



1 ELEVATION VIEW
NOT TO SCALE

- GENERAL NOTES:
- (1) DRAWING IS CONCEPTUAL IN NATURE AND IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.
 - (2) SITE INFORMATION IS GENERIC TO ILLUSTRATE GENERALIZED CONDITIONS.
 - (3) LOW CHORD TO BE A MINIMUM OF 12 INCHES CLEAR OF 100-YEAR FLOOD ELEVATION, REQUIRED.
 - (4) GRADING & RIP-RAP DESIGN & INSTALLATION BY OTHERS. NO STEEPER THAN 2:1 GRADING WITH AT LEAST 6" CLEAR OF THE BOTTOM OF PILE CAP IS PREFERRED. RIP-RAP IS RECOMMENDED FOR AREAS WHERE THE POTENTIAL FOR EROSION EXISTS.
 - (5) MINIMUM OF 5' OFFSET FROM EASEMENTS, FLOW EXTENTS, ENVIRONMENTAL BUFFERS, OR SIMILAR RECOMMENDED, UNLESS OTHERWISE ALLOWED AS CONFIRMED BY AHJ.
 - (6) CONSTRUCTION FROM GROUND OR FROM DECK CAN INFLUENCE DESIGN CONSIDERATIONS AND SHOULD BE NOTED IN DESIGN INTENT PER PROJECT.
 - (7) 42" PEDESTRIAN HANDRAIL DESIGNED TO MEET 4" SPHERE RULE.
 - (8) 34" VEHICULAR GUIDERAIL & CURBING SYSTEM RATED FOR 10,000 LB CAPACITY.
 - (9) BRIDGE SLOPE NOT TO EXCEED 4.5% FOR A CONTINUOUS PATH OR 7.5% IN AN ADA RAMP & LANDING CONFIGURATION.
 - (10) IMAGERY REPRESENTS A VARIETY OF EXISTING WORK, ALL PROJECTS ARE CUSTOM DESIGNED PER SITE, CLIENT, AND DESIGN INTENT.
 - (11) YORK TIMBER PROTECTIVE SYSTEMS ARE NOT STANDARD BUT RECOMMENDED DECK, RAIL, AND FOUNDATION COATING SELECTIONS THAT ARE CUSTOM TO THE BRIDGE USE, LOCATION, AND DESIGN INTENT FOR INCREASED LONGEVITY.



2 REPETITIVE SPAN BRIDGE PREVIOUS WORK IMAGES
NOT TO SCALE

YORK
BRIDGE CONCEPTS
The Premier Timber Bridge Company

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TIMBER VEHICULAR BRIDGE

TYPICAL REPETITIVE SPAN CROSSING
GENERIC CANAL - INLET - POND ENVIRONMENT

CONCEPT
ELEVATION

DESIGNED LOADING
VEHICULAR: HS20-44 (L/400 DEFLECTION)
PEDESTRIAN: 90 PSF LOADING (L/360 DEFLECTION)

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