Form top of shear key at a 4% slope to match bridge deck.
5. See "ABUTMENT DETAILS No. 3" for drainage details not shown.
6. See "CALIFORNIA ST-75 BRIDGE RAIL" details. Use Approach End Blocks at both ends of rail.
7. See "CONTOUR GRADING PLAN" in "ROAD PLANS".



ABUTMENT 1 ELEVATION (B0-1) (RSP B0-3)
 SCALE: 3/16" = 1'-0"



ABUTMENT 2 ELEVATION (B0-1) (RSP B0-3)
 SCALE: 3/16" = 1'-0"

**ABUTMENT LAYOUT
 SCALE: AS SHOWN**

REVISION	NUMBER	DATE	DESCRIPTION	BY
1			ADDENDUM 2	



PREPARED UNDER THE SUPERVISION OF:
M. Iley
 REGISTERED CIVIL ENGINEER
 DATE: 6/23/23

DESIGNED: MAI
 DRAWN: REU
 CHECKED: KG
 DATE: 6/23/23
 ROAD NUMBER: 031

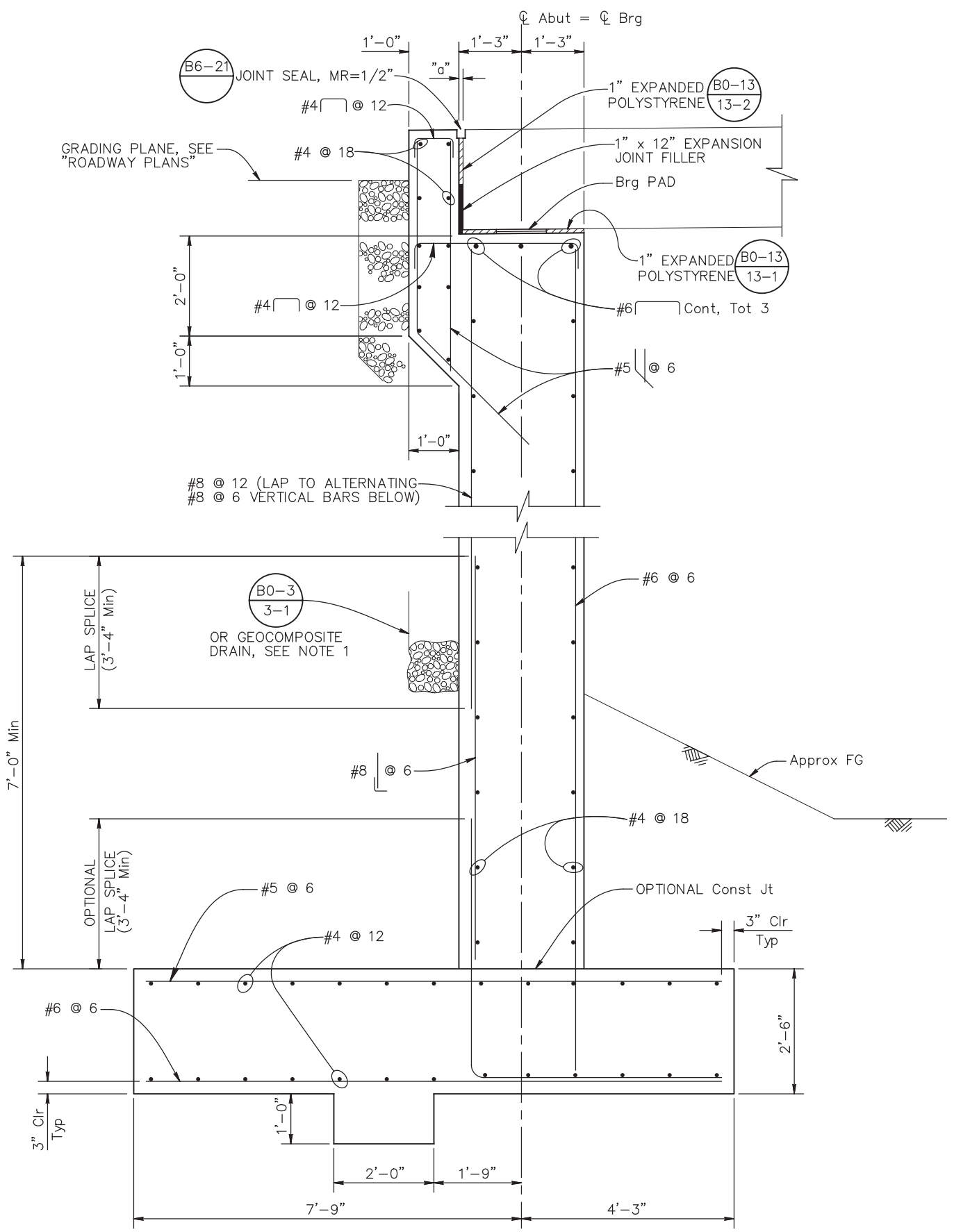


**COUNTY OF EL DORADO
 DEPARTMENT OF TRANSPORTATION**

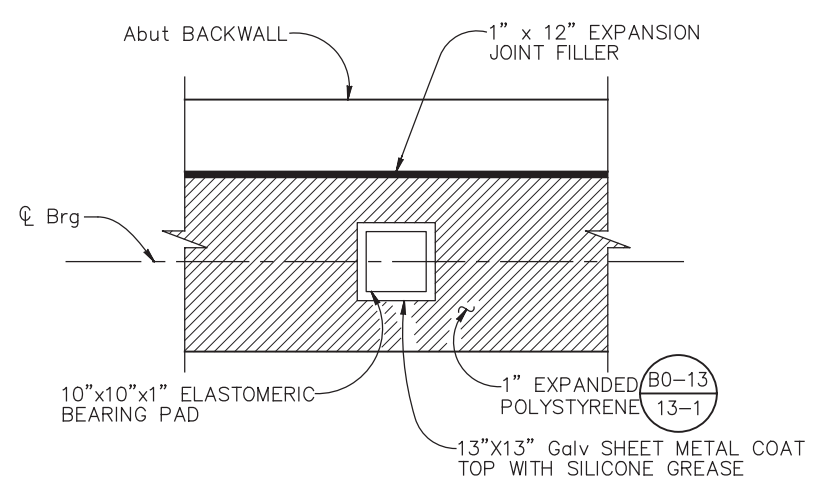
**OAK HILL ROAD AT SQUAW HOLLOW CREEK
 BRIDGE REPLACEMENT**

S-4R
 36 OF 50
 W.G. No. 77134

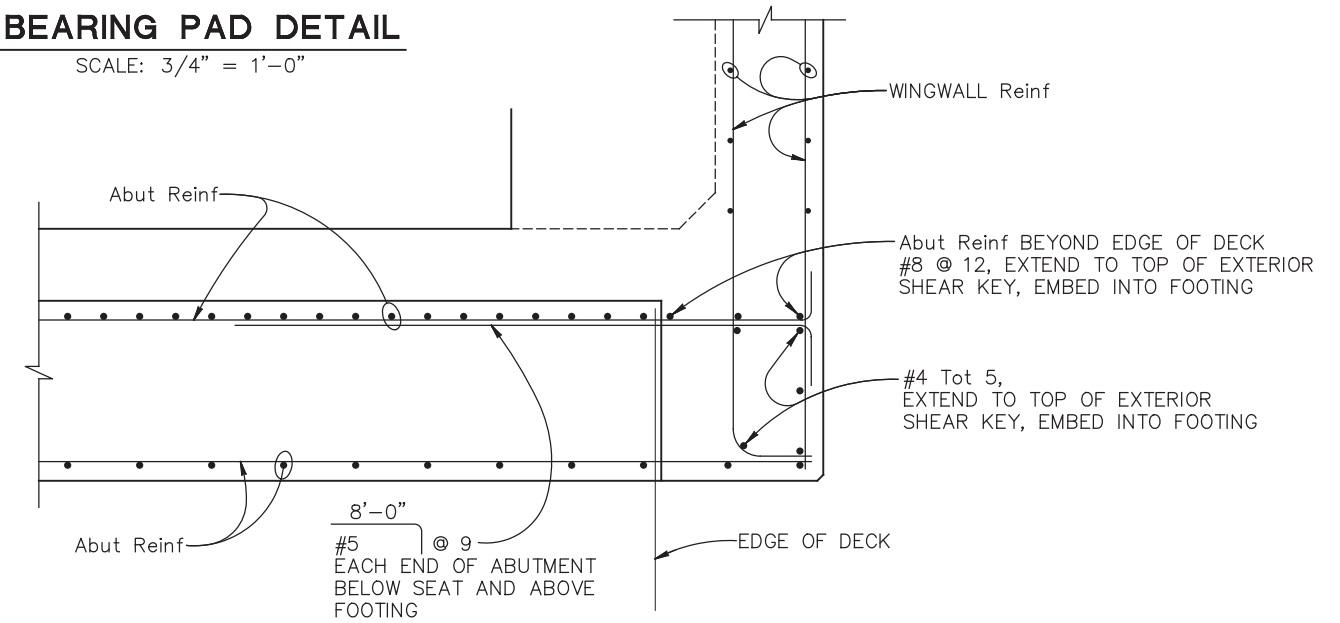
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 FOR REDUCED PLANS



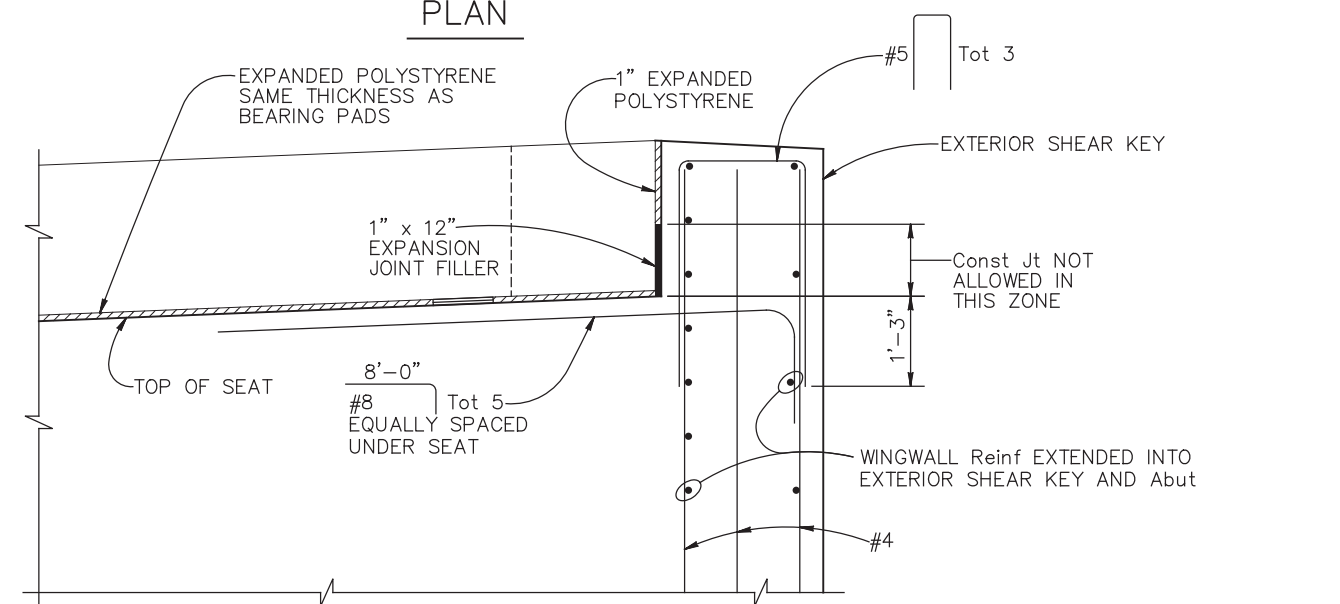
SECTION A-A
SCALE: 3/4" = 1'-0"



BEARING PAD DETAIL
SCALE: 3/4" = 1'-0"



PLAN



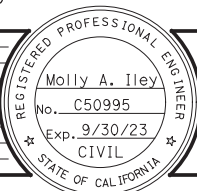
ELEVATION

CORNER DETAILS
SCALE: 3/4" = 1'-0"

NOTES:
 1. Contractor may use Pervious Backfill or Geocomposite Drain. For Weep Hole and Geocomposite Drain Detail, see "ABUTMENT DETAILS NO. 3" sheet.

ABUTMENT DETAILS NO. 1
SCALE: AS SHOWN

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM 2	



PREPARED UNDER THE SUPERVISION OF:
 Molly A. Iley
 REGISTERED CIVIL ENGINEER
 6/23/23

DESIGNED: MAI
 DRAWN: REU
 CHECKED: KG
 DATE: 6/23/23
 ROAD NUMBER: 031



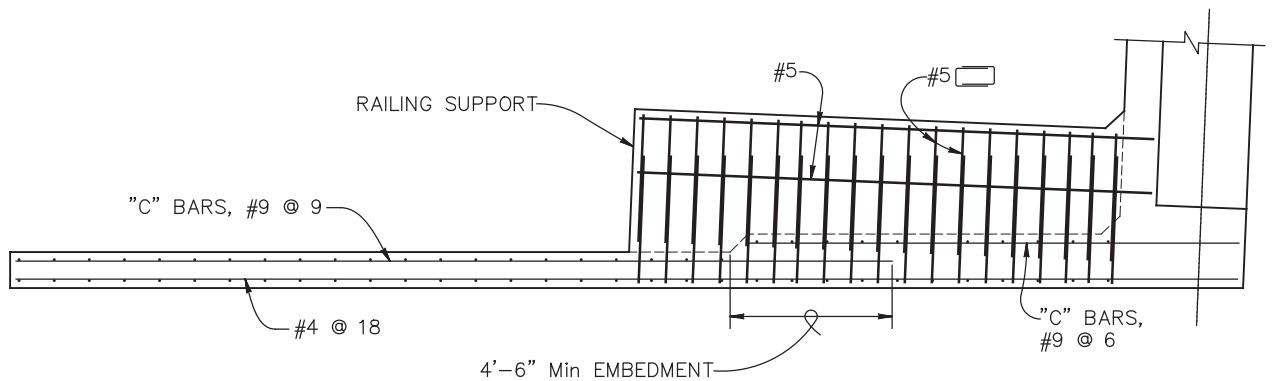
COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

