



OCEANSIDE PIER
DECK, RAILING, AND SECURITY GATE
REPLACEMENT



April 9, 2026

Prepared by:



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DESCRIPTION OF FACILITIES

The Oceanside Municipal Pier is located at the foot of Pier View Way and extends westward over the Strand North for a total distance of 1,942 ft. The pier structure is comprised of two separate elements, the Concrete Bridge and the Timber Pier. The concrete bridge dates back to the mid-1920s and the timber pier was constructed in 1987.

The Timber Pier was designed by Fluor AE Services Inc. and is composed of a timber deck supported by timber stringers and pile caps which are supported by timber piles. The piles are braced both longitudinally and transversely with steel pipe bracing located between the underside of the deck and the waterline. The timber pier is typically 22 ft wide and 1,600 ft long. Six platforms extend out on the north and south sides of the pier to accommodate a bait shop, lifeguard tower, restrooms and appurtenances. A 100 ft-square pier head structure was designed to support a restaurant, however the pier head is in the process of being rebuilt after the 2024 fire damage. The pier has potable water, firewater, wastewater, natural gas, and electrical utilities used to support the aforementioned facilities. Utilities are installed beneath the timber deck, see Appendix A for reference.

The design drawings for the timber pier structure are readily available. The allowable live load capacity of the timber pier is indicated as being 100 pounds per square foot (PSF) with the capacity to support a 17-ton fire engine.

PERTINENT DOCUMENTS

The following documents were reviewed as part of this investigation:

1. Construction drawings, “Oceanside Municipal Pier, Timber Pier and Buildings”, dated February 17, 1986. Prepared by Fluor A&E Services, Inc. These are the record drawings for the existing timber pier.

DECK AND RAILING DESCRIPTION

Deck

The timber deck consists of 4x12 members, laid flat. The decking is fastened to timber stringers with nails. The deck is placed at a 45-degree angle orientated to the stringers below. The deck shall be replaced from Bent 18.4 to Bent 23 see Figure 1.

Stringers are placed at 18-in. on center with 4x16 blocking used above the pile caps and 4x12 blocking at the mid-span. The deck boards are staggered with a minimum of seven feet overlap to an adjacent spliced board. See Appendix A for more details.

Existing appurtenances on the deck will need to be worked around during replacement, for example, the light poles, trash bins, and benches identified in Photo 1 through Photo 3. Light poles shall be removed for the purposes of completing the new deck installation, and then reinstalled.

Railing

The handrail assembly consists of alternating 4x6 timber posts and 6x6 round notched posts spaced approximately 6 feet on center, a 2x6 timber top rail, and 2x4 timber horizontal rails. The railing repairs and replacement shall be from Bent 0 to Bent 23.

The work includes removal and replacement of the existing 4x6 and 6x6 posts, the 2x6 top rail, and all associated hardware in the area identified in Figure 1. The existing 2x4 horizontal rails shall be carefully salvaged to the extent practical prior to removal of the posts and reinstalled once the new posts and top rail have been installed. If not in suitable condition for reinstallation the rails shall be replaced with new rails. The post at Bent 24 south was recently replaced and has fire and domestic water risers attached. This post and utilities shall be protected in place.

Each new post will be securely bolted to the existing 8x16 rim stringer using new 5/8-in diameter bolts and square washers. All hardware used for installing the new posts and reattaching the salvaged 2x4 rails will be new and hot dipped galvanized. See specifications and figures for more details.

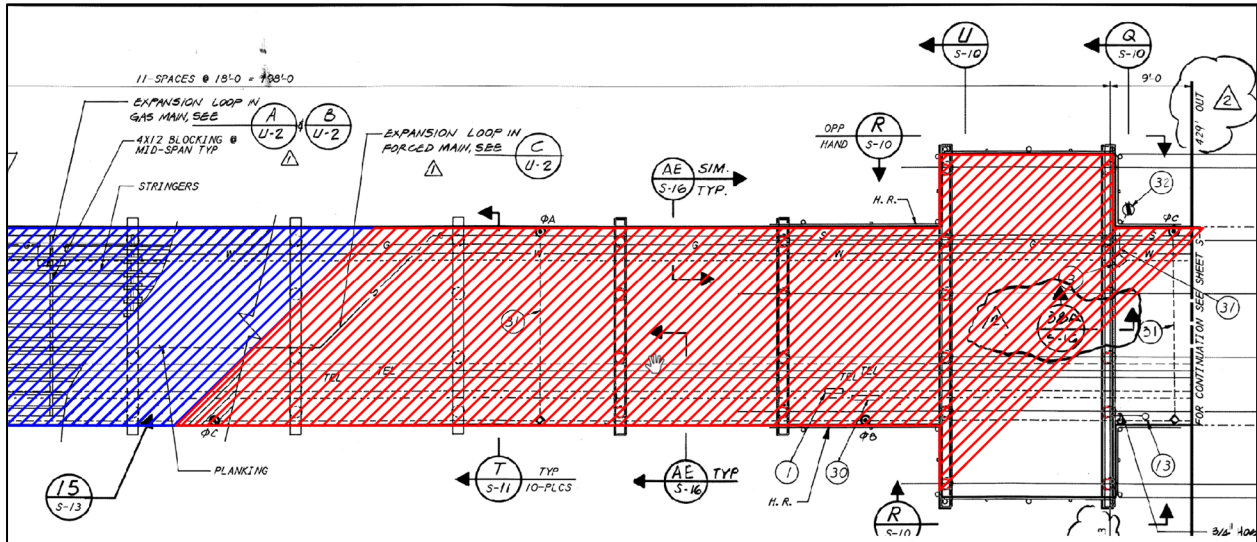


Figure 1. Pier Head Deck Board Replacement and Railing Repair Area. Decking in the blue outline area was replaced previously. The red area is the proposed area to be replaced in this phase.



Photo 1. Light Pole, typical of four locations (Bents 18.5, 20.5, 22.5, 24.5) to be removed and reinstalled by City and Contractor, see Specifications.



Photo 2. Looking east at trash bins at Bent 23, to be removed and reinstalled by City.



