than or equal to nine bays, a second diagonal shall be added to the center bay to form an "X".

Symmetry: The bridge shall be symmetrical about mid-span.

Article 91.7   Bridge Geometry

Span Length: The bridge span length shall be indicated on drawings and measured from face of abutment wall to face of abutment wall.

Width: The bridge clear inside width shall be 12 feet 2 inches and shall be as measured from the inside face of structural truss elements at the deck level.

Top of Truss Height: The top of the top chord shall be 42 inches above the deck (measured from the high point of the deck).

Truss Bay Spacing: The number of bays and the dimension of the panel points shall be determined by the Bridge Manufacturer. However, at no time shall the panel point dimension be a distance which will cause the diagonals to be at an angle shallower than 35-degress with the bottom chord.

Camber: Vertical camber dimension at the mid-span shall be equal to 100% of the anticipated full dead load deflection.

Elevation Difference: The top of deck elevation shall match the existing trail paving elevation at both ends, as noted on the Contract Drawings.

Expansion: Provide clearance for construction tolerances as determined by the Installer and Bridge Manufacturer. Provide for at least one inch movement at the expansion end of the bridge (noted with an E on the drawings), but not less than that required for the design temperature range as determined from the Tables in AASHTO Article 3.12.2.1.

- Temperature range for design shall be for a COLD climate, -30 degrees to 120 degrees Fahrenheit.

Transitions: Provide a smooth transition from the abutment to the premanufactured pedestrian bridge.

Article 91.8   Structural Design Loads

Design loads shall conform to *LGSDPB* Section 3. In considering design and fabrication issues, this structure shall be assumed to be statically loaded. No dynamic analysis shall be required, nor shall fabrication issues typically considered for dynamically loaded structures be required for this bridge.