OAK HILL ROAD AT SQUAW HOLLOW CREEK
BRIDGE REPLACEMENT

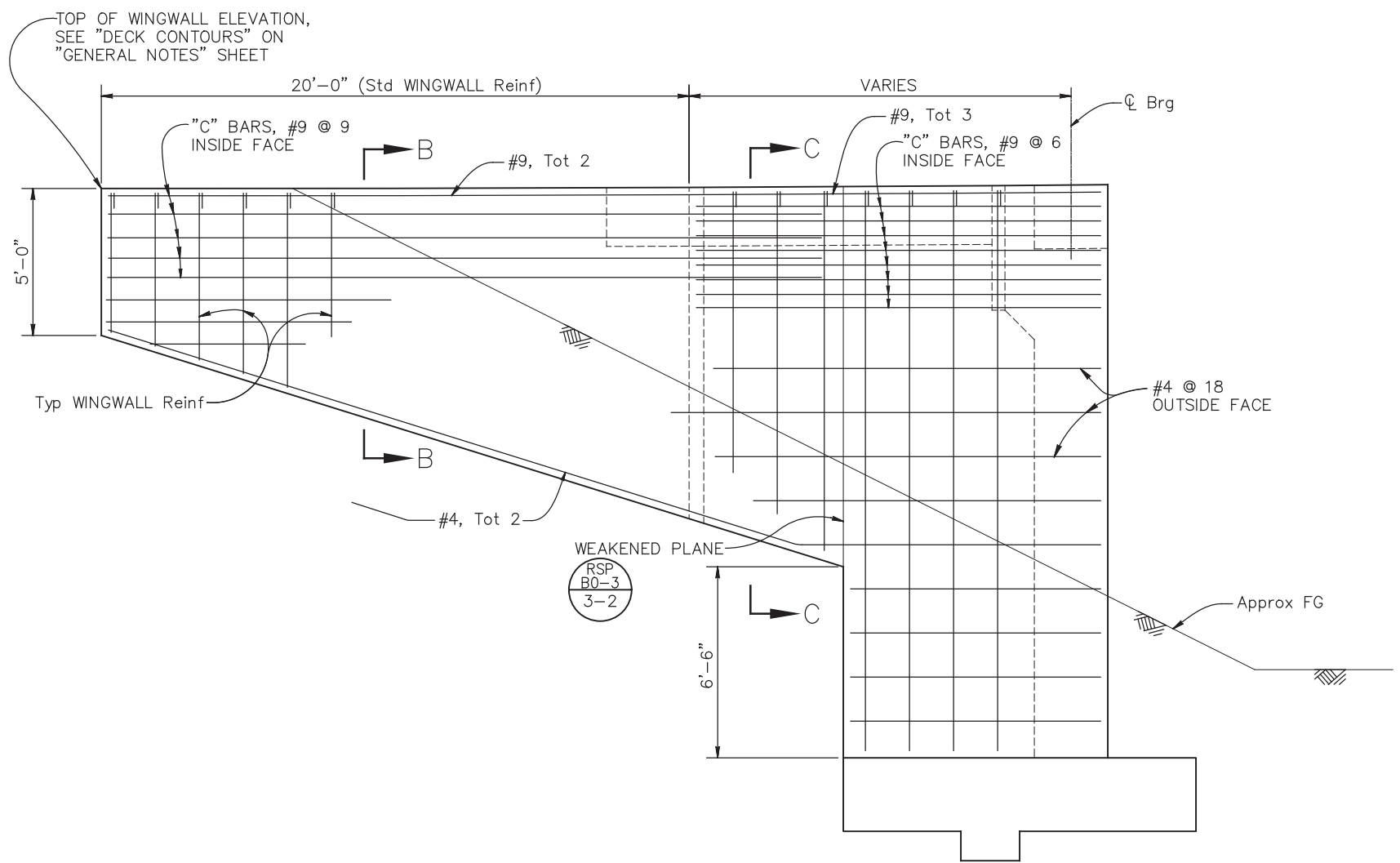
S-5R
 37 OF 50
 W.G. No. 77134

RSP
B0-1

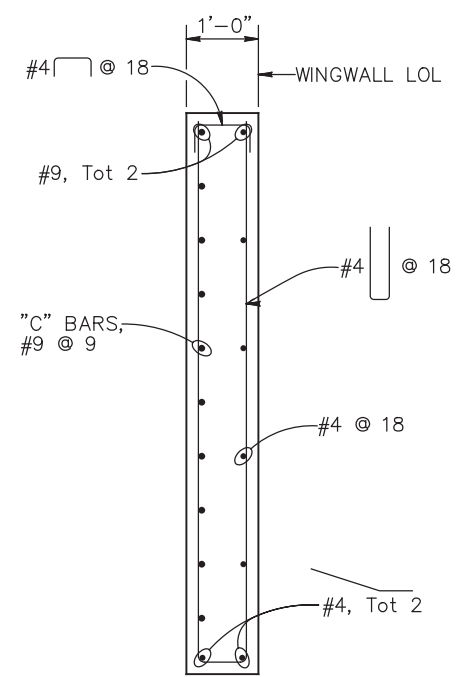
- NOTES:**
1. For wingwall details not shown see
 2. Railing details not shown, see "California ST-75 Bridge Rail Details" sheets.



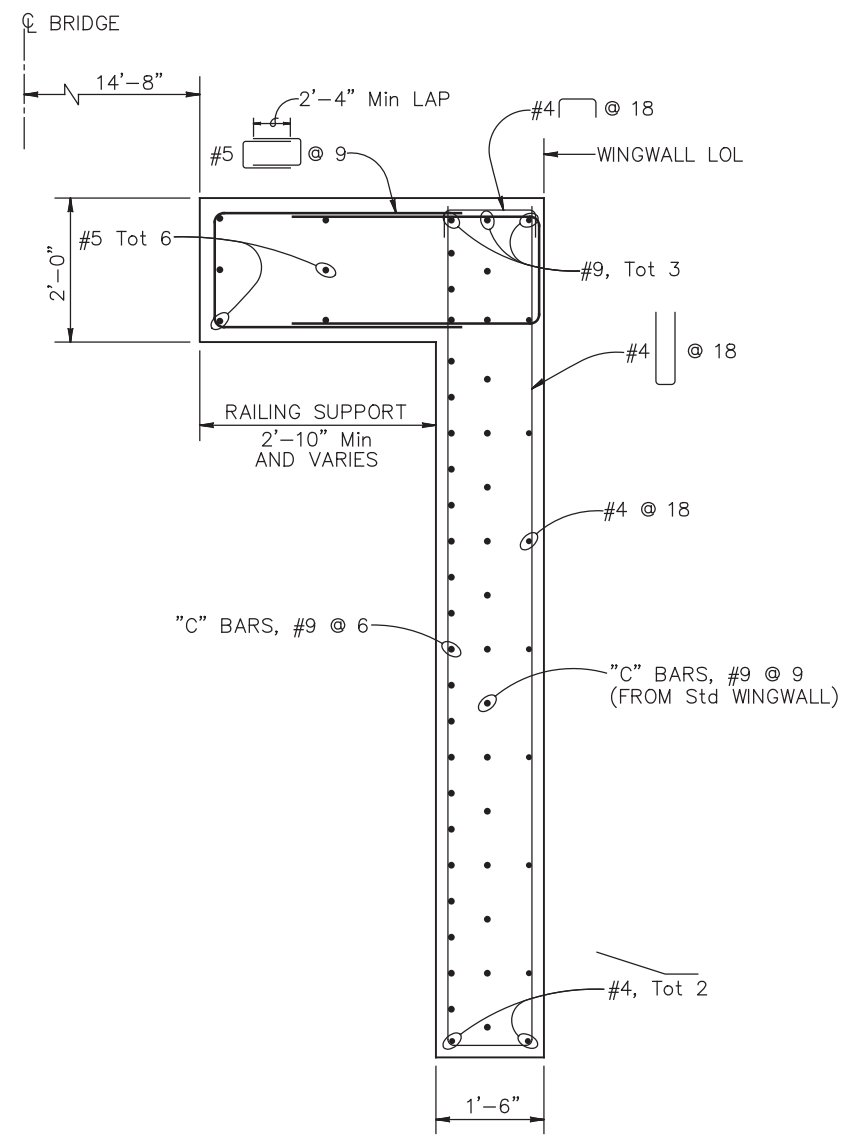
TYPICAL WINGWALL PLAN
SCALE: 3/8" = 1'-0"



TYPICAL WINGWALL ELEVATION
SCALE: 3/8" = 1'-0"



SECTION B-B
SCALE: 3/4" = 1'-0"



SECTION C-C
SCALE: 3/4" = 1'-0"

ABUTMENT DETAILS NO. 2
SCALE: AS SHOWN

TIME PLOTTED => \$TIME
DATE PLOTTED => \$DATE
USERNAME => \$USER
ORIGINAL SCALE IS IN INCHES
FOR REDUCED PLANS

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM 2	



PREPARED UNDER THE SUPERVISION OF:
M. Iley
REGISTERED CIVIL ENGINEER
DATE: 6/23/23

DESIGNED: MAI
DRAWN: REU
CHECKED: KG
DATE: 6/23/23
ROAD NUMBER: 031

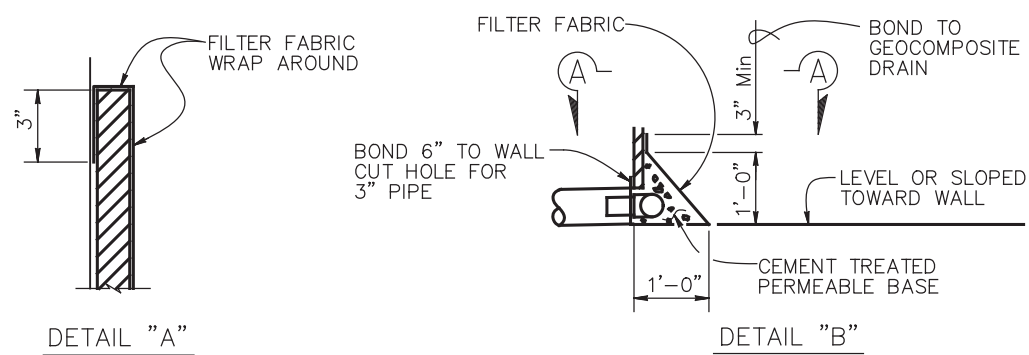
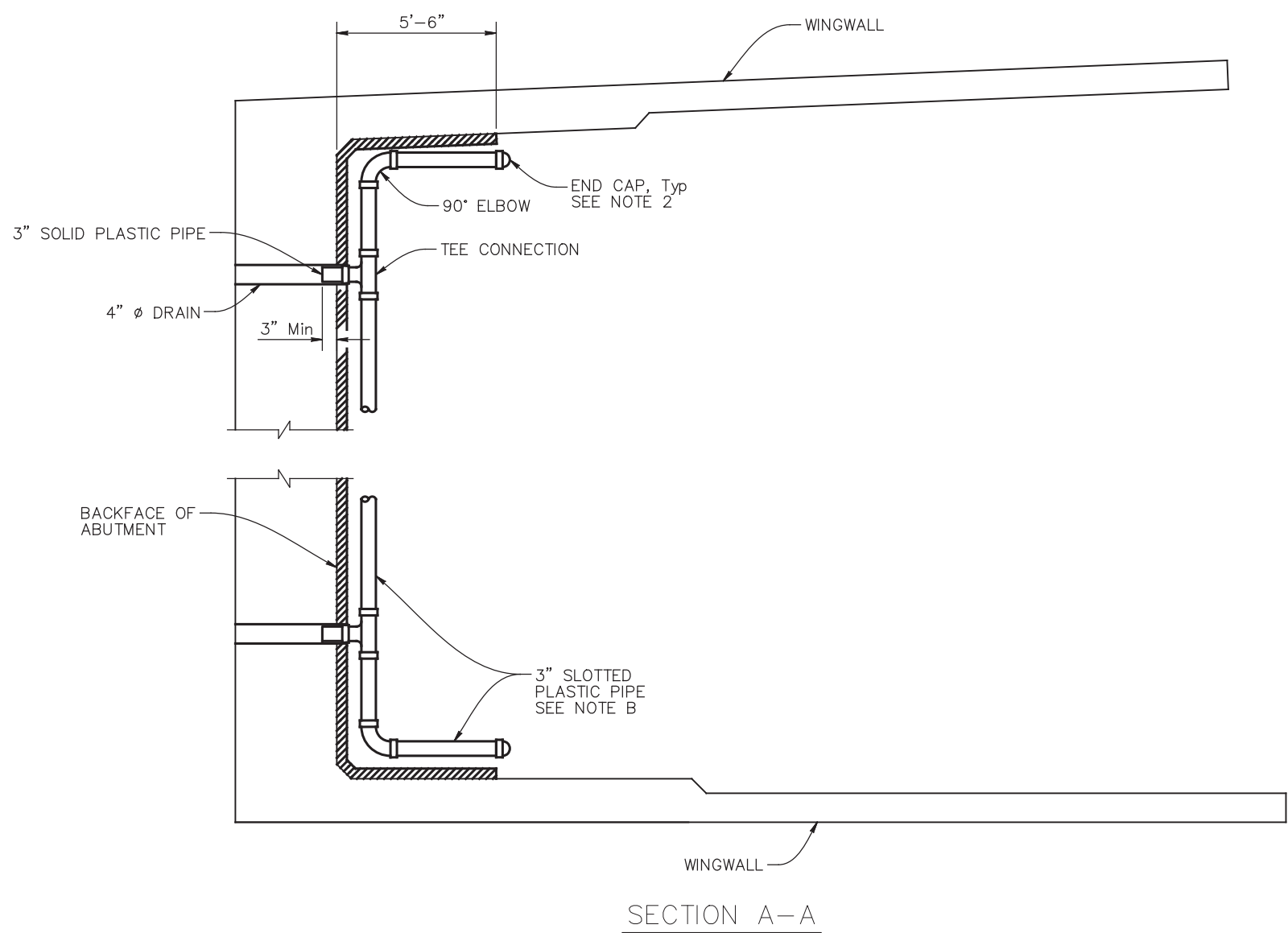
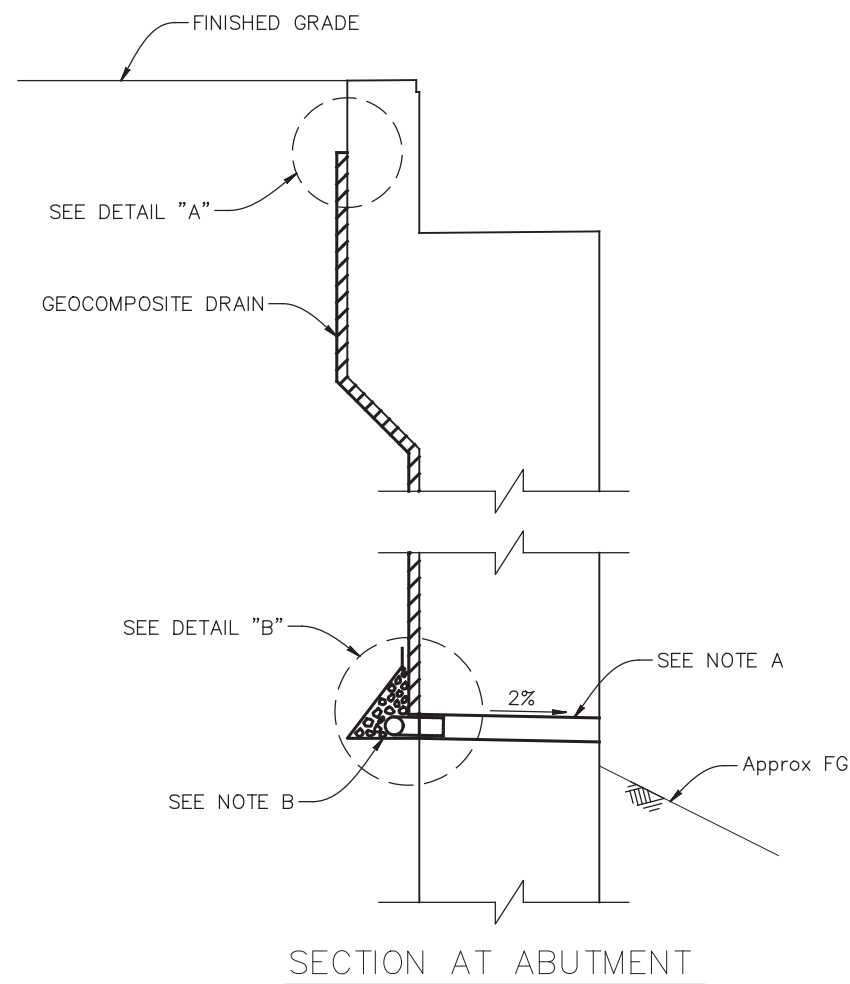


COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

OAK HILL ROAD AT SQUAW HOLLOW CREEK
BRIDGE REPLACEMENT

S-6R
38 OF 50
W.G. No. 77134

TIME PLOTTED => \$TIME
 DATE PLOTTED => \$DATE
 USERNAME => \$USER
 ORIGINAL SCALE IS IN INCHES
 2
 1
 0
 FOR REDUCED PLANS



WEEP HOLE AND GEOCOMPOSITE DRAIN DETAIL

- NOTES:**
- A. 4" Ø drains at sag points and at 25' Max center to center. Exposed wall drains shall be located 3"± above finished grade.
 - B. Geocomposite drain, cement treated permeable base, and 3" Ø slotted plastic pipe continuous behind abutment. Cap ends of pipe. Provide "Tee" connection at each 4" Ø drain.
 - C. Connect the low end of plastic pipe to the main outlet pipe as applicable.