Photo 3. Pier bench, looking south between Bents 23 and 24, to be removed and reinstalled by City.

SECURITY GATE DESCRIPTION

This project will also include removal of an existing temporary security gate and replacing it with a galvanized steel security gate. Reference Appendix B: Security Gate Figures for gate location, fabrication details, and anchorage details. Specifications and submittals in the following section will also apply to this portion of the project, reference Appendix B for specifications and submittals specific to the Security Gate.

SPECIFICATIONS

The purpose of these specifications is to provide a narrative for logistics and construction relating to deck board, railing, and security gate replacement. General requirements for the construction work are provided to give prospective bidders a better understanding and appreciation for the required effort. It is intended that the information provided below will be incorporated into the general Request for Proposal (RFP) document prepared by the City.

Scope of Work:

Deck: Replace approximately 2,200 square feet of 4x12 pier decking from Bent 18.4 to Bent 23 at the Oceanside Municipal Fishing Pier.

Railing: Repair and replace approximately 900 linear feet of railing from Bent 0 to Bent 23.

Security Gate: Remove existing temporary security gate and replace, see Appendix B for Security Gate fabrication details, specifications, and submittals.

Project schedule and timeframe to be determined by City of Oceanside. Daily work schedule and hours to be determined and coordinated with the City of Oceanside and Lifeguards.

Construction Sequencing:

1. Pier and kiosks to remain open during the work. The Contractor must provide a safe, delineated public walkway at all times with barriers to deter public access to areas under construction.
2. Access for fire trucks and emergency personnel must be maintained at all times.
3. Deck board removal and replacement shall be limited such that a maximum of 1/6 of the total removal area is under construction at any time.
4. Allow a maximum of 1/6 of the removal area to be cordoned off at any one time.
5. Complete all onsite work within eight weeks from mobilization to site.
6. Allow pedestrian access at all times with the exception of the work area.
7. Work area shall be fenced off at all times.
8. Leaving openings in the deck overnight or outside of work hours shall not be permitted.
9. All work shall be completed Monday through Friday during the hours of 7:00 AM to 5:00PM. Any night work will be permitted upon review and coordination with the City of Oceanside.
10. All work shall be inspected by the City of Oceanside's designated Inspector.

Scaffolding:

1. Scaffold system shall be installed per manufacturer recommendations and in accordance with OSHA and normal operating procedures.
2. Scaffold system shall be supported and suspended from the timber pier caps and piles. Drilling into the pier's pilecaps, decking or blocking shall not be permitted.

3. *Scaffold system shall not utilize the existing/new pipe braces as support or as a component of the system.*
4. *Scaffolding access shall not rely on any portion of the railing for structural support.*
5. *Scaffold system shall be completely decked at bent locations where work is being conducted.*
6. *Perimeter temp fencing shall be placed around worksite not to exceed ½ the pier width and allow for public use and deliveries to pier tenants at all times during scaffold activities.*
7. *Scaffold activities shall be conducted within fenced area. During non-construction hours temp fencing will be moved and secured to one side of the pier. Access Ladders/Towers will be blocked and locked to make scaffold platforms inaccessible.*
8. ***Scaffolding removal and replacement due to storms and/or high surf:***

The CONTRACTOR shall monitor weather conditions for high surf events. In the event of storms and/or high surf is predicted, CONTRACTOR shall notify the CITY three days prior to event. Upon review and approval by the CITY, CONTRACTOR shall remove the scaffolding with 24 hours notice of predicted storm event. Reestablishment of the scaffolding shall take place after conditions allow. Compensation for storm and/or high surf related scaffolding removal and replacement will be based per each event. In the event that scaffolding is not required to be removed and reestablished due to storms and/or high surf during the project duration no compensation will be made to the CONTRACTOR.

Demolition and Removal Requirements:

1. *Submit proposed demolition and removal plan to the Engineer for approval before work for railing, decking, or security gate is started. Include procedures for careful removal of timber railing and decking to prevent splitting of the rails to be reinstalled and supporting timber stringers and careful removal and disposal of materials. Discuss coordination with public/tenant use of the facility. Plan for and discuss restrictions of public access in the work area and maintaining public access to the pier.*
2. *Remove disposal materials from site on a daily basis.*
3. *Prevent the spread of dust and debris and avoid the creation of a nuisance or hazard in the surrounding area.*
4. *Do not use water if it results in hazardous or objectionable conditions that cause pollution to the Pacific Ocean. Discharges to the ocean are not permitted.*
5. *Catch all dust and debris from cutting and drilling.*
6. *Contractor to provide temporary means of entrance and egress over decking removal locations on an as-needed basis as directed by the Engineer and not interfere with public access..*
7. *Stringers are in satisfactory condition. The Engineer will verify that stringers are not damaged during the decking removal process. If damage is noted, a different removal method will be*

required. Timber members damaged as a result of the demolition process shall be replaced at the Contractor's expense. Notify the Engineer when stringers are damaged.

8. *Rails are in satisfactory condition are to be carefully removed, stored, and reinstalled. Some rails may not be suitable for reinstallation. Prior to demolition, the Contractor and the City or the City' inspector shall carefully inspect all of the rails and identify any rails which should require replacement.*
9. *During deck replacement gaps between boards may occur, but openings must be completely covered by plywood at all times outside of working hours and in no case shall gaps exist for more than 24 hours.*
10. *Contractor to use and supply construction grade 1-in min thickness plywood securely fastened to adjacent deck boards when open areas are left unattended.*
11. *During 2024 utility upgrades firewater and domestic water risers were installed to new posts. Protect in place post and utilities at Bent 24.*

Rough Carpentry:

1. Timber

- a. *Lumber shall be Douglas Fir No. 1 or better, and identified by the grade mark of a recognized association or independent inspection agency. The association or independent inspection agency shall be certified by the Board of Review, American Lumber Standards Committee, to grade the species used.*
- b. *Lumber shall be surfaced four sides (S4S) unless noted otherwise to match existing.*
- c. *Do not notch posts, stringers or pile caps except where shown in details.*
- d. *Lumber sizes indicated are nominal. Where lumber is required to match existing construction. The contractor shall field verify the dimensional requirements of the timber.*

