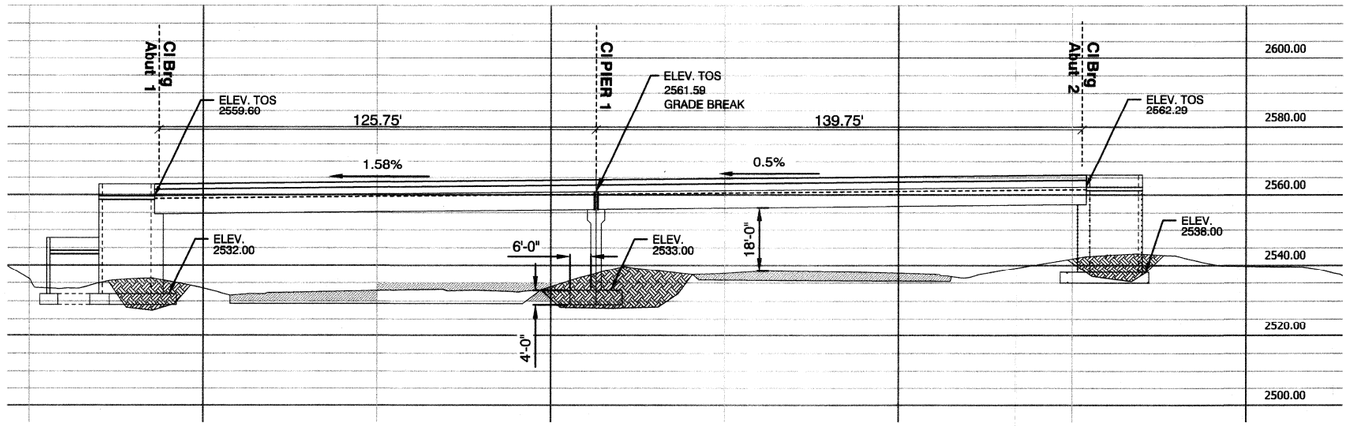

ELEVATION

GENERAL NOTE'S:

1. DESIGN SPECIFICATIONS:
AASHTO "LRFD BRIDGE DESIGN SPECIFICATIONS: 7th EDITION, 2015 AND 2016 INTERIM REVISIONS, NDOT "STRUCTURES MANUAL", 2008, INCLUDING REVISION 2011-1, AASHTO PEDESTRIAN BRIDGES DESIGN GUIDE.

2. CONSTRUCTION SPECIFICATIONS:
STATE OF NEVADA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" 2014 EDITION. EXCEPT AS NOTED BELOW AND IN THE DESIGN CONTRACT DOCUMENTS.

3. STANDARD PLANS:
NDOT STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, 2017 EDITION.

4. LIVE LOAD:
DECK DESIGN BASED ON THE EQUIVALENT STRIP METHOD WITH A H-10 LIGHT VEHICLE TRAFFIC AND RECOMMENDED 90 PSF AVERAGE LIVE LOAD FOR PEDESTRIAN TRAFFIC. BARRIER RAIL AND OVERHANGS DESIGNED FOR IBC LIGHT VEHICLE IMPACT LOADING CONDITION.

5. SEISMIC LOAD:
PEAK GROUND ACCELERATION (PGA) COEFFICIENT O.15G, SHORT-PERIOD SPECTRAL ACCELERATION (SDS) COEFFICIENT 0.48G, AND LONG-PERIOD SPECTRAL ACCELERATION (SD1) COEFFICIENT 0.19G WITH SITE CLASS C SOIL, DETAILED TO MEET SEISMIC ZONE 3 REQUIREMENTS.

6. DEAD LOAD:
IN ACCORDANCE WITH SPECIFICATIONS.

7. CONCRETE:
ALL CONCRETE EXCEPT BRIDGE TOP DECK SLAB, BARRIER RAIL AND APPROACH SLABS SHALL BE CLASS A MODIFIED (MAJOR) UNLESS NOTED ON THESE PLANS, HIGH PERFORMANCE CONCRETE FOR BRIDGE TOP DECK SLAB, APPROACH SLABS AND BARRIER RAIL SHALL BE CLASS E MODIFIED (MAJOR), SEE PRESTRESSING NOTES AND CONCRETE CLASSIFICATION DIAGRAM ON SHEET BRS-507 FOR CONCRETE CLASS AND COMPRESSIVE STRENGTHS, TYPE V CEMENT SHALL BE USED FOR ALL CONCRETE IN CONTACT WITH SOIL.

8. REINFORCING STEEL:
REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM A706 GRADE 60. DIMENSIONS RELATING TO SPACING ARE CENTER TO CENTER, BENDING DIMENSIONS ARE OUT TO OUT OF THE BARS. BAR SIZES THREE (3) TO NINE (9) ARE INDICATED BY THE FIRST NUMBER OF THE MARK, TEN (10) OR BY THE FIRST TWO NUMBERS, LENGTH OF #4 AND #5 BARS, WHEN CONSIDERED AS TEMPERATURE, SHRINKAGE OR DISTRIBUTION REINFORCEMENT BY THE ENGINEER, MAY BE ADJUSTED UPON CONCURRENCE AND APPROVAL OF THE ENGINEER. HOOKS MAY BE ROTATED OR TILTED, AS NECESSARY FOR CLEARANCE. REINFORCEMENT SHALL HAVE A 3 INCH CLEARANCE FOR CONCRETE CAST AGAINST EARTH AND 2 INCHES ON REMAINDER OF STRUCTURE AND APPURTENANCES UNLESS NOTED ON THE PLANS. IN CASE OF CONFLICT BETWEEN PLACEMENT OF REINFORCING STEEL AND PLACEMENT OF ALL PRE-STRESS MATERIALS, MAKE ADJUSTMENTS TO THE REINFORCING STEEL WITH THE ENGINEERS APPROVAL.