**ABUTMENT DETAILS NO. 3
NO SCALE**

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM 2	

REGISTERED PROFESSIONAL ENGINEER
 Molly A. Iley
 No. C50995
 Exp. 9/30/23
 CIVIL
 STATE OF CALIFORNIA

PREPARED UNDER THE SUPERVISION OF :

 REGISTERED CIVIL ENGINEER
 6/23/23
 DATE:

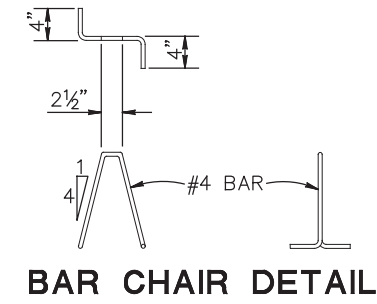
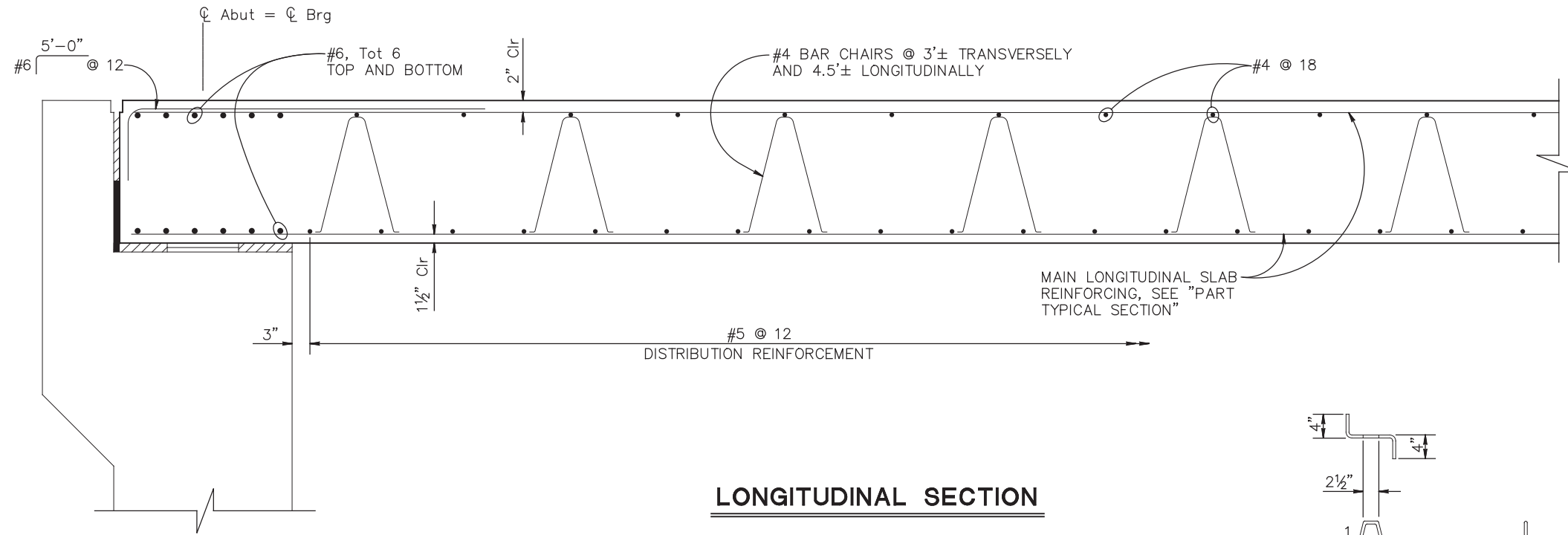
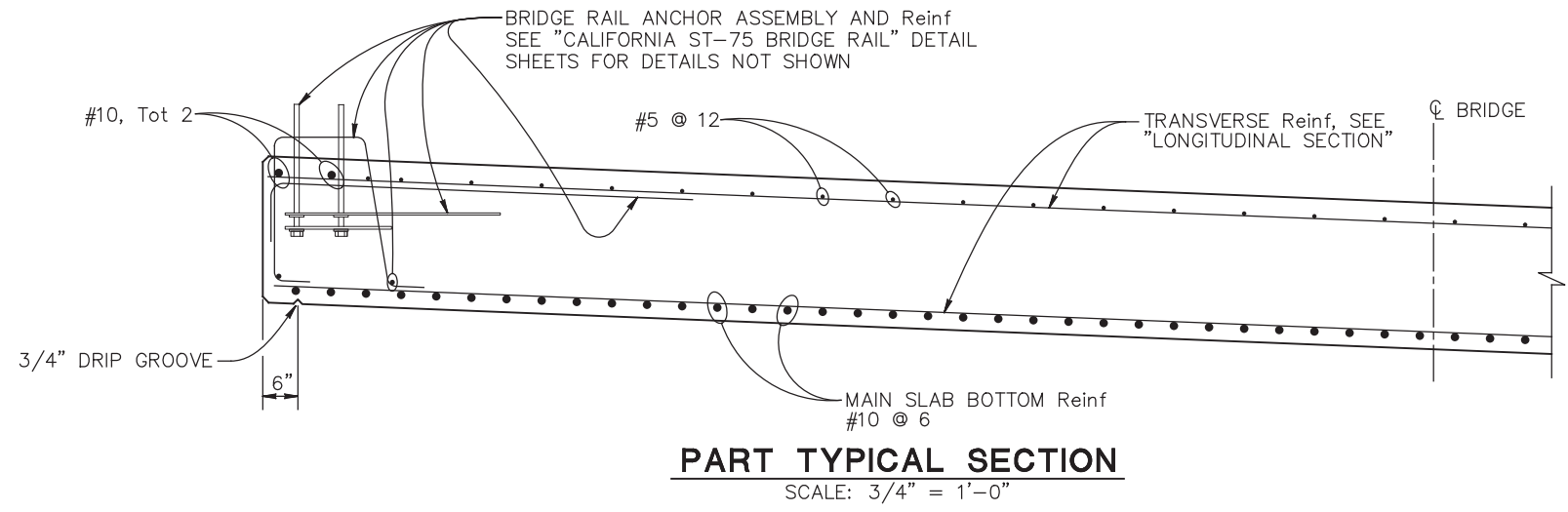
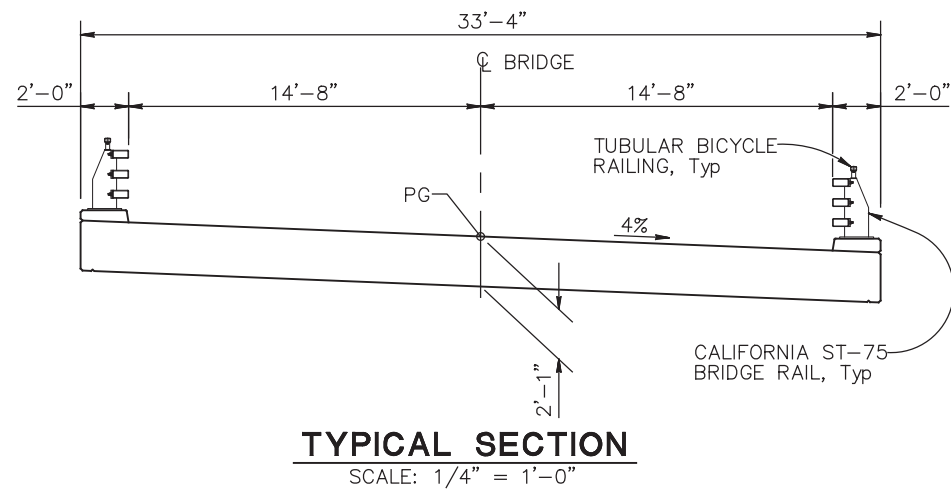
DESIGNED: MAI	DRAWN: REU
CHECKED: KG	DATE: 6/23/23
ROAD NUMBER: 031	

COUNTY OF EL DORADO
 DEPARTMENT OF TRANSPORTATION

**OAK HILL ROAD AT SQUAW HOLLOW CREEK
 BRIDGE REPLACEMENT**

S-7R
 39 OF 50
 W.O. No. 77134

TIME PLOTTED => \$TIME
 DATE PLOTTED => \$DATE
 USERNAME => \$USER
 ORIGINAL SCALE IS IN INCHES
 2
 1
 0
 FOR REDUCED PLANS

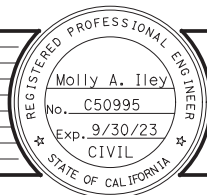


BAR SPLICE LENGTH								
BAR SIZE	#4	#5	#6	#7	#8	#9	#10	#11
ALL BARS, EXCEPT TOP BARS IN SPANS OVER 24'	23"	28"	34"	43"	56"	71"	90"	110"
TOP BARS IN SPANS OVER 24'	23"	28"	34"	58"	74"	80"	115"	155"

REINFORCEMENT NOTES:
 Splices in top main bars to be located near center of span.
 Splices in bottom main bars to be located near bent.
 Spacing of all transverse bars is measured along \bar{C} roadway.

SLAB REINFORCEMENT DETAILS
SCALE: AS SHOWN

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM 2	



PREPARED UNDER THE SUPERVISION OF:
M. Iley
 REGISTERED CIVIL ENGINEER
 DATE: 6/23/23

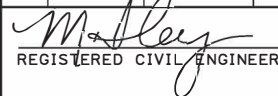
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 DRAWN: REU
 CHECKED: KG
 DATE: 6/23/23
 ROAD NUMBER: 031

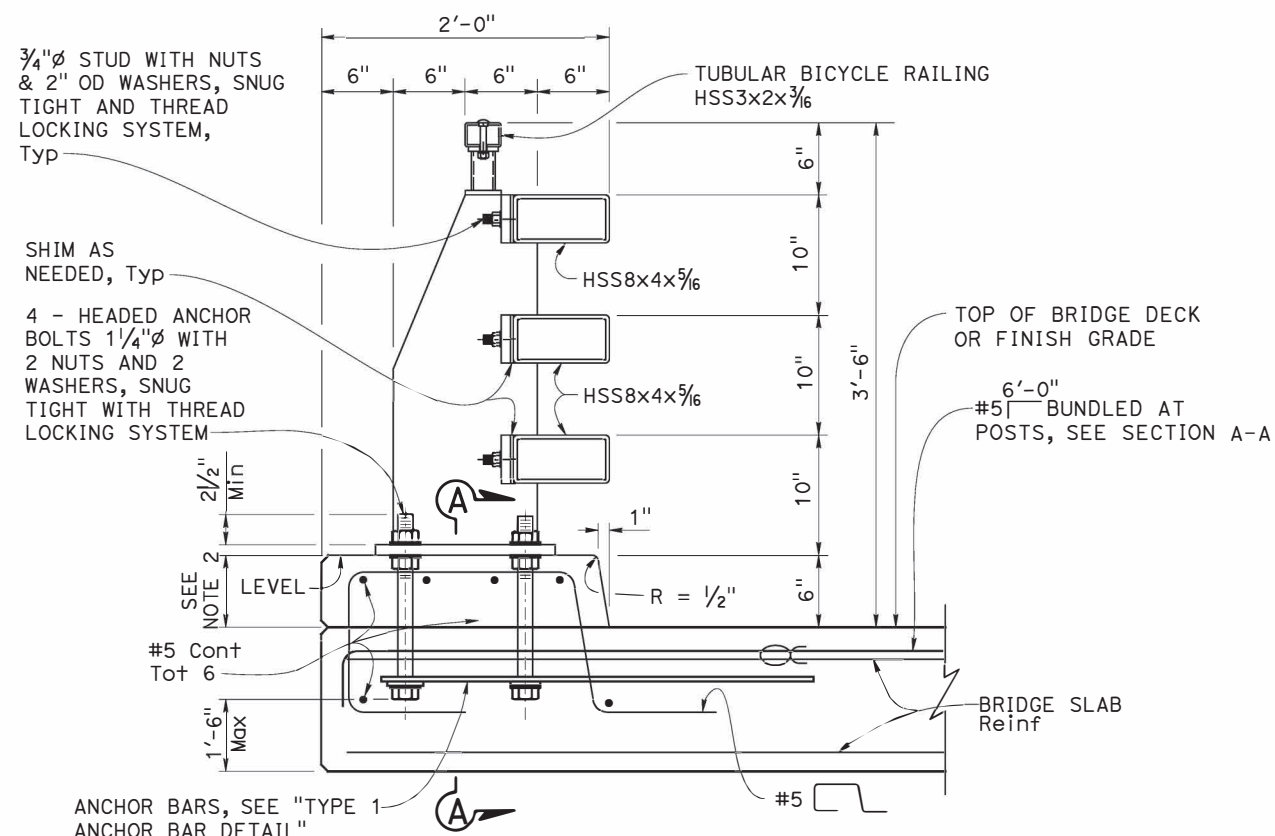


COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

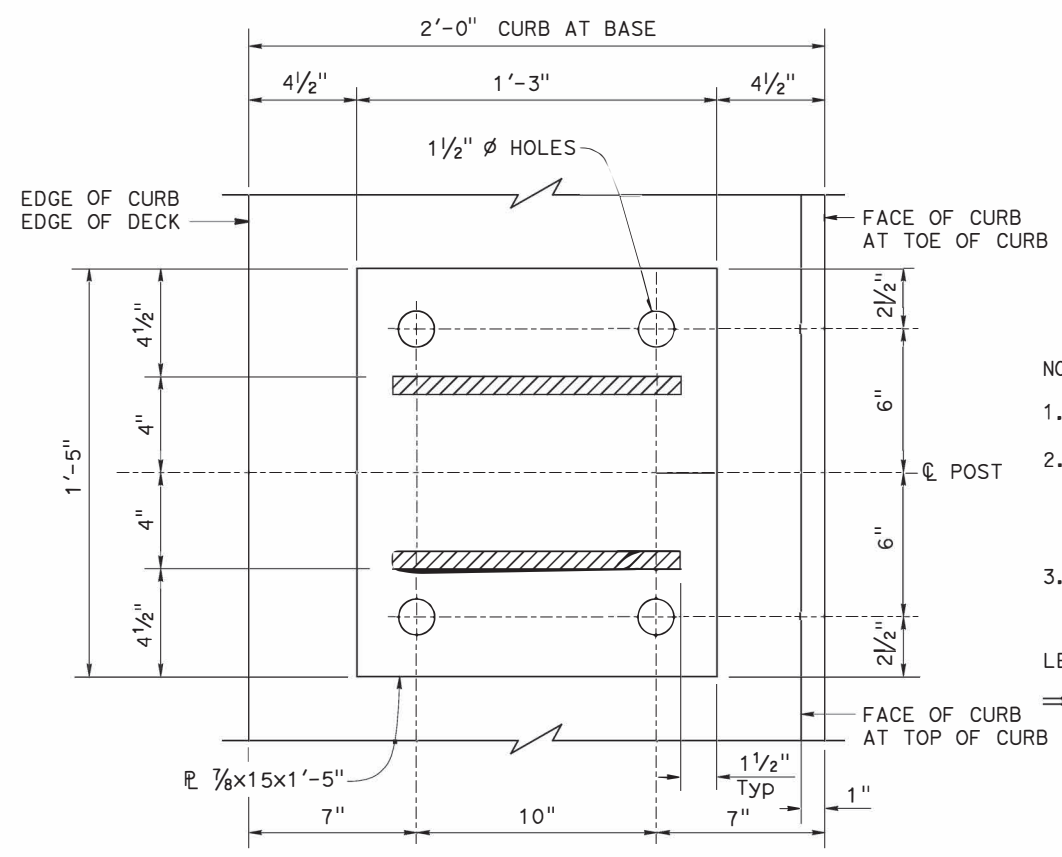
OAK HILL ROAD AT SQUAW HOLLOW CREEK
BRIDGE REPLACEMENT

S-8R
 40 OF 50
 W.O. No. 77134

Dist	COUNTY	ROUTE	POST TOTAL	MILES PROJECT	SHEET No.	TOTAL SHEETS
03	ED	031	NA	41	50	
			6/23/23			
REGISTERED CIVIL ENGINEER			DATE			
06/23/2023			PLANS APPROVAL DATE			
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.						
THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.						




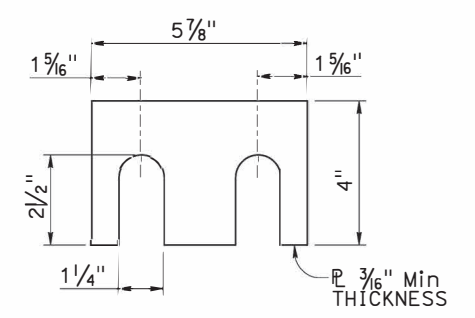
TYPICAL SECTION 1
NO SCALE



BASE PLATE
NO SCALE

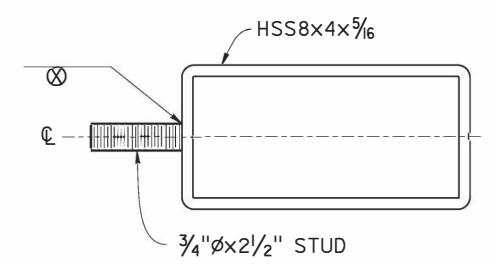
- NOTES:
- Anchor bolts may be tack welded to anchor bars.
 - Curb dimension at back side of rail will vary with bridge deck cross slope, and if overlay is placed on the bridge deck. For the same reasons, the anchor bolt lengths will vary.
 - Use extra thick washers for anchor bolts, with a minimum thickness of 0.305" and a maximum thickness of 0.375".