2. Preservative Treatment

- a. *All lumber shall be pressure treated for use category UC4B with Ammonical Copper Zinc Arsenate (ACZA) per AWWA P5, and P22 with a minimum net retention of 0.60 pounds per cubic foot.*
- b. *Railing shall be un-incised.*
- c. *All lumber shall be inspected and marked in accordance with AWWA M2.*
- d. *Field treatment: Treat all lumber cuts or holes made in the field with Copper Napthenate in accordance with AWWA P36.*
- e. *The contractor shall be responsible for ensuring that preservative-treated material fits within the designated location without excessive cutting or drilling.*

3. Hardware (for Security Gate, see Appendix B)

- a. *Timber deck spikes shall be round spikes with annular ring shank, 3/8 in. shank diameter by 8.5 in. long (8.5 in. min 10.25 in. max), with 3/4 in. head diameter, installed in pre-drilled holes. Follow nailing plan as indicated in Figures.*
 - b. *Deck spikes shall be hot-dipped galvanized in accordance with ASTM A153, except those required to be stainless steel. Spikes shall conform to Federal Specification FF-N-105B.*
 - c. *All nails shall be galvanized deformed shank common wire nails and conform to Federal Specification FF-N-105B. Size and spacing shall be as detailed or noted on the drawings.*
 - d. *All bolts directly connected to wood shall be equipped with washers; dome head "timber bolts" do not require a washer under the bolt head.*
 - e. *All bolts, lag screws and spikes shall have predrilled pilot holes prior to installation. Holes for bolts shall be bored with a bit 1/32" to 1/16" larger than bolts.*
 - f. *Plate and shapes: ASTM A36*
 - g. *Bolts: ASTM A307*
 - h. *Nuts: ASTM A563*
 - i. *Washers: ASTM F436*
 - j. *All welding shall be in accordance with AWS D1.1*
 - k. *Steel shall be hot-dip galvanized per ASTM A123 or A153 as applicable.*
4. *Execution*
- a. *Untreated wood exposed from cutting, notching or drilling shall be field-treated with preservative during installation.*
 - b. *New deck planks shall be continuous across the full width of the pier to match existing decking. New decking shall be placed with the annular rings facing concave upwards - where applicable. Install spikes to miss pre-existing spike holes. Bevel edges of new deck planks to match existing adjacent planks, maximum bevel 0.25 in. Contractor shall verify new decking will fit in place of existing planks without field milling or planing.*
 - c. *Planing is permitted at edge of new deck boards to match elevation of existing boards. Field treatment will be required for any planed surfaces.*
5. *Provide Simpson splice strap stainless steel at every splice (Simpson MST 37 on both sides or approved equal), see Figure A- 4.*
6. *Provide 7 ft min distance to adjacent splice.*
7. *All old nail and screw holes to be injected with sealant, such as Sikaflex Construction Sealant, or approved equal.*

Contractor Responsibilities:

1. *Contractor shall obtain all permits required for construction from City of Oceanside.*

2. *Contractor shall have a City of Oceanside Business License in good standing.*
3. *Contractor shall show proof of Workman's Compensation Insurance with the City named as Additional Insured.*
4. *Contractor shall prepare submittals and obtain approvals prior to any mobilization to the site.*
5. *Contractor shall provide a seven-day notice to the City of Oceanside's engineering representative prior to the start of demolition to coordinate inspection.*
6. *Contractor to provide temporary fencing for closure area and removal after construction*
7. *Contractor to supply material for temporary access for Engineer's inspection and for closure of open areas while left unattended.*
8. *The contractor shall carefully remove, store, and protect all materials intended for re-use on the project to satisfaction of the Engineer.*
9. *Contractor shall be responsible for removal and disposal of materials not intended for re-use. Prior to any disposal activities, the Contractor shall submit a written authorization from the property owner or manager of a commercial disposal site accepting the materials to be disposed and a written release holding harmless the owner, city, engineer, and their consultants and employees from responsibility for all negative actions that result from the disposal of materials at the site. Disposal operations shall not begin until these documents are approved by the City.*
10. *Contractor to supply all materials including but not limited to hardware, timber for railing, wood sealant, preservative treatment, and splice straps; with the exception of the timber deck boards.*
11. *The Contractor shall provide all required railing components, including but not limited to, twenty-four (24) 6-inch-diameter wood posts, twenty-two (22) 6x6 wood posts, the 2x6 top rail, and all associated hardware, to accommodate a total railing length of approximately 875 linear feet. Quantities to be verified in the field.*
12. *During the 2024 improvements, the fire and domestic water risers located at Bent 24 were replaced along with the railing post. This post, along with the existing utilities, shall be protected in place. Refer to Figures A- and A-8.*

City Responsibilities:

1. *City will supply timber for decking, including 4x12 boards at 16 feet long and 4x12 boards at 20 feet long.*
2. *If rails are identified for replacement, the City will be responsible for supplying the lumber and engraving the names in the rail. CONTRACTOR shall coordinate lead times with CITY.*
3. *City to review and approve Contractor's Materials Quantities Submittal prior to start of work.*
4. *City will supply signs for Contactor installation for the notice of permitted closure area.*

5. *The City will remove and reinstall benches, fishing line disposal, and trash receptacles in the work area. Contractor shall coordinate with City to ensure that this work is performed so as to not affect the Contractors schedule.*
6. *Space for the Contractor's laydown area and dumpster will be provided at the harbor's parking lot 1. The City will deliver and store the deck boards for the Contractor's use at this lot. The Contractor will be responsible for transporting the boards and fasteners to the site.*

City/Contractor Shared Responsibilities:

1. *City will remove, temporarily store, and reinstall the light posts. At the time of removal, if the threaded anchor rods and/or anchor plate are deemed not suitable for reuse, the City will supply new hardware and/or timber anchor plate for the light post anchorage. The City will reinstall the light posts and connect the wiring. The Contractor will be responsible for coordinating and installing the four threaded rods and anchor plate under the pier and drilling the holes for the conduit and threaded rods in the deck boards.*