9. CONSTRUCTION TYPE CODE: Y009

10. CONSTRUCTION JOINTS:
ALL CONSTRUCTION JOINTS SHALL BE INTENTIONALLY ROUGHENED TO 1/4" AMPLITUDE UNLESS NOTED OTHERWISE. CONCRETE CONSTRUCTION JOINTS DESIGNATED AS A "PERMISSIBLE JOINT" OR AS AN "OPTIONAL CONSTRUCTION JOINT" MAY BE INCORPORATED INTO THE CONSTRUCTION AT THE CONTRACTOR'S OPTION, JOINTS DESIGNATED AS A CONSTRUCTION JOINT ARE CONSIDERED MANDATORY AND SHALL BE INCORPORATED IN THE CONSTRUCTION UNLESS OTHERWISE APPROVED IN WRITING BY THE BRIDGE DESIGN ENGINEER.

11. CAMBER:
THE CAMBER SHALL BE AS SHOWN ON THE PLANS.

12. CONDUIT:
FOR LOCATIONS OF CONDUITS AND LIGHTING SEE LIGHTING PLANS.

13. FOUNDATIONS:
ALL FOUNDATIONS SHALL BE SPREAD FOOTINGS DESIGNED AND CONSTRUCTED IN CONFORMANCE WITH THE STRUCTURE GEOTECHNICAL REPORT BY GES CONSULTANTS TITLED "GEOTECHNICAL EVALUATION CIMARRON PEDESTRIAN BRIDGE, SUMMERLIN PARKWAY, NEAR CIMARRON ROAD, LAS VEGAS, NEVADA", PROJECT 20143609E1, DATED SEPTEMBER 1, 2017.

SPREAD FOOTINGS					
LOCATION	MATERIAL TYPE	STRENGTH LIMIT		SERVICE LIMIT	EXTREME EVENT LIMIT
		NOMINAL RESISTANCE (ksf)	FACTORED RESISTANCE (ksf)	NOMINAL/FACTORED RESISTANCE (ksf)	NOMINAL/FACTORED RESISTANCE (ksf)
ABUTMENT 1	NATURAL GRADE	54.4	24.5	5.6	48.1
PIER 1	NATURAL GRADE	49.7	22.4	6.3	45.0
ABUTMENT 2	NATURAL GRADE	54.1	24.3	5.6	47.9

CONSULT THE GEOTECHNICAL REPORT FOR SPECIFIC GEOTECHNICAL DESIGN INFORMATION.

14. CONCRETE STAINING TREATMENT:
ALL EXPOSED CONCRETE SURFACES EXCEPT THE TOP SURFACE OF THE BRIDGE DECK BETWEEN THE BARRIER RAILS SHALL RECEIVE CONCRETE STAIN OR SURFACE TREATMENTS AS SPECIFIED IN THE LANDSCAPE PLANS. LIMITS OF STAIN EXTEND ONE FOOT MINIMUM BELOW GRADE.

15. AESTHETIC TREATMENT:
AESTHETIC TREATMENT SHALL BE PER THE LANDSCAPE PLANS.

16. ROADWAY STATIONING:
REFER TO THE PLANS FOR ROADWAY AND BRIDGE STATIONING.

LAP SPLICE TABLE:

(1) MINIMUM LAP SPLICE (INCHES)		
BAR SIZE	TYP BARS	(2) TOP HORIZ BARS
#4	21	29
#5	26	36
#6	31	43
#7	39	54
#8	51	71
#9	49	69
#10	62	87
#11	77	107

LAP SPLICE NOTES:

1. LAP SPLICES BASED ON A MINIMUM F'c OF 4,000 PSI @ 28 DAYS, CLASS C, BARS SPACED LESS THAN 6 INCHES OR WITH A CLEAR COVER OF LESS THAN 3 INCHES.

2. A TOP HORIZONTAL BAR IS ANY HORIZONTAL BAR WITH 12" OR MORE OF FRESH CONCRETE CAST DIRECTLY BENEATH IT. A TOP HORIZONTAL BAR SHALL HAVE 2" CLEAR COVER TO TOP OF CONCRETE.

FEDERAL PROJECT NUMBER: CM-0003(180)

G:\14078 CIMARRON PEDESTRIAN BRIDGE\H48938\SHEET SET\DWG\H48938-07-S01.DWG
19/18

NO.	DATE	REVISIONS

PREPARED BY
DEPARTMENT OF PUBLIC WORKS
CAPITAL PROJECT MGMT

POGGEMEYER DESIGN GROUP
6980 Sierra Peaks Road, Suite 110
Las Vegas, Nevada 89129 - (702) 255-8100

PREPARED FOR
CITY OF LAS VEGAS

H# 48938 | BID# 17-48938
DATE: JANUARY 2018 | DESIGNED BY: SRR
SUBMITTAL STAGE: 100% FINAL | DRAWN BY: AP | CHECKED BY: AP

TITLE
CIMARRON PEDESTRIAN BRIDGE AT SUMMERLIN PARKWAY

SHEET
BRIDGE ELEV. AND GENERAL NOTES

PROFESSIONAL ENGINEER STATE OF NEVADA
MICHAEL VECCHIARELLO
EXP. 06-30-18
CIVIL
No. 9052

SHEET
BRS-101
21 OF 86
DRAWING NO.
676-22