LEGEND:
 Bundled reinforcement

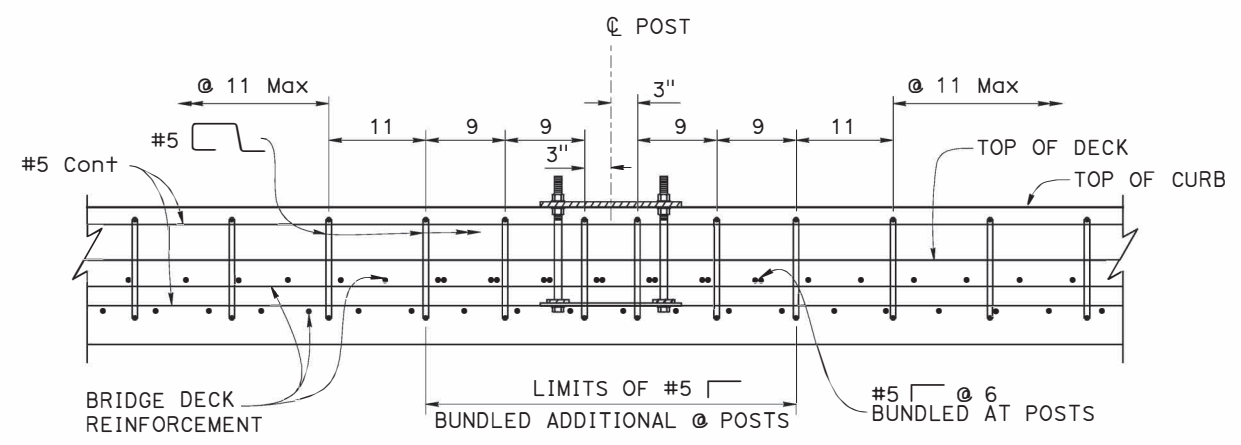


SHIM DETAIL
NO SCALE

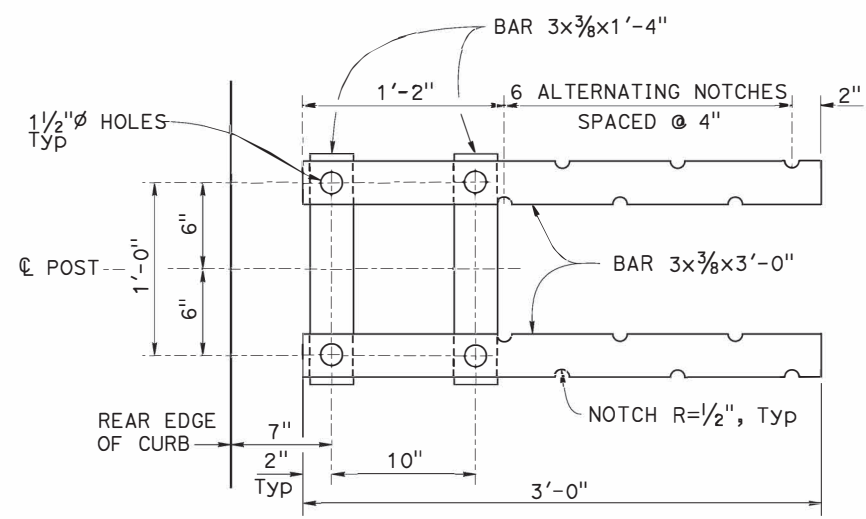
NOTE:
Shim as needed between posts and HSS rail tubes.



RAIL SECTION AT POST
NO SCALE

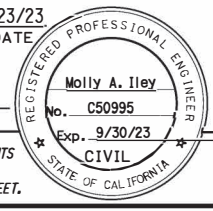


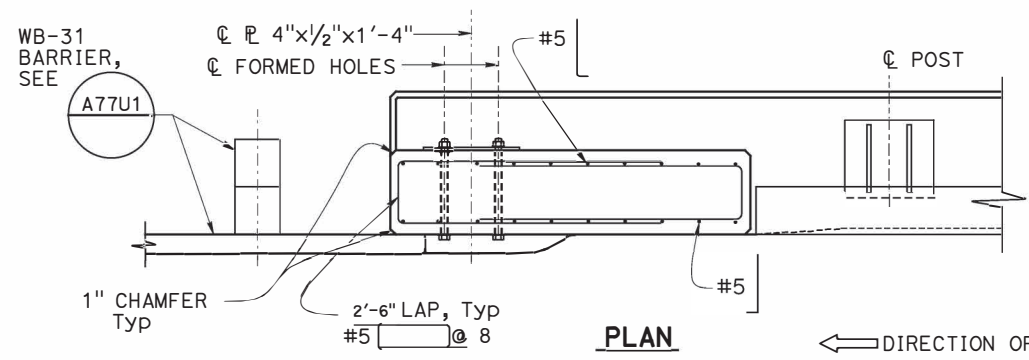
SECTION A-A
NO SCALE
NOTE: Post not shown for clarity.



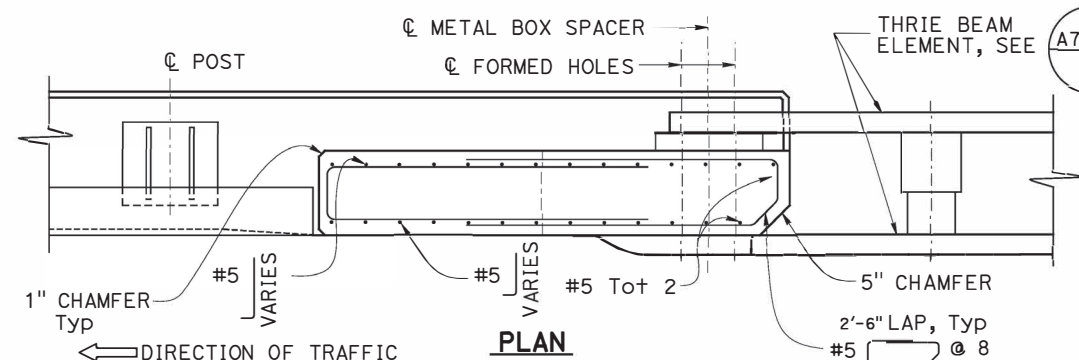
TYPE 1 ANCHOR BAR DETAIL
NO SCALE

BRIDGE STANDARD DETAILS			1 Details Modified			STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		DIVISION OF ENGINEERING SERVICES		BRIDGE No. 25C-0137 POST MILE NA		SPECIAL DETAILS OAK HILL ROAD AT SQUAW HOLLOW CREEK BRIDGE REPLACEMENT CALIFORNIA ST-75 BRIDGE RAIL (Mod) DETAILS No. 1			
xs16-116-1	JULY 2022	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California.	DATE PLOTTED => #DATE	TIME PLOTTED => #TIME	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0	1	2	3	UNIT: XXXX	XXX/XXX	DISREGARD PRINTS BEARING EARLIER REVISION DATES	6/23/23	SHEET 1	OF 5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	ED	031	NA	42	50
			6/23/23 DATE REGISTERED CIVIL ENGINEER PLANS APPROVAL DATE 06/23/2023 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET. THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.		



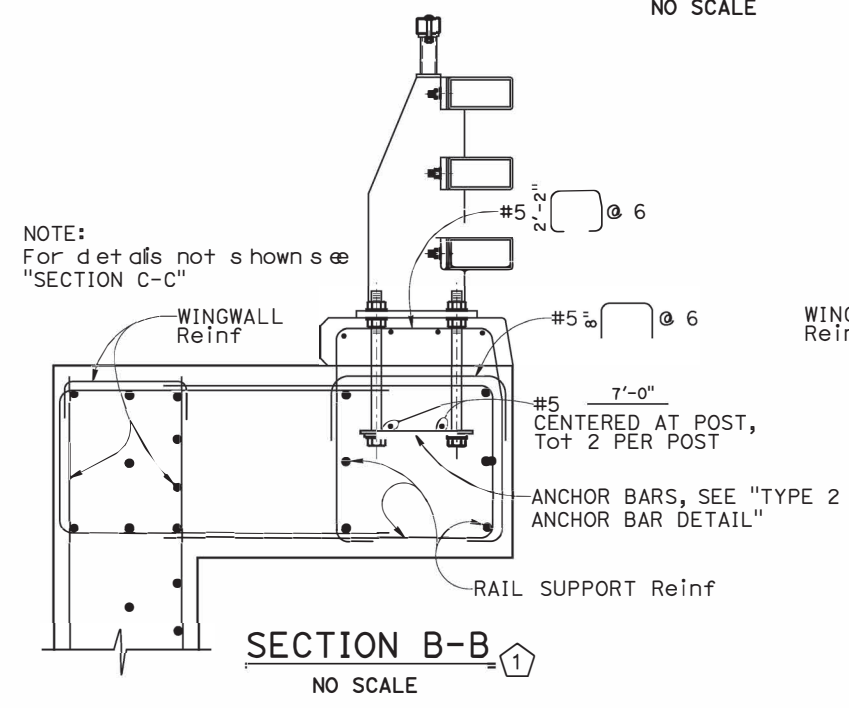
DEPARTURE END BLOCK DETAIL
NO SCALE



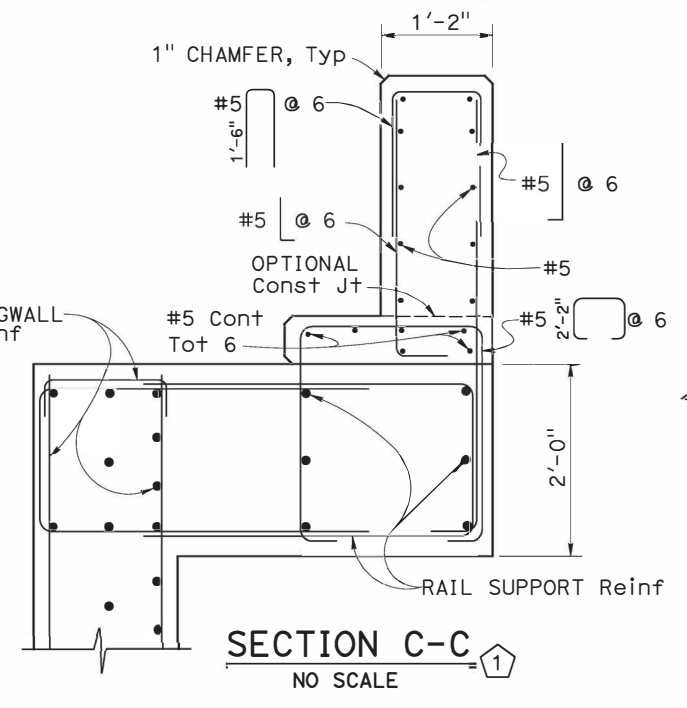
APPROACH TRANSITION END BLOCK DETAIL
NO SCALE

NOTES:

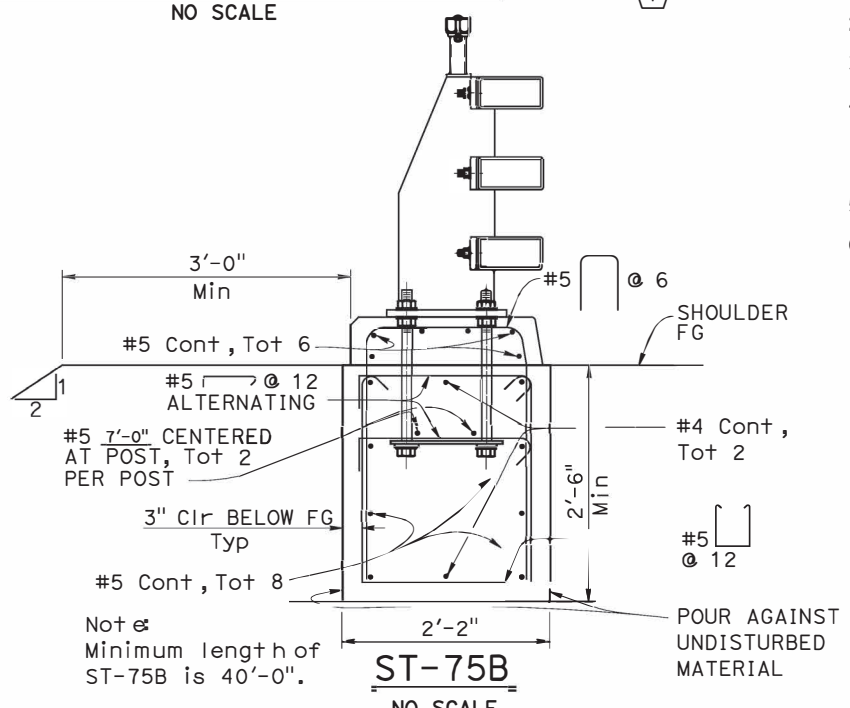
- All horizontal members are parallel to longitudinal profile grade.
- Posts are normal to profile grade of structure.
- Posts are vertical to the transverse cross section.
- If departure end block is within the Clear Recovery Zone (CRZ, 30 feet for expressways and freeways and 20 feet for conventional highways) of opposing traffic, then use the approach end block at the departure end.
- Anchor bolts may be tack welded to anchor bars.
- For parapet shoes details see "CALIFORNIA ST-76 BRIDGE RAIL DETAILS No. 5" SHEET.



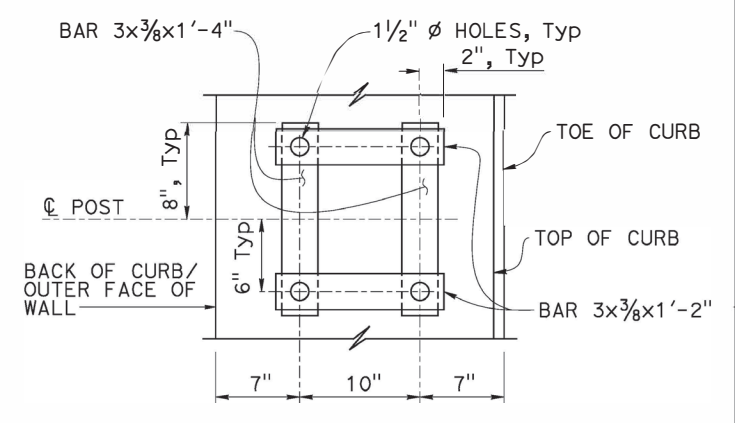
SECTION B-B
NO SCALE



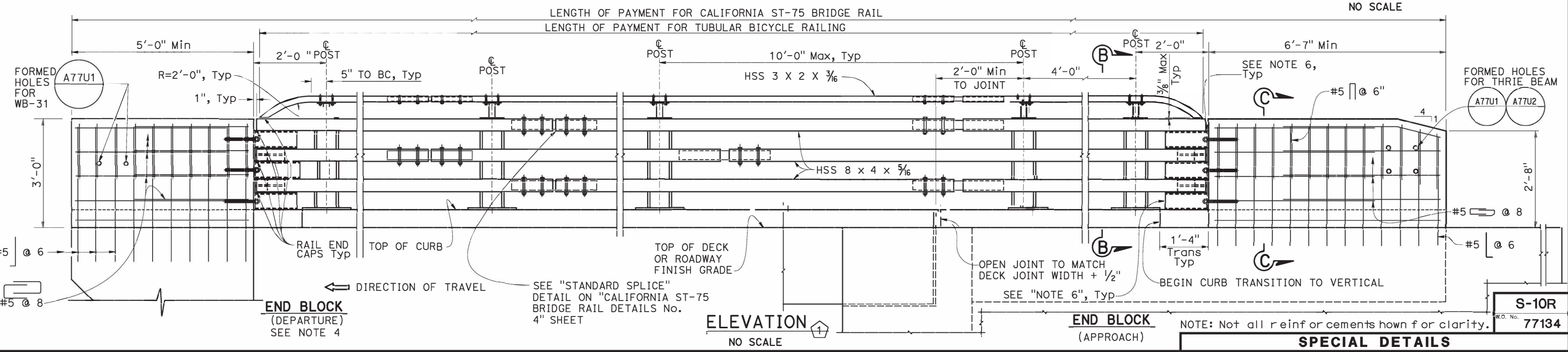
SECTION C-C
NO SCALE



ST-75B
NO SCALE
AESTHETIC ALTERNATIVE TO GUARD RAIL



TYPE 2 ANCHOR BAR DETAIL
NO SCALE



ELEVATION
NO SCALE

END BLOCK (APPROACH)