Submittals (not a complete list):

1. *Work Plan and Proposed Schedule*
2. *Scaffolding Plan*
3. *For submittals specific to Security Gate, reference Appendix B.*
4. *Materials*
 - a. *Timber preservatives inspection report complying with AWPA Standards.*
 - b. *Hardware*
 - c. *Sample of HDPE top rail for City approval*

Inspections:

1. *Contractor shall notify the City and the City's engineer during the following stages of construction to allow for structural observations:*
 - a. *After removal of 1st 10% of deck boards, to be scheduled when top of stringers are visible.*
 - b. *After removal of 1st 10% of railing posts.*
 - c. *After security gate posts are installed.*
 - d. *Prior to 50% completion.*
 - e. *Prior to 100% completion.*

PIER RAILING & DECKING – ESTIMATE OF QUANTITIES TABLE

Item	Quantity	Fasteners per Post/Unit *	Total Fasteners *
6-inch Ø Wood Posts (Round)	22	2 – 5/8" bolt assembly 20 -16d nails	~50 bolt assembly ~450 nails
6×6 Wood Posts	24	2 – 5/8" bolt assembly, 5 - 1/2" bolts assembly 2 – 16d nails	~50 × 5/8" bolt assembly ~150-1/2" bolt assembly ~50 nails
2×6 Top Rail	900 linear feet 1- 16d nail every 12 inches	—	~900 LF total ~1800 nails
Decking / Planking	Approx 92 linear feet (2,200 sq ft)	105 nails 3/8" Spikes per 5 LF of pier length (20-ft pier width) + 3-3/8" Spikes per plank (popout edges over 55 linear feet) 10 Simpson MST per 5 LF of pier length (20-ft pier width) 2 - 60d spikes into blocking (popout edges)	~2000 + ~170 = ~2170 3/8" spikes ~200 Simpson MST assembly ~ 40 60d spikes

**Quantities do not include all accessory hardware associated with the fasteners.
 The quantities presented in this report are approximate and are provided for planning purposes only. Final quantities may vary based on field conditions and contractor means and method*

BID SCHEDULE

BID ITEM No. 1 – Mobilization, Demobilization, Bonds, Insurance

Description of Work:

The CONTRACTOR shall provide all labor, materials, equipment, and other incidentals required for the execution of this bid item. All fees will be borne by the CONTRACTOR including processing and obtaining of all required bonds and insurance, necessary for performing the Work. Under this item, the CONTRACTOR shall mobilize its forces, equipment, and materials as required to the project site.

The CONTRACTOR shall place all new facilities into successful operation in accordance with the Contract Documents and the satisfaction of the CITY. The CONTRACTOR shall provide removal of all equipment, material and supplies necessary to perform the Work. The CONTRACTOR shall perform final clean up and removal of all waste and debris associated with the Work. Commissioning and Demobilization shall constitute the no greater than 2% of the total bid amount.

The lump sum price for this CONTRACTOR required Work item shall not be greater than 8% of the total bid amount.

BID ITEM No. 2 – Temporary Scaffolding and Public Safety

Description of Work:

The CONTRACTOR shall provide all labor, materials, equipment, and other incidentals required for the execution of this bid item. The CONTRACTOR shall perform all Work, as shown on the provided project specifications and details, to furnish, install, and remove any and all temporary facilities needed by CONTRACTOR to perform Work, complete, all in accordance with the Contract Documents including, but not limited to temporary scaffolding to meet the requirements of OSHA, temporary lighting, trench plates, safety cones, signage, temporary fencing, and portable restrooms.

BID ITEM No. 3 – Installation – Timber Pier Railing Repairs and Replacement from Bent 0 to Bent 23

Description of Work:

The CONTRACTOR shall provide all labor, materials, equipment, and other incidentals required for the execution of this bid item. The CONTRACTOR shall perform all Work, as shown on the provided project specifications and details, all in accordance with the Contract Documents. This lump sum price shall be full compensation for providing labor and equipment necessary for performing all demolition work required for the timber pier railing and electrical work.

BID ITEM No. 4 – Installation – Deck Board Replacement from Bent 18.4 to Bent 23

Description of Work:

The CONTRACTOR shall provide all labor, materials, equipment, and other incidentals required for the execution of this bid item. The CONTRACTOR shall perform all Work, as shown on the provided project specifications and details as indicated in the contract specifications, complete, all-in accordance with the Contract Documents. This lump sum price shall be full compensation for providing labor and equipment necessary for performing all work required for the timber pier railing.

BID ITEM No. 5 – Security Gate Fabrication and Installation

Description of Work:

The CONTRACTOR shall provide all labor, materials, equipment, and other incidentals required for the execution of this bid item. The CONTRACTOR shall perform all Work, as shown on the provided project specifications and details as indicated in the contract specifications, complete, all-in accordance with the Contract Documents. This lump sum price shall be full compensation for providing labor and equipment necessary for performing all work required for the fabrication and installation of the Security Gate.

BID ITEM No. 6 – Scaffolding Removal Contingency for Storm Event

Description of Work:

The CONTRACTOR shall provide contingency for all labor, materials, equipment, and other incidentals required for the execution of this bid item. The CONTRACTOR shall perform all Work, as shown on the provided project specifications and details, to remove and replace temporary scaffolding by CONTRACTOR, complete, all in accordance with the Contract Documents for a high surf event. In the event that scaffolding is not required to be removed and reestablished due to storms and/or high surf during the project duration no compensation will be made to the CONTRACTOR.