END BLOCK (DEPARTURE)
SEE NOTE 4

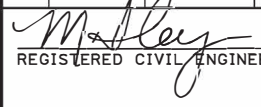
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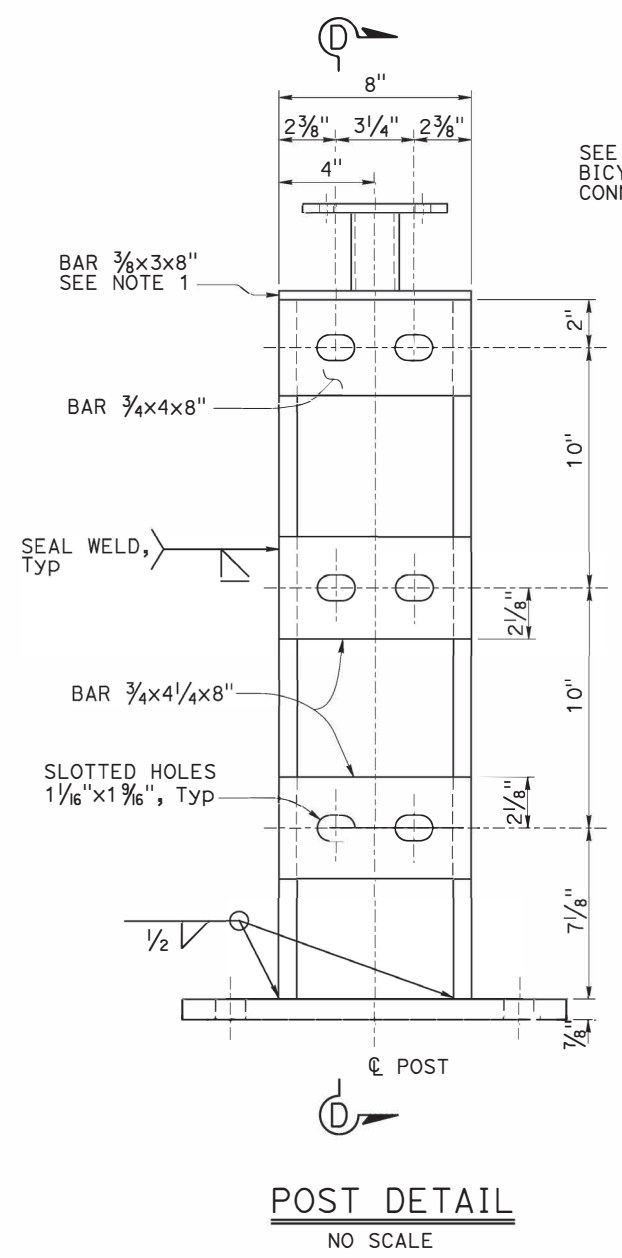
S-10R
77134

BRIDGE STANDARD DETAILS		Details Modified The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California.
xs16-116-2	JULY 2022	
FILE NO.	APPROVAL DATE	

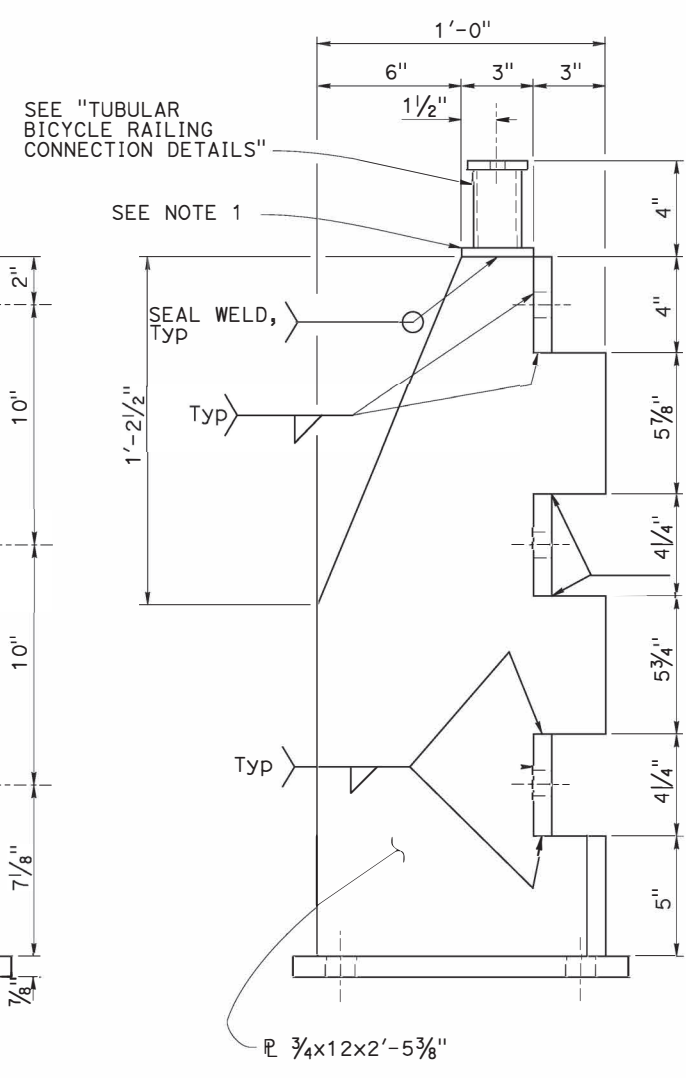
STATE OF CALIFORNIA	DIVISION OF ENGINEERING SERVICES	BRIDGE No. 25C-0137	OAK HILL ROAD AT SQUAW HOLLOW CREEK BRIDGE REPLACEMENT CALIFORNIA ST-75 BRIDGE RAIL (Mod) DETAILS No. 2
DEPARTMENT OF TRANSPORTATION		POST MILE NA	

UNIT: XXXX	XXX/XXX	REVISION DATES	SHEET	OF
PROJECT NUMBER & PHASE: XXXXXXXXXX1	CONTRACT No.: XX-XXXXX4	6/23/23	2	5

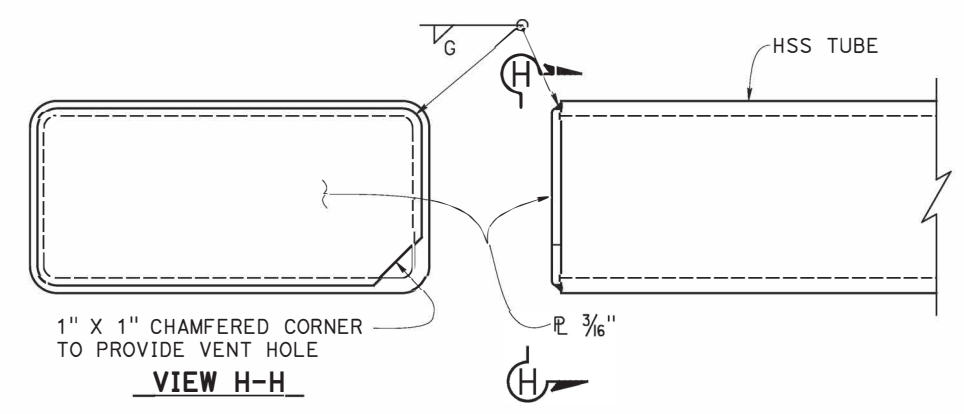
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	ED	031	NA	43	50
 REGISTERED CIVIL ENGINEER			6/23/23	DATE	
06/23/2023			PLANS APPROVAL DATE		
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THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.					



POST DETAIL
NO SCALE

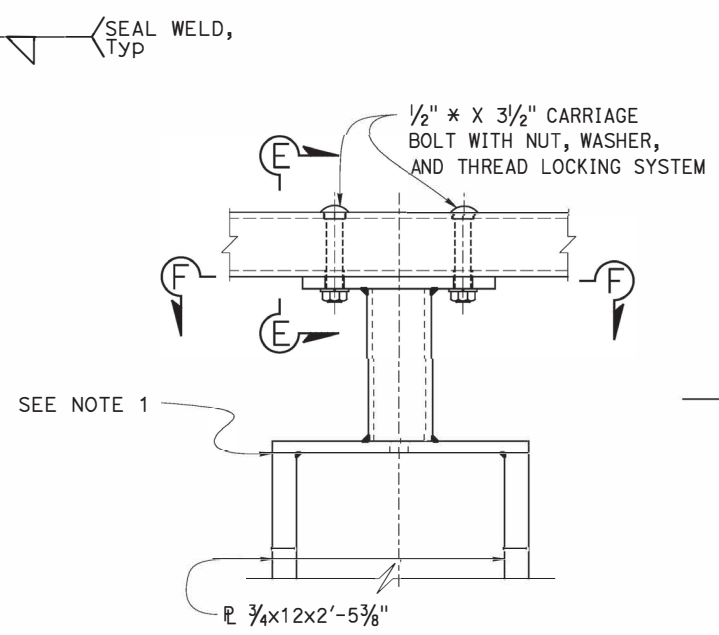


SECTION D-D
NO SCALE

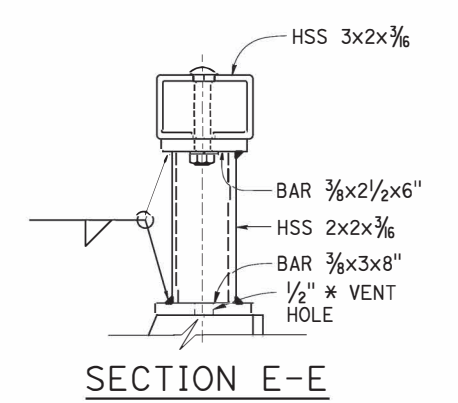


VIEW H-H
RAIL END CAP
NO SCALE

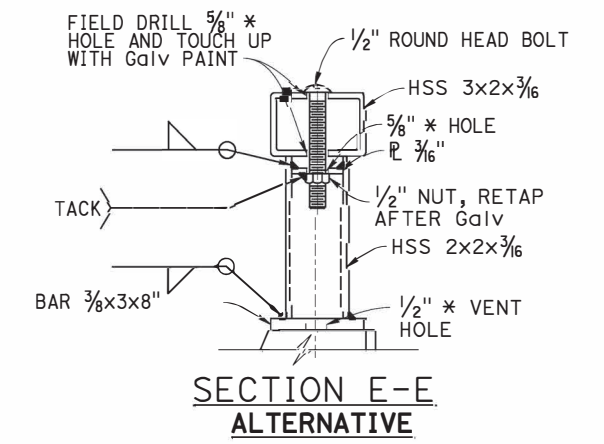
NOTE: For vehicular rail tube and bicycle railing tubes.



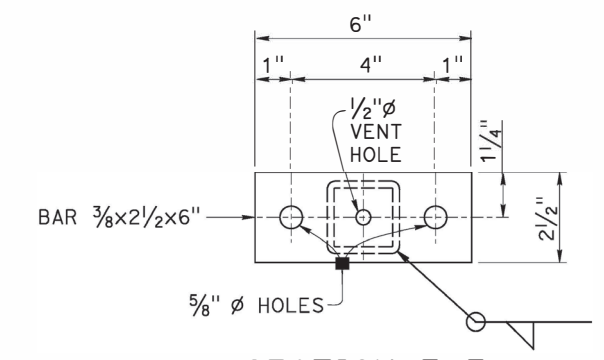
ELEVATION



SECTION E-E



SECTION E-E ALTERNATIVE



SECTION F-F
TUBULAR BICYCLE RAILING CONNECTION DETAILS

NO SCALE

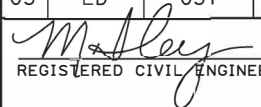
S-11R
W.O. No. 77134

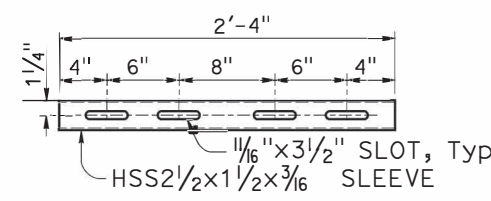
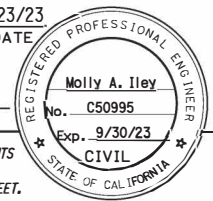
BRIDGE STANDARD DETAILS		
xs16-116-3	JULY 2022	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California.
FILE NO.	APPROVAL DATE	

STATE OF CALIFORNIA		DIVISION OF ENGINEERING SERVICES	
DEPARTMENT OF TRANSPORTATION		BRIDGE No. 25C-0137	
		POST MILE NA	

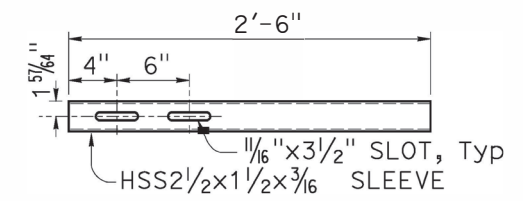
OAK HILL ROAD AT SQUAW HOLLOW CREEK BRIDGE REPLACEMENT	
CALIFORNIA ST-75 BRIDGE RAIL DETAILS No. 3	

UNIT: XXXX	XXX/XXX	REVISION DATES	SHEET	OF
PROJECT NUMBER & PHASE: XXXXXXXXXX1	CONTRACT No.: XX-XXXXX4	6/23/23	3	5

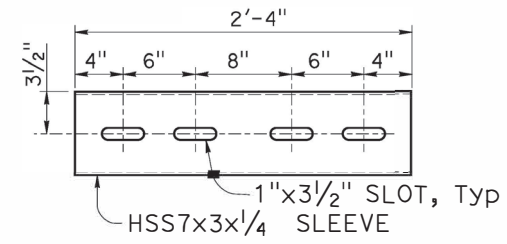
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	ED	031	NA	44	50
 REGISTERED CIVIL ENGINEER			6/23/23	DATE	
06/23/2023			PLANS APPROVAL DATE		
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HSS3x2x3/16 RAIL

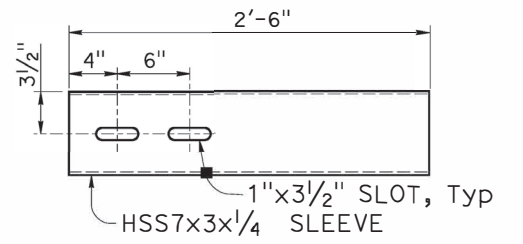


HSS3x2x3/16 RAIL



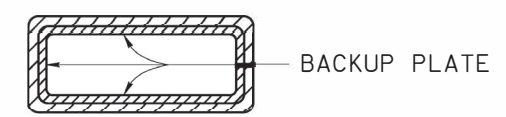
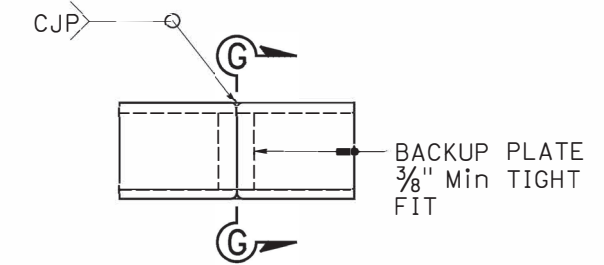
HSS8x4x5/16 RAIL

**STANDARD SLEEVES
DETAILS
NO SCALE**



HSS8x4x5/16 RAIL

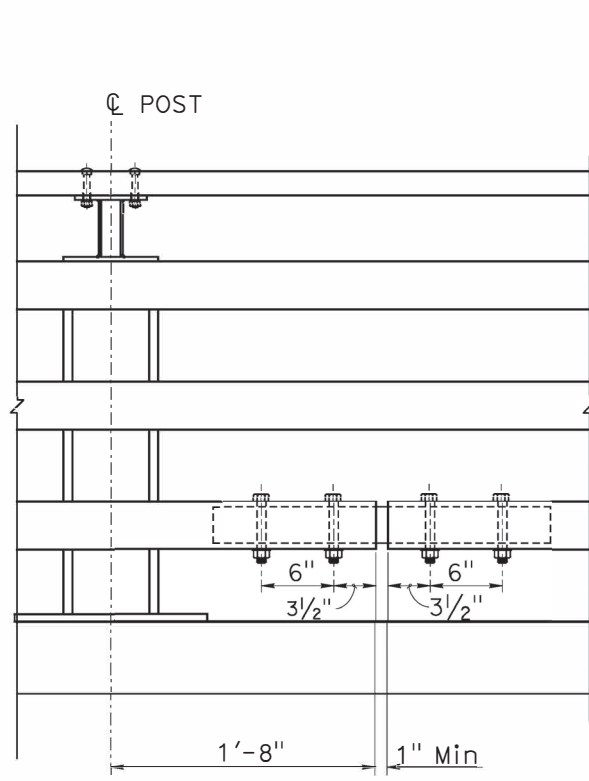
**EXPANSION SLEEVES
DETAILS
NO SCALE**



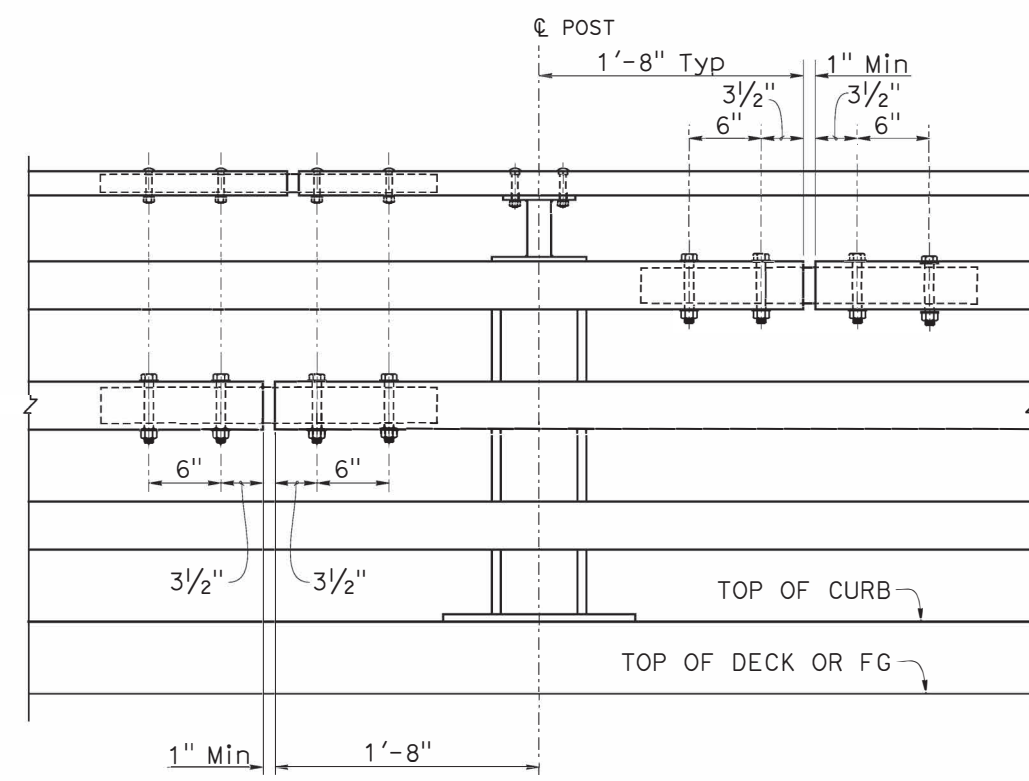
**ALTERNATE TUBE
WELDED STANDARD SPLICE
NO SCALE**

NOTES:

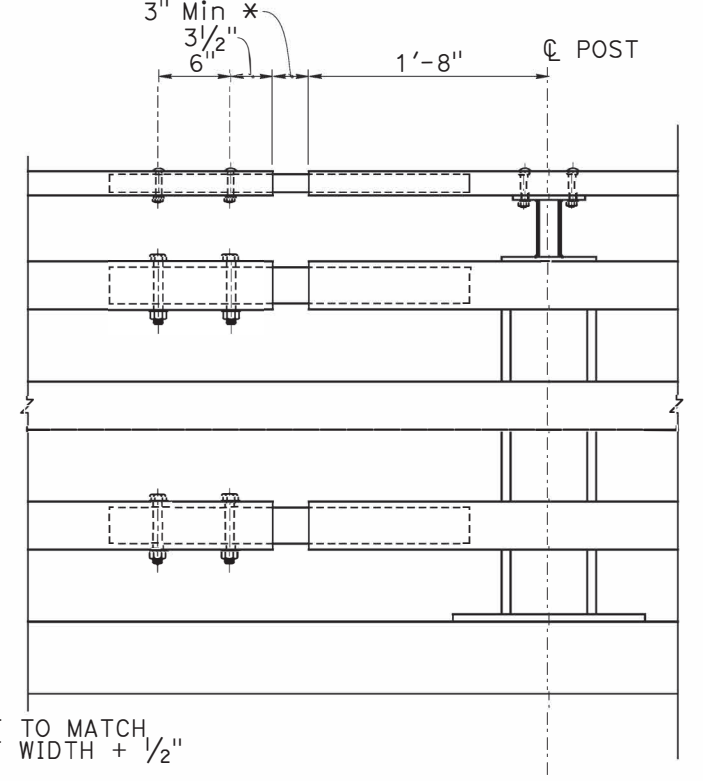
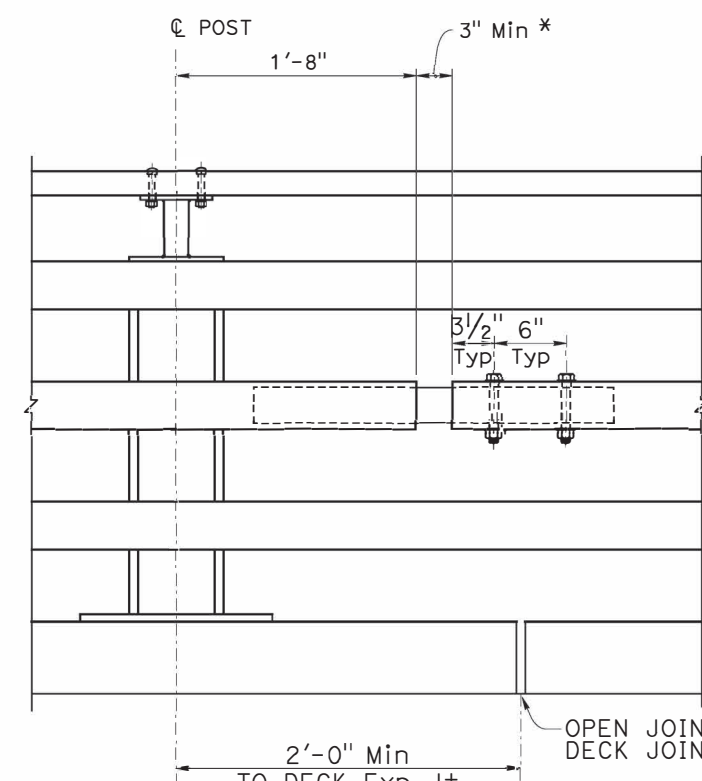
1. HS bolts with nut and washers, snug tightened, and thread locking system.
2. Use 1/2" ϕ x 3 5/16 BOLTS (HSS3x2x3/16)
Use 3/4" ϕ x 5 5/16 BOLTS (HSS8x4x5/16)
3. Each rail length must be continuous over a minimum of two posts.
4. The fabricator must check that the tubular sleeve splices conform to the dimensions indicated to assure proper clearance.
5. Except for expansion splices, not more than one splice permitted per same side of post.



**STANDARD SPLICE
NO SCALE**



**EXPANSION SPLICE
NO SCALE
* Match deck or wall joint**

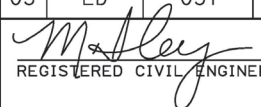


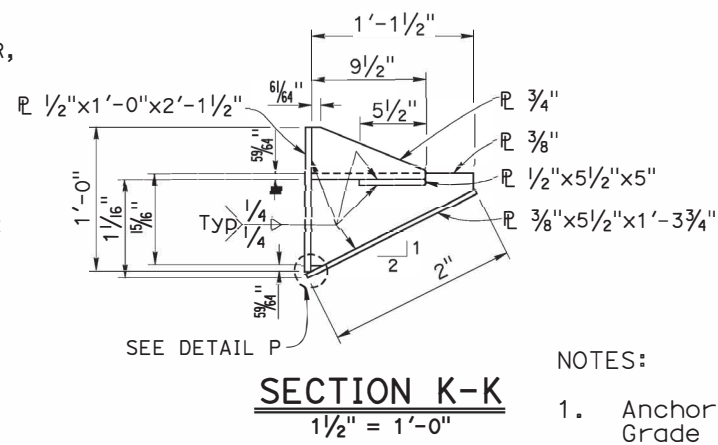
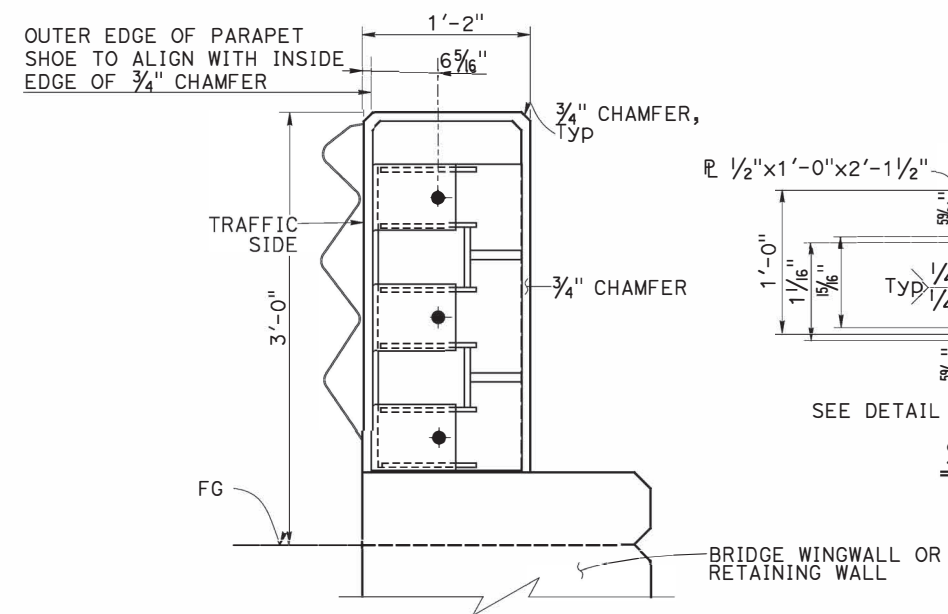
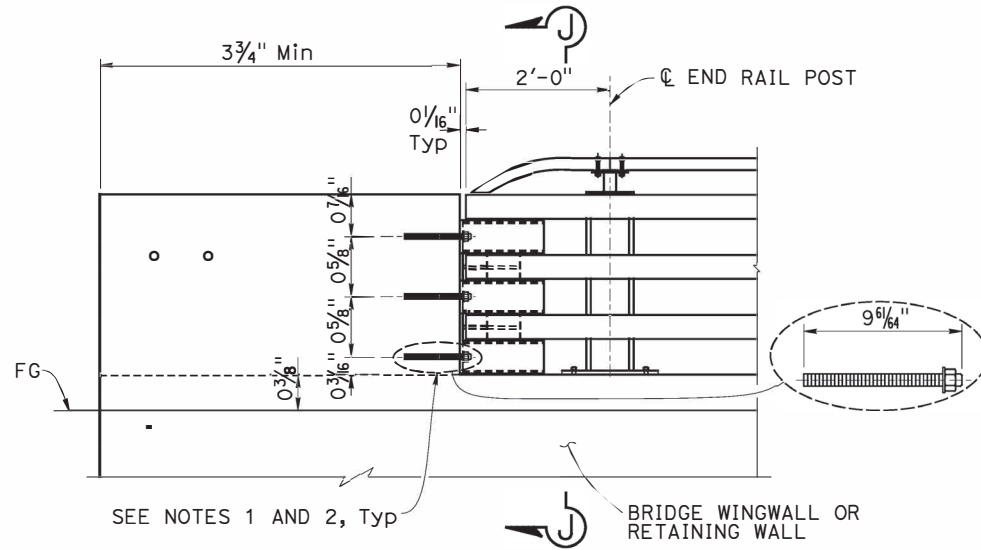
BRIDGE STANDARD DETAILS		
xs16-116-4	JULY 2022	The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California.
FILE NO.	APPROVAL DATE	

STATE OF CALIFORNIA		DIVISION OF ENGINEERING SERVICES	
DEPARTMENT OF TRANSPORTATION		BRIDGE No. 25C-0137	
		POST MILE NA	

OAK HILL ROAD AT SQUAW HOLLOW CREEK BRIDGE REPLACEMENT	
CALIFORNIA ST-75 BRIDGE RAIL	
DETAILS No. 4	

BRIDGE No.	25C-0137	OAK HILL ROAD AT SQUAW HOLLOW CREEK BRIDGE REPLACEMENT
POST MILE	NA	
CONTRACT No.: XX-XXXXX4		REVISION DATES
PROJECT NUMBER & PHASE: XXXXXXXXXX1		6/23/23

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	ED	031	NA	45	50
 REGISTERED CIVIL ENGINEER			6/23/23	DATE	
06/23/2023			PLANS APPROVAL DATE		
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.					
THE REGISTERED CIVIL ENGINEER FOR THE PROJECT IS RESPONSIBLE FOR THE SELECTION AND PROPER APPLICATION OF THE COMPONENT DESIGN AND ANY MODIFICATIONS SHOWN.					