BID SCHEDULE

<u>Item</u>	<u>Description</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Extended Amount</u>
1	Mobilization, Bonds, Insurance	1	LS	70,400
2	Temporary Scaffolding and Public Safety	1	LS	328,480
3	Installation – Timber Pier Railing Repairs and Replacement from Bent 0 to Bent 23	900	LF	165,525
4	Installation – Deck Board Replacement from Bent 18.4 to Bent 23	2,200	SF	264,525
5	Security Gate Fabrication and Installation	1	LS	62,500
6	Scaffolding Removal Contingency for Storm Event	1	LS	178,400

Total Bid Amount in Numerals: \$ 1,069,830.00

Total Bid Amount in Words: \$ ONE MILLION SIXTY NINE
THOUSAND EIGHT HUNDRED THIRTY DOLLARS

CHARLES DOHERTY CONCRETE INC
Contractor



By _____

CHARLES DOHERTY

By _____

2850 INDUSTRY ST

Address

OCEANSIDE, CA 92054

Address

(760) 721-3351

Telephone Number

APPENDIX A: DECK AND RAILING FIGURES

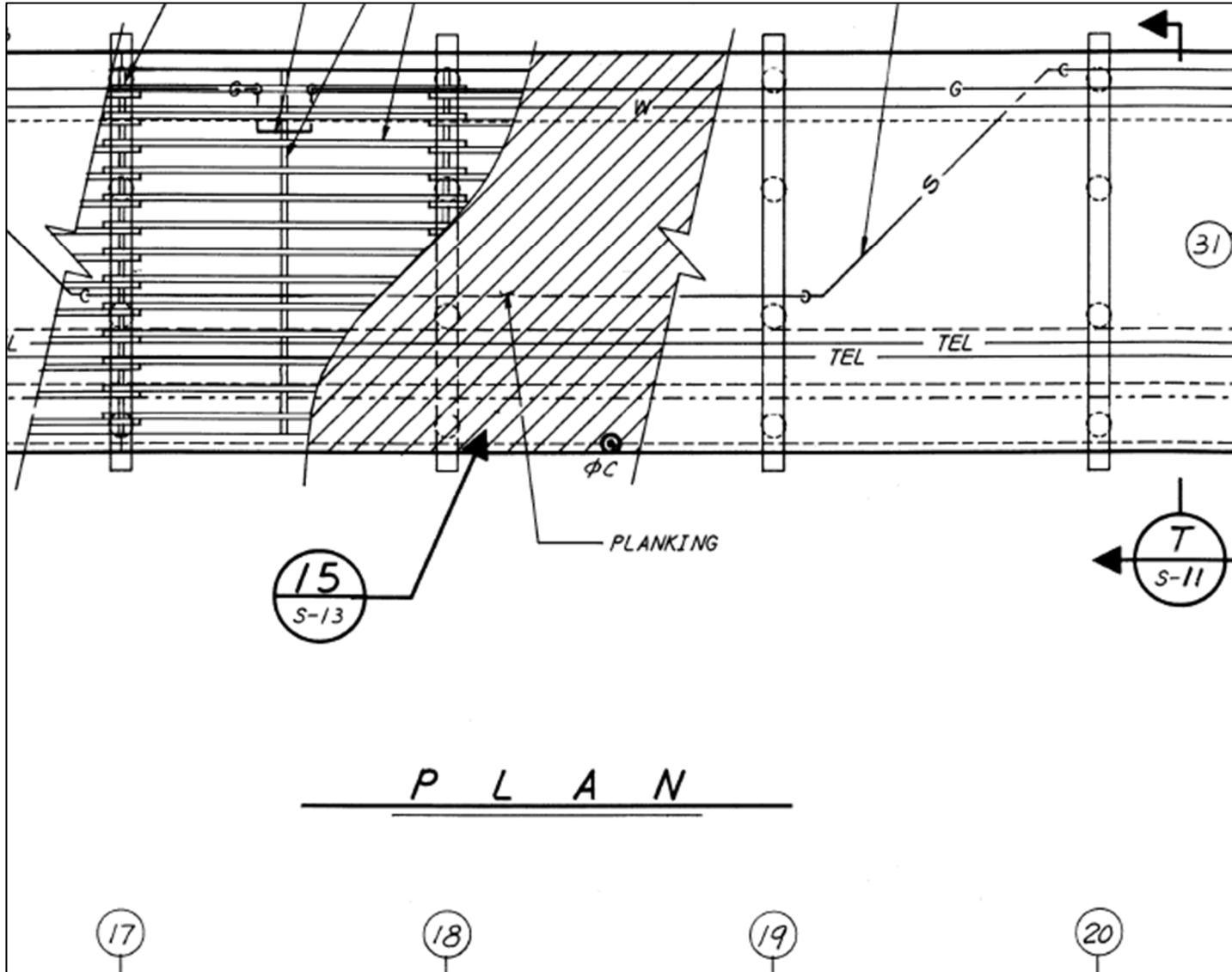


Figure A- 1. Typical Planking Plan, referencing detail 15/S-13 (see Figure A-4).

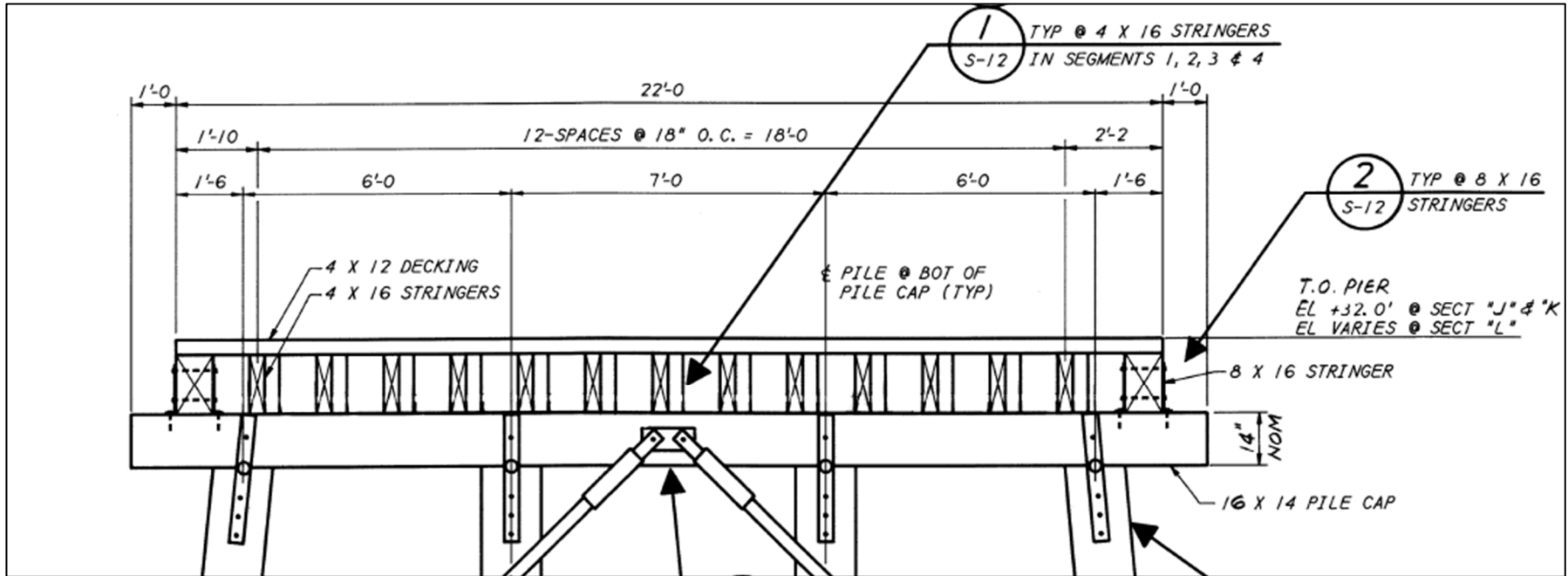


Figure A- 2. Existing Typical Elevation, reference Section J/K/L on S-10.

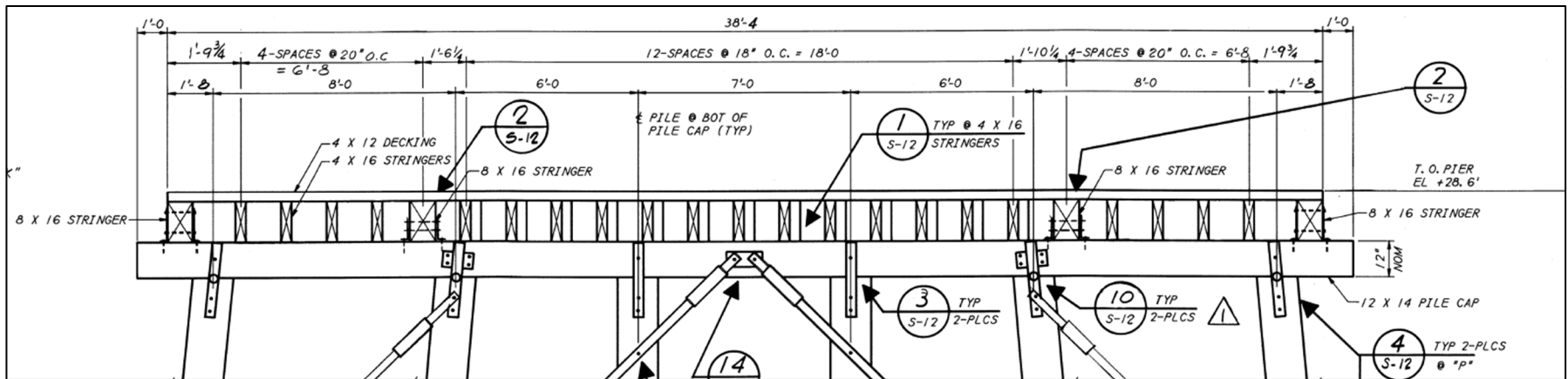


Figure A- 3. Existing Typical Elevation at the popout, reference P/Q/U on S-10.