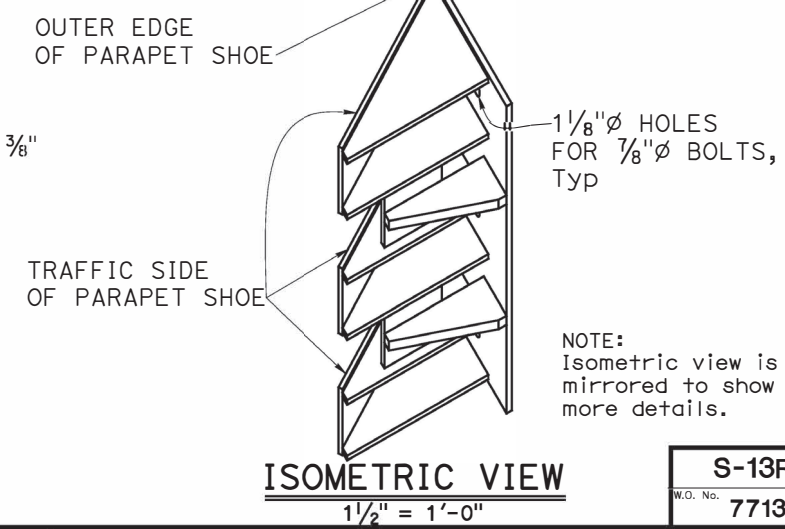
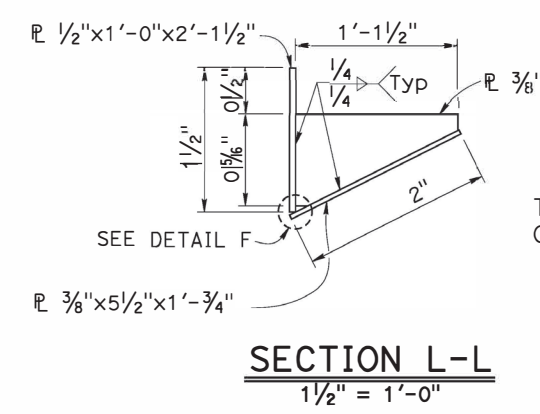
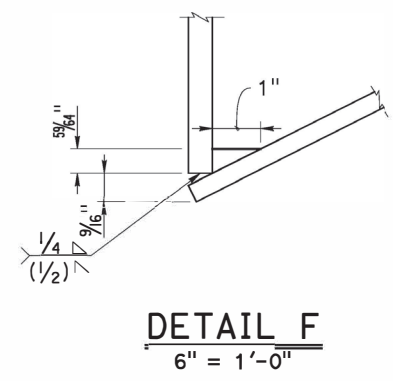
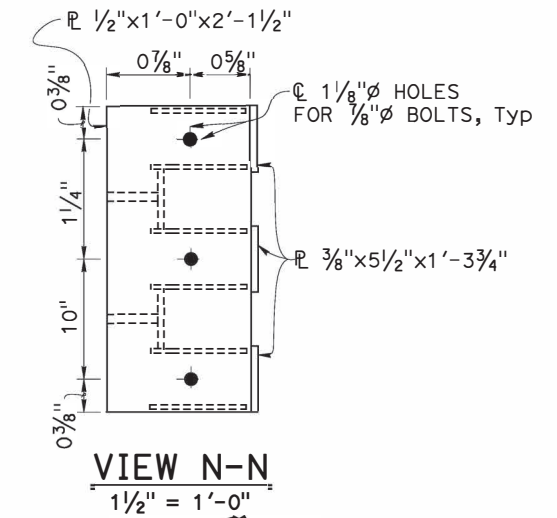
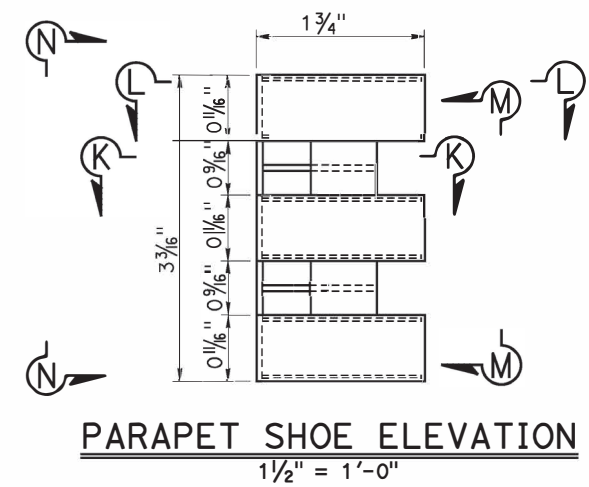
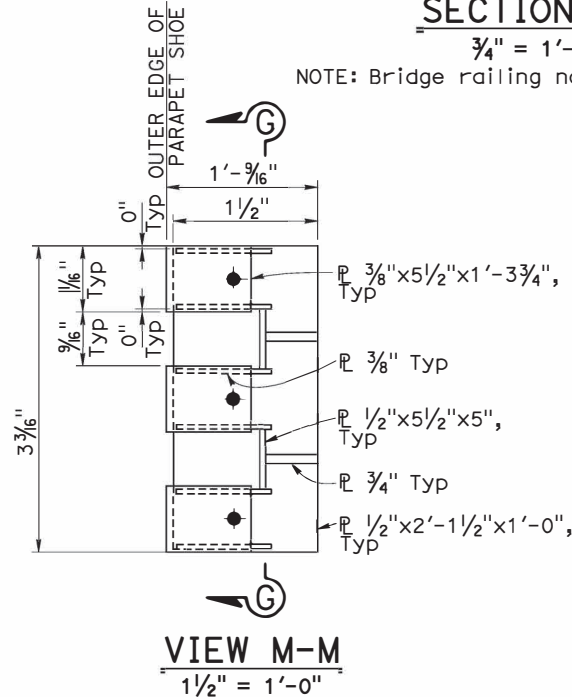
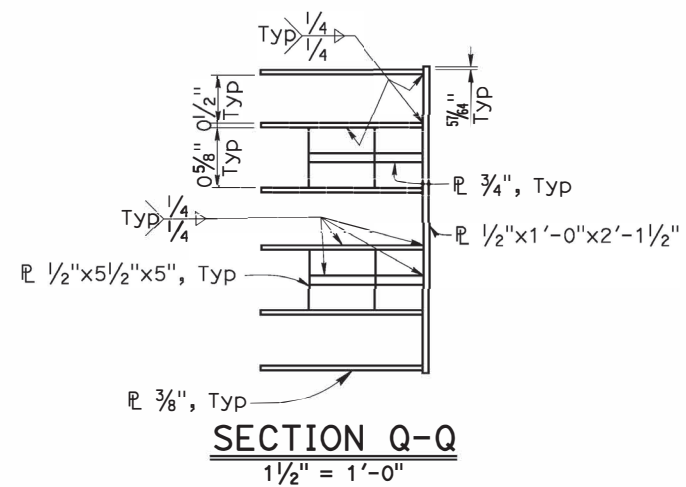
- NOTES:
- Anchor bolts must be 7/8" Dia and ASTM F1554 Grade 105 fully threaded rods with heavy hex nut and one hardened washer (1 3/4" OD) each. Embed threaded rods 8" into concrete anchor block with DRILL AND BOND (CHEMICAL ADHESIVE) anchorage system.
 - DRILL AND BOND (CHEMICAL ADHESIVE) anchorages is subjected to approval of Engineer. Installation procedure must comply with manufacture's instructions.

PARAPET SHOE AT DEPARTURE END BLOCK

3/4" = 1'-0"
NOTE: Parapet shoe connection to approach end block is similar.

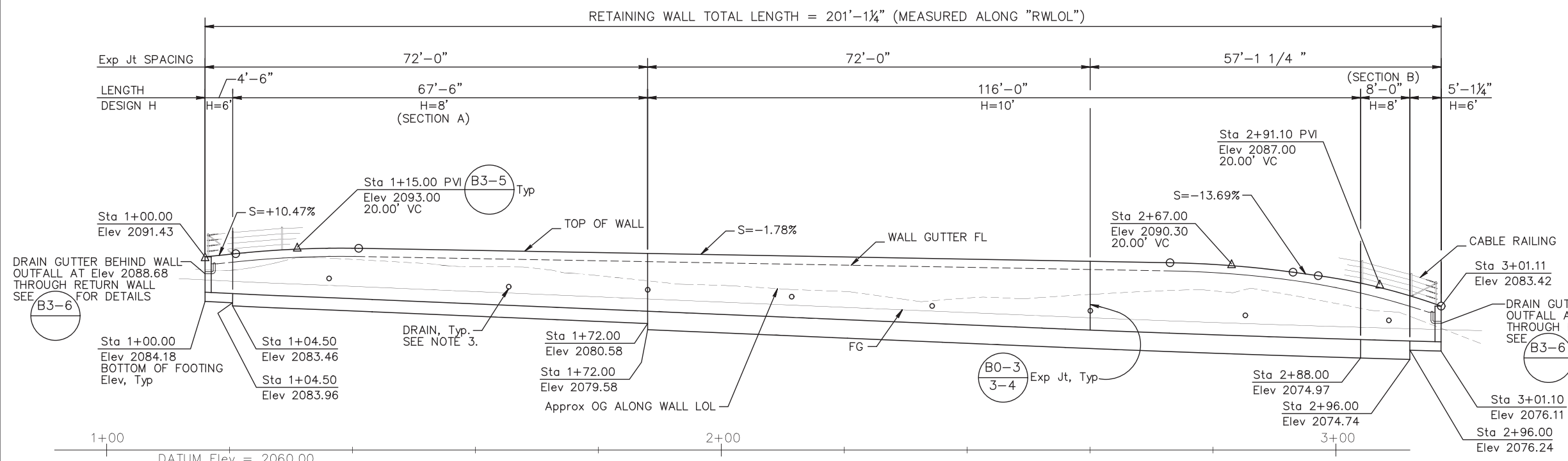
SECTION J-J

3/4" = 1'-0"
NOTE: Bridge railing not shown clarity.



BRIDGE STANDARD DETAILS			STATE OF CALIFORNIA		DIVISION OF ENGINEERING SERVICES		BRIDGE No. 25C-0137		OAK HILL ROAD AT SQUAW HOLLOW CREEK BRIDGE REPLACEMENT	
x816-116-5			DEPARTMENT OF TRANSPORTATION		POST MILE NA		NA		CALIFORNIA ST-75 BRIDGE RAIL	
JULY 2022									DETAILS No. 5	
APPROVAL DATE									SHEET 5 OF 5	
The components of the Bridge Standard Details have been prepared under the responsible charge of the Technical Owner, a registered civil engineer in the State of California.			DATE PLOTTED => #DATE		TIME PLOTTED => #TIME		ORIGINAL SCALE IN INCHES FOR REDUCED PLANS		UNIT: XXXX PROJECT NUMBER & PHASE: XXXXXXXXXX1	
			FILE => #REQUEST		USERNAME => #USER		0 1 2 3		CONTRACT No.: XX-XXXXXX	
									DISREGARD PRINTS BEARING EARLIER REVISION DATES	
									REVISION DATES 6/23/23	

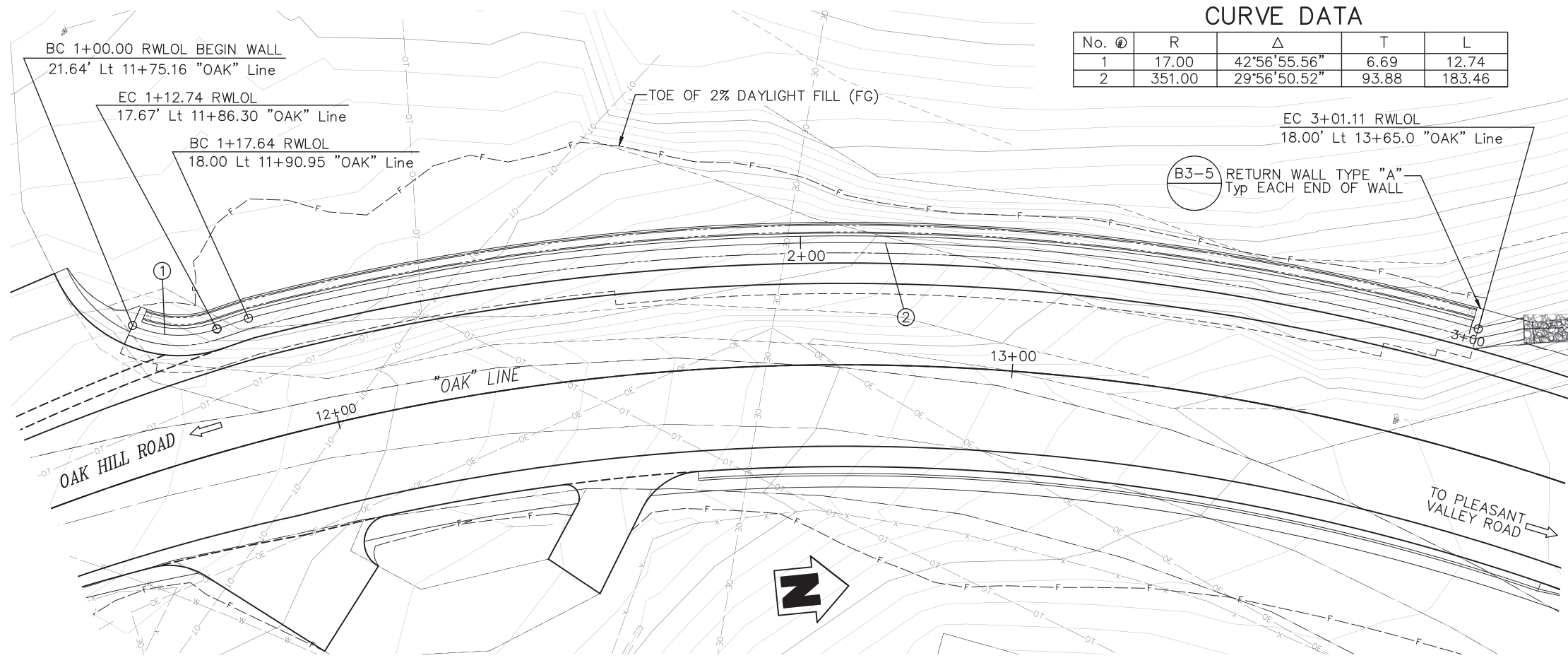
- NOTE:
- For Typical Sections and details not shown, see "RETAINING WALL DETAILS NO. 1" sheet.
 - S = Slope of top of wall.
 - Provide drains behind wall, per std plan B0-3 bridge detail 3-1 or per details shown on "Abutment Details No.3" sheet.



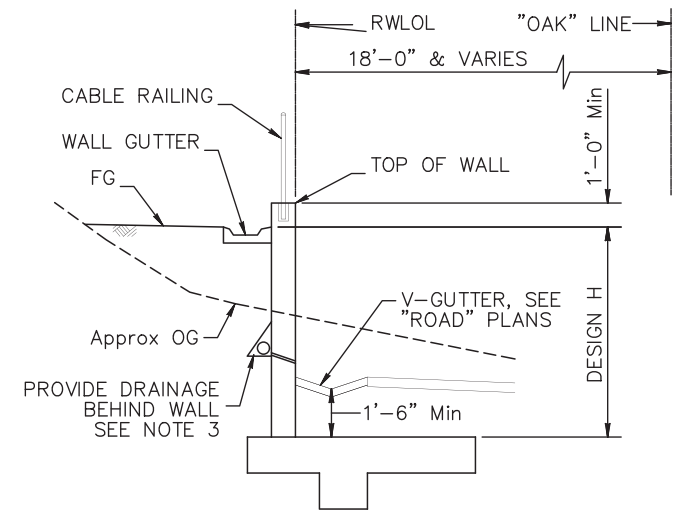
ELEVATION
SCALE: 1"=10'

CURVE DATA

No. ①	R	Δ	T	L
1	17.00	42°56'55.56"	6.69	12.74
2	351.00	29°56'50.52"	93.88	183.46



PLAN
SCALE: 1"=10'



TYPICAL SECTION
SCALE: 1/4" = 1'-0"

APPROXIMATE QUANTITIES

ITEM DESCRIPTION	QUANTITY	UNIT
STRUCTURE EXCAVATION (RETAINING WALL)	30	CY
STRUCTURE BACKFILL (RETAINING WALL)	210	CY
STRUCTURAL EXCAVATION (ROCK)	425	CY
STRUCTURAL CONCRETE (RETAINING WALL)	300	CY
BAR REINFORCING STEEL (RETAINING WALL)	28,000	LB
MINOR CONCRETE (GUTTER)	199	LF
CABLE RAILING	199	LF

RETAINING WALL NO. 1 GENERAL PLAN
SCALE: AS SHOWN

TIME PLOTTED => \$TIME
 DATE PLOTTED => \$DATE
 USERNAME => \$USER
 ORIGINAL SCALE IS IN INCHES
 FOR REDUCED PLANS

REVISION	NUMBER	DATE	DESCRIPTION	BY
1			ADDENDUM #2	



PREPARED UNDER THE SUPERVISION OF:
Molly A. Iley
 REGISTERED CIVIL ENGINEER
 6/23/2023
 DATE:

DESIGNED: MAI
 DRAWN: REU
 CHECKED: KG
 DATE: 6/23/23
 ROAD NUMBER: 031



COUNTY OF EL DORADO
 DEPARTMENT OF TRANSPORTATION

**OAK HILL ROAD AT SQUAW HOLLOW CREEK
 BRIDGE REPLACEMENT**

RW-1R
 47 OF 50
 W.O. No. 77134

DESIGN CONDITIONS:

Design H may be exceeded by 6" before going to the next size.

DESIGN NOTES:

Design: AASHTO LRFD Bridge Design Specifications, 6th edition with California Amendments

LS: 250 psf
Soil: $\phi = 34^\circ$
 $\gamma = 120$ pcf

EEP	2:1 SLOPED	EARTHQUAKE INCREMENTAL SEISMIC PRESSURE
45 pcf	50 pcf + 85 psf SURCHARGE BEHIND WALL	10 pcf

Reinforced Concrete: $f'_c = 3600$ psi
 $f_y = 60,000$ psi

Load Combinations and Limit States

Service I $Q=1.00DC+1.00EV+1.00EH+1.00LS$
Strength I $Q=\alpha DC+\beta EV+1.50EH+1.75LS$
Extreme I $Q=1.00DC+1.00EV+1.00EH+1.00EQD+1.00EQE$

Where: Q: Force Effects
a: 1.25 or 0.90, Which ever Controls Design
B: 1.35 or 1.00, which ever Controls Design
DC: Dead Load of Structure Components
EV: Vertical Earth Fill Pressure
LS: Live Load Surcharge
EQE: Seismic Earth Pressure
EQD: Soil and Structure Components Inertia. Soil inertia ignored for stem design
B': Effective Footing Width (ft)
 q'_o : Net Bearing Stress (ksf)
 q_o : Gross Uniform Bearing Stress (ksf)

TABLE OF BEARING STRESS DATA

DESIGN H	6'		8'		10'	
Service limit State I: B' (ft), q'_o (ksf)	6.5	1.0	8.5	1.1	9.5	1.2
Strength Limit State I: B' (ft), q'_o (ksf)	6.5	1.0	8.5	1.2	9.5	1.5
Extreme Event Limit State I: B' (ft), q_o (ksf)	5.6	1.79	4.2	3.1	6	4.1

NOTES:

- For Roadway details, see "Road Plans".
- Sections shown are looking down-station.
- Place concrete against undisturbed rock material except as permitted by engineer.
- Provide #5 @ 6" (at back face of wall) over a distance of 8'-0" measured from all expansion joints, begin wall and end wall locations.
- For "Typical Retaining Wall Section (H=8') and "Typical Retaining Wall Section (H=10')", see "RETAINING WALL NO. 2" sheet.
- Top of footing elevation must be below top of undisturbed rock.