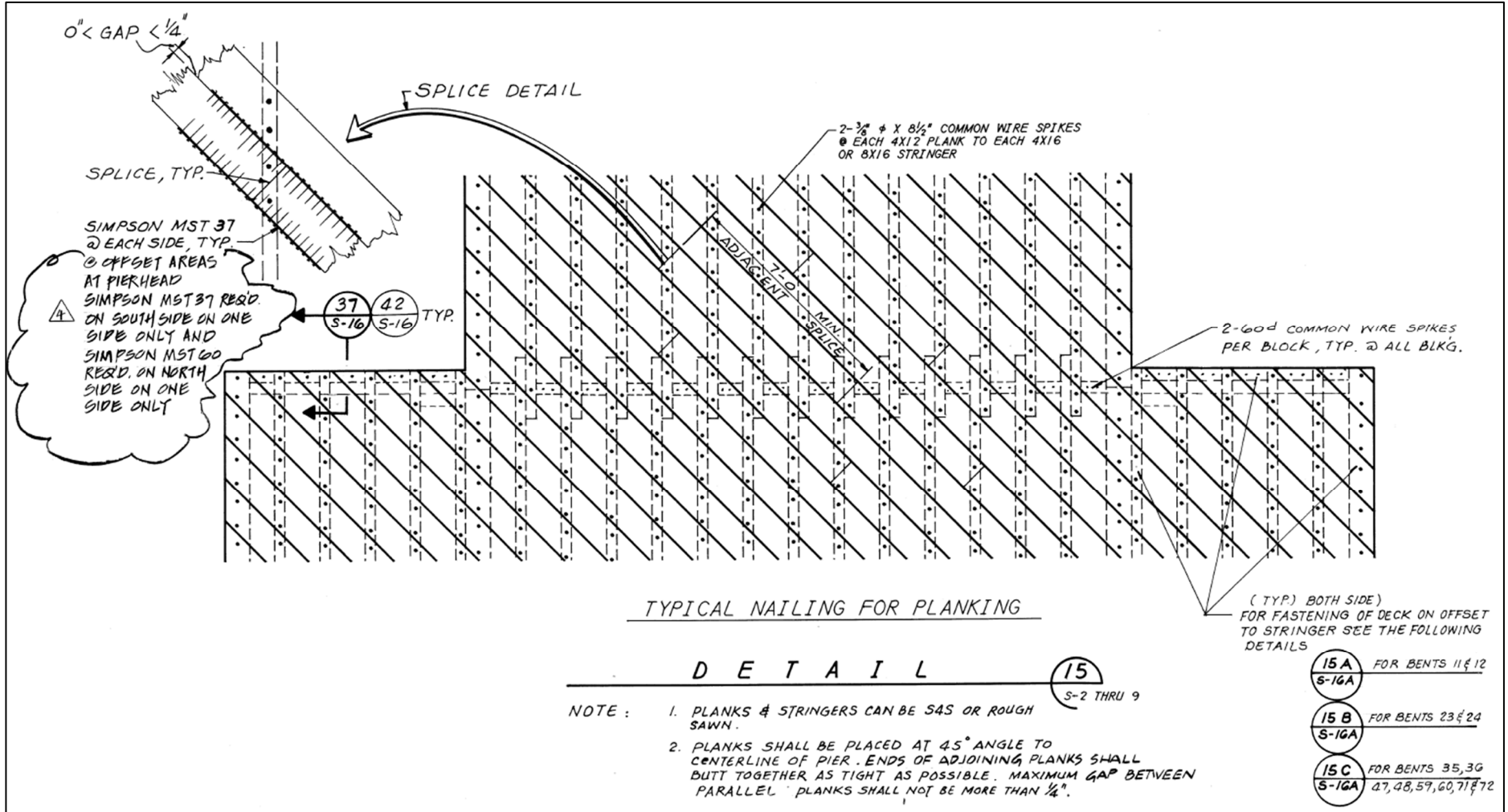


Figure A- 4. Existing Pier Nailing Detail, reference detail 15 on S-13. For fastening detail around popout see 37/S-16 and 15B/16-A.

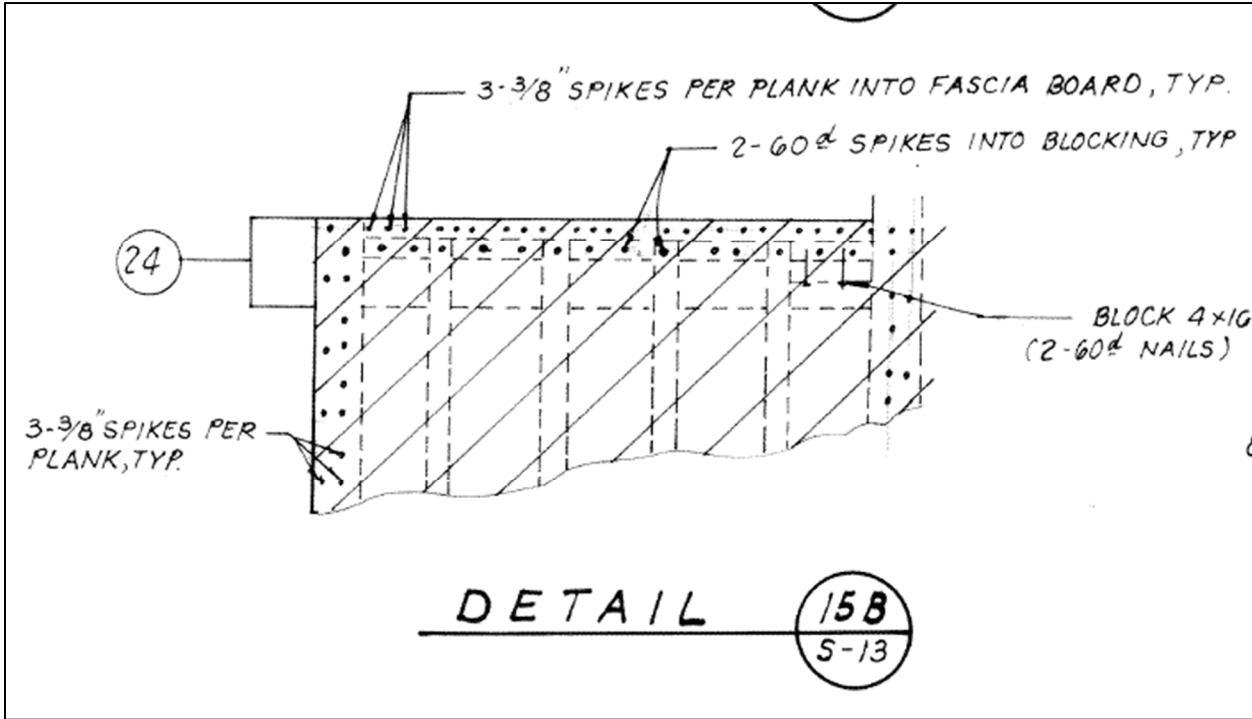


Figure A- 5. Reference Detail 15B on S-13. For fastening of deck to stringers at the popout.