TIME PLOTTED =>

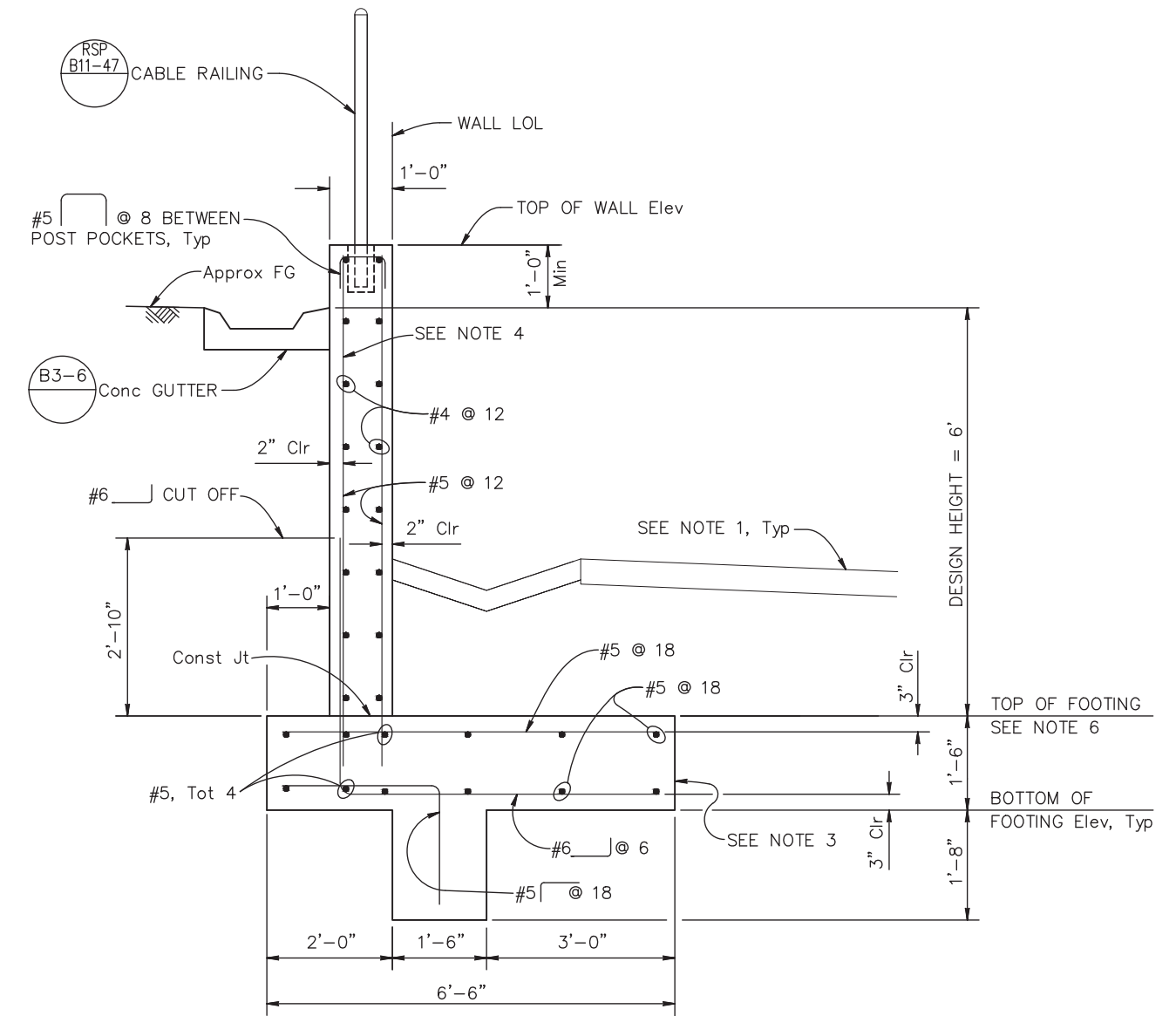
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USERNAME =>

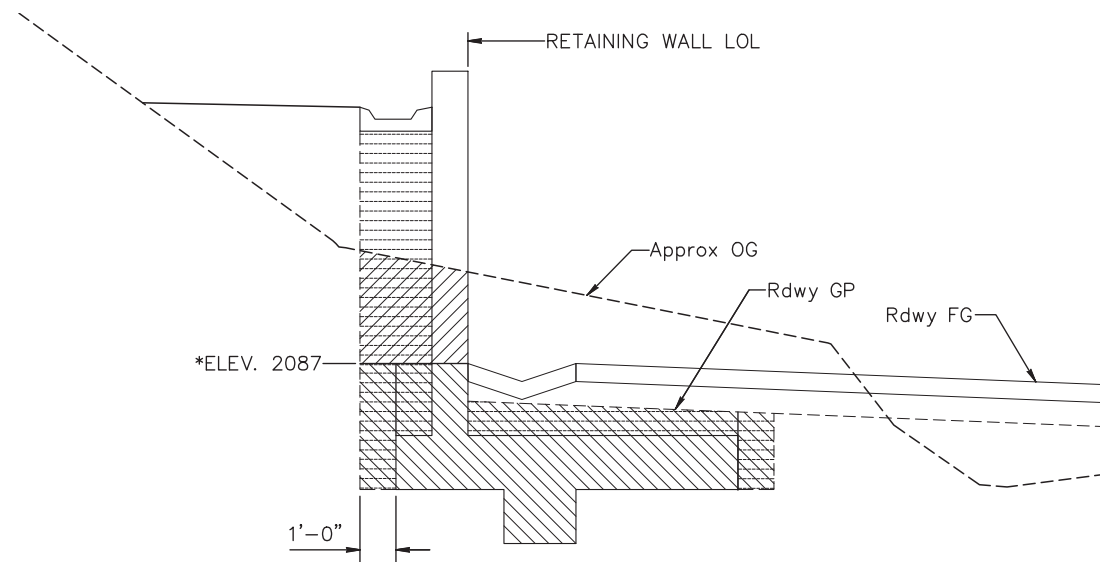
ORIGINAL SCALE IS IN INCHES

2
1
0

FOR REDUCED PLANS



TYPICAL RETAINING WALL SECTION (H=6')
SCALE: 3/4" = 1'-0"

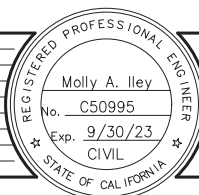


- STRUCTURE EXCAVATION (RETAINING WALL)
- STRUCTURE EXCAVATION (ROCK)
- STRUCTURE BACKFILL (RETAINING WALL)

*Approximate top of rock elevation.
EARTHWORK PAY LIMITS
NO SCALE

RETAINING WALL DETAILS NO. 1
SCALE: AS SHOWN

REVISION	NUMBER	DATE	DESCRIPTION	BY
	1		ADDENDUM #2	



PREPARED UNDER THE SUPERVISION OF:
Molly A. Iley
REGISTERED CIVIL ENGINEER
6/23/2023
DATE:

DESIGNED: MAI
DRAWN: REU
CHECKED: KG
DATE: 6/23/23
ROAD NUMBER: 031

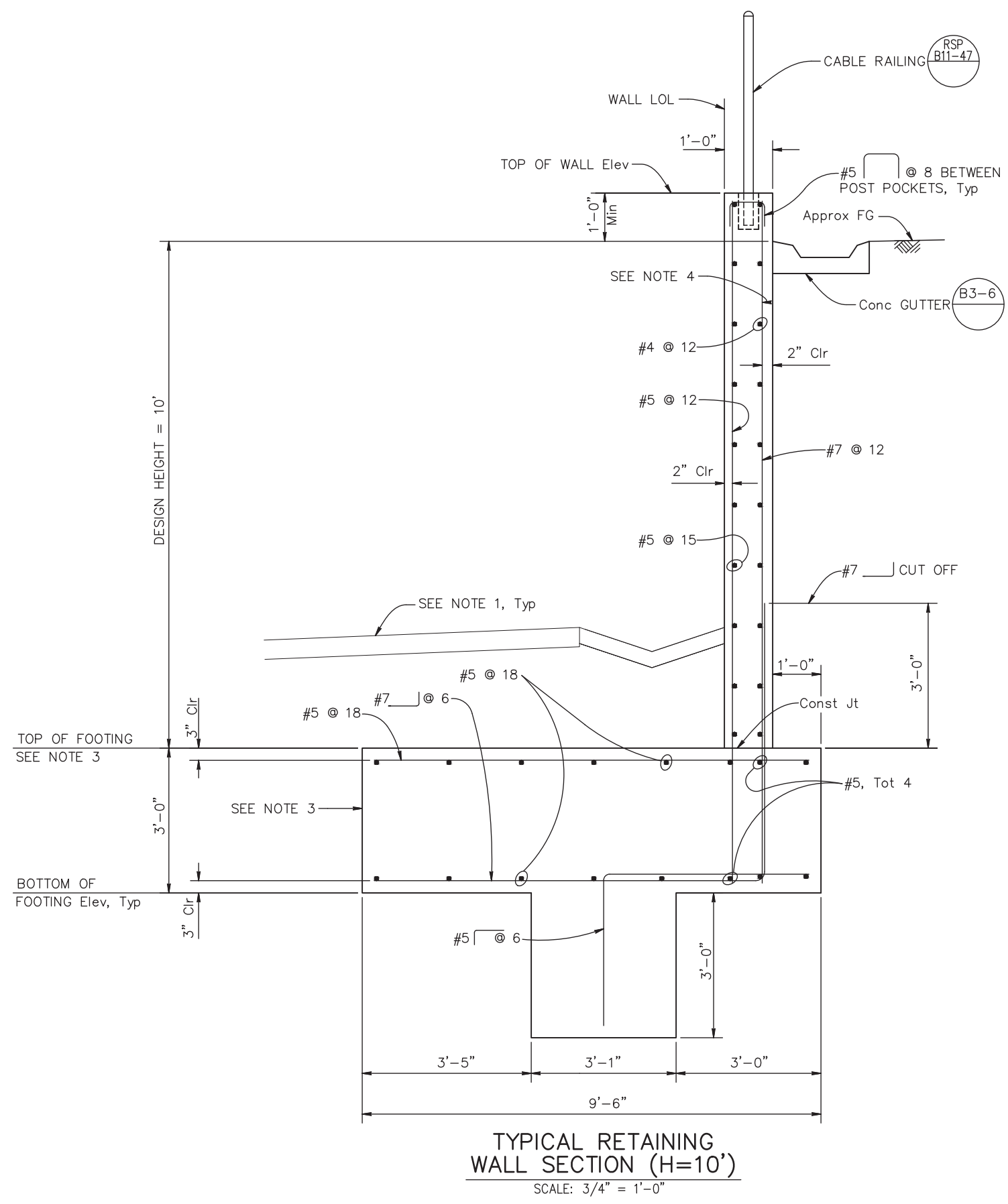


COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

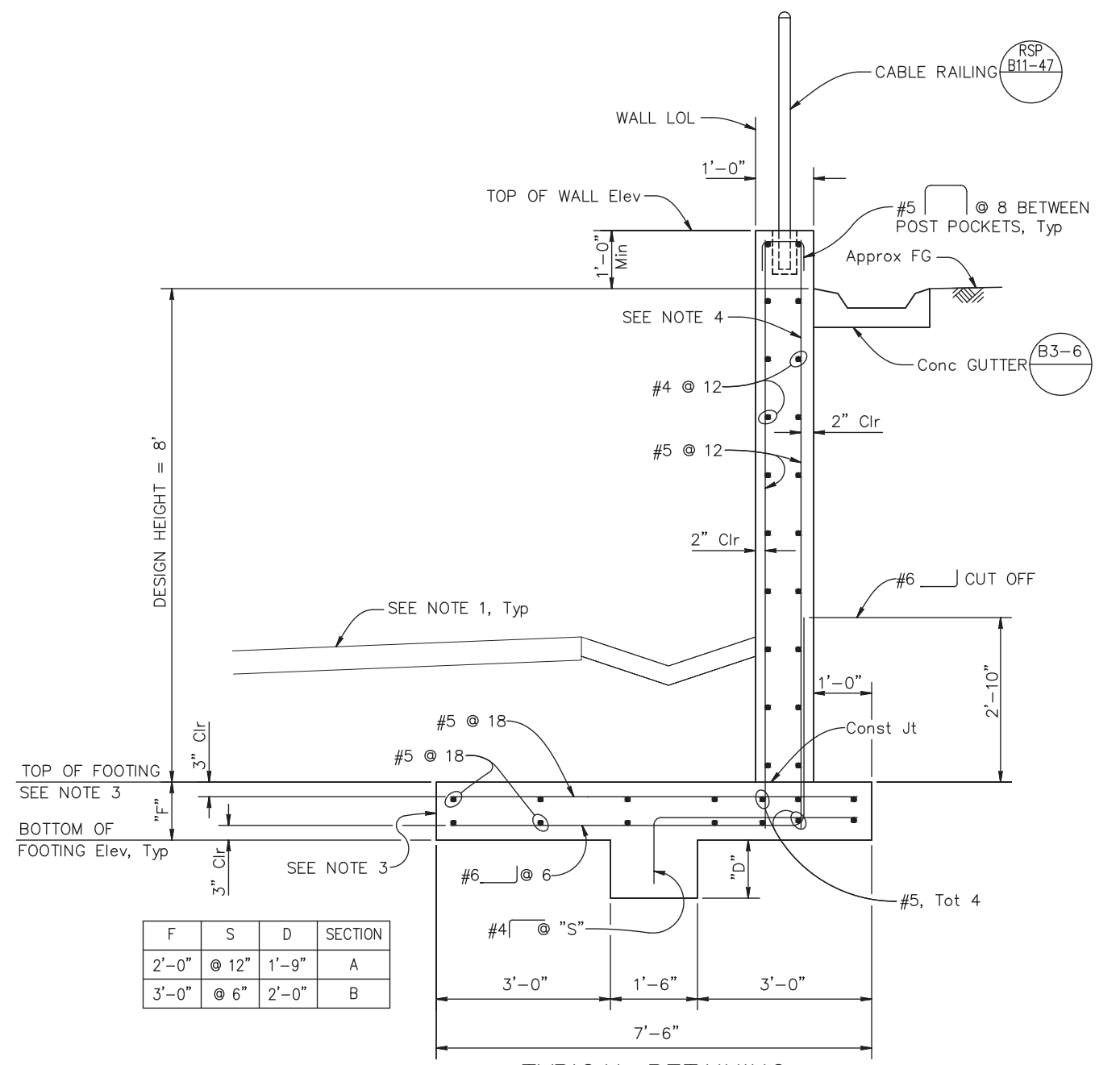
**OAK HILL ROAD AT SQUAW HOLLOW CREEK
BRIDGE REPLACEMENT**

RW-2R
48 OF 50
W.O. No. 77134

FOR REDUCED PLANS
 0 1 2
 ORIGINAL SCALE IS IN INCHES
 USERNAME => \$USER
 DATE PLOTTED => \$DATE
 TIME PLOTTED => \$TIME



TYPICAL RETAINING WALL SECTION (H=10')
 SCALE: 3/4" = 1'-0"

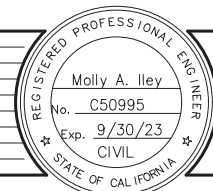


F	S	D	SECTION
2'-0"	@ 12"	1'-9"	A
3'-0"	@ 6"	2'-0"	B

TYPICAL RETAINING WALL SECTION (H=8')
 SCALE: 3/4" = 1'-0"

- NOTES:**
1. For "Design Conditions", "Design Notes", and "Table of Bearing Stress Data", see "RETAINING WALL DETAILS NO. 1" sheet.
 2. For "Typical Retaining Wall Section (H=6')", see "RETAINING WALL DETAIL NO. 1" sheet.
 3. Top of footing elevation must be below top of undisturbed rock.

RETAINING WALL DETAILS NO. 2
 SCALE: AS SHOWN



PREPARED UNDER THE SUPERVISION OF:
Molly A. Iley
 REGISTERED CIVIL ENGINEER
 06/23/2023
 DATE:

DESIGNED: MAI
 DRAWN: REU
 CHECKED: KG
 DATE: 6/23/23
 ROAD NUMBER: 031



COUNTY OF EL DORADO
 DEPARTMENT OF TRANSPORTATION

**OAK HILL ROAD AT SQUAW HOLLOW CREEK
 BRIDGE REPLACEMENT**

RW-3R
 49 OF 50
 W.O. No. 77134