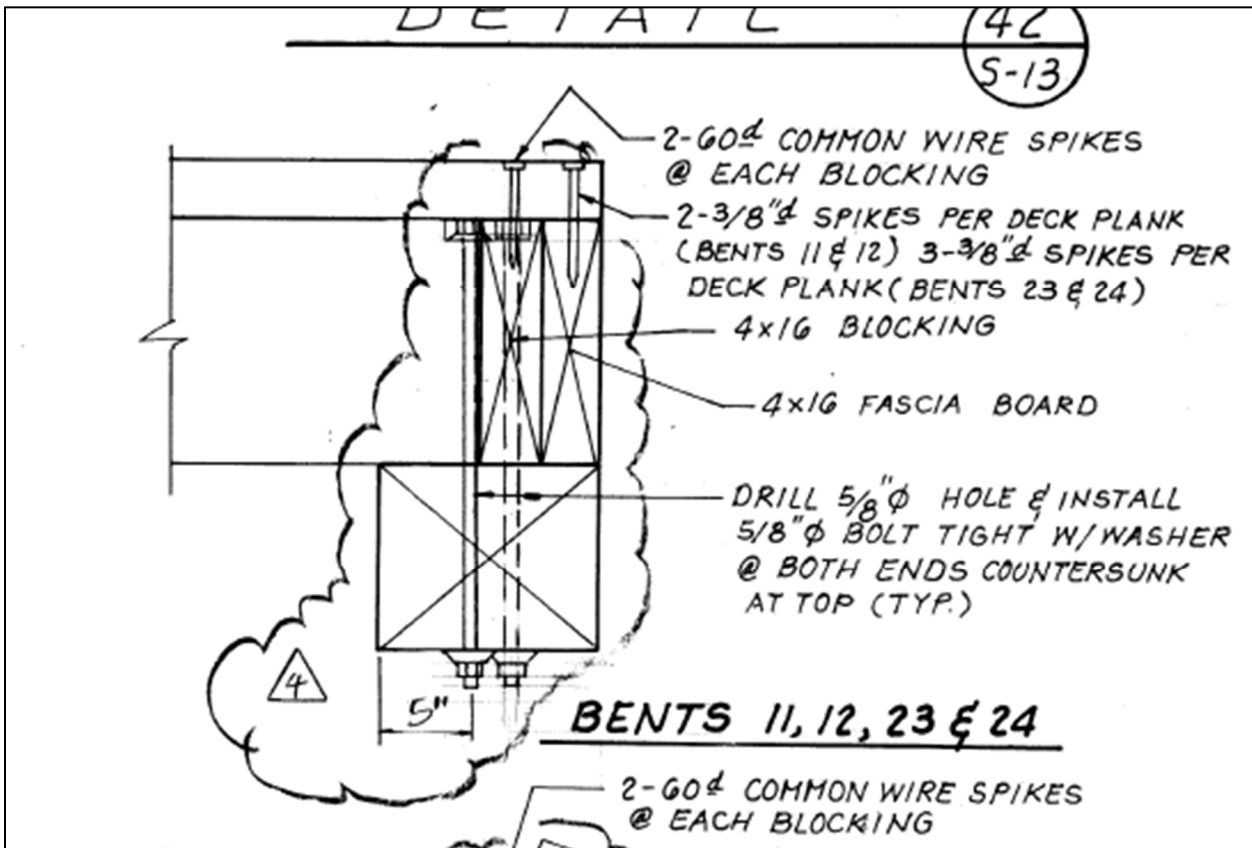


Figure A- 6. Reference Detail 37 on S-16. Nailing detail around east and west edges of popouts.

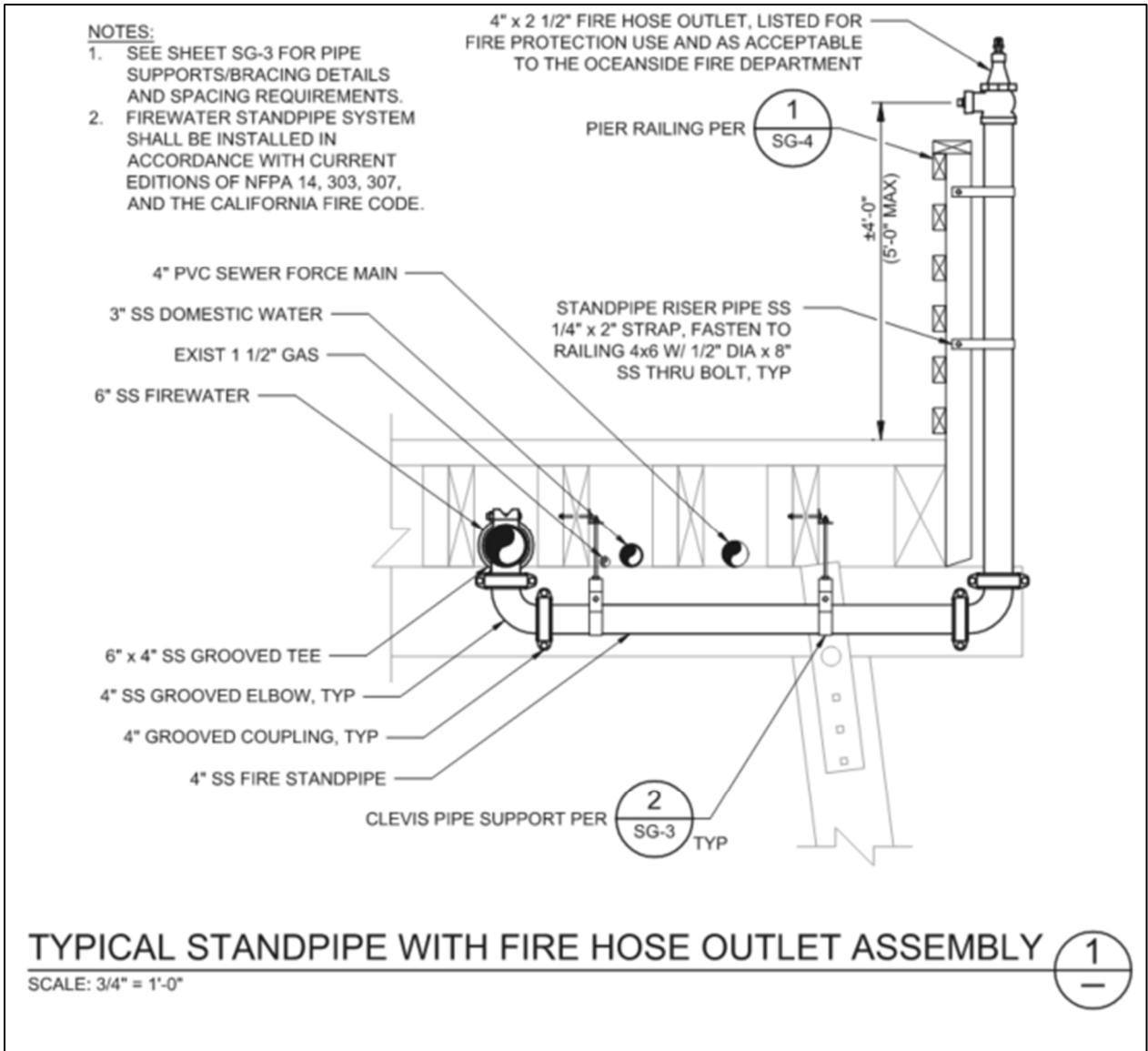


Figure A- 7. Reference detail, as-builts from 2024 utility replacement project. Fire water riser water located at Bent 24 is connected to replaced post. Protect utilities and post in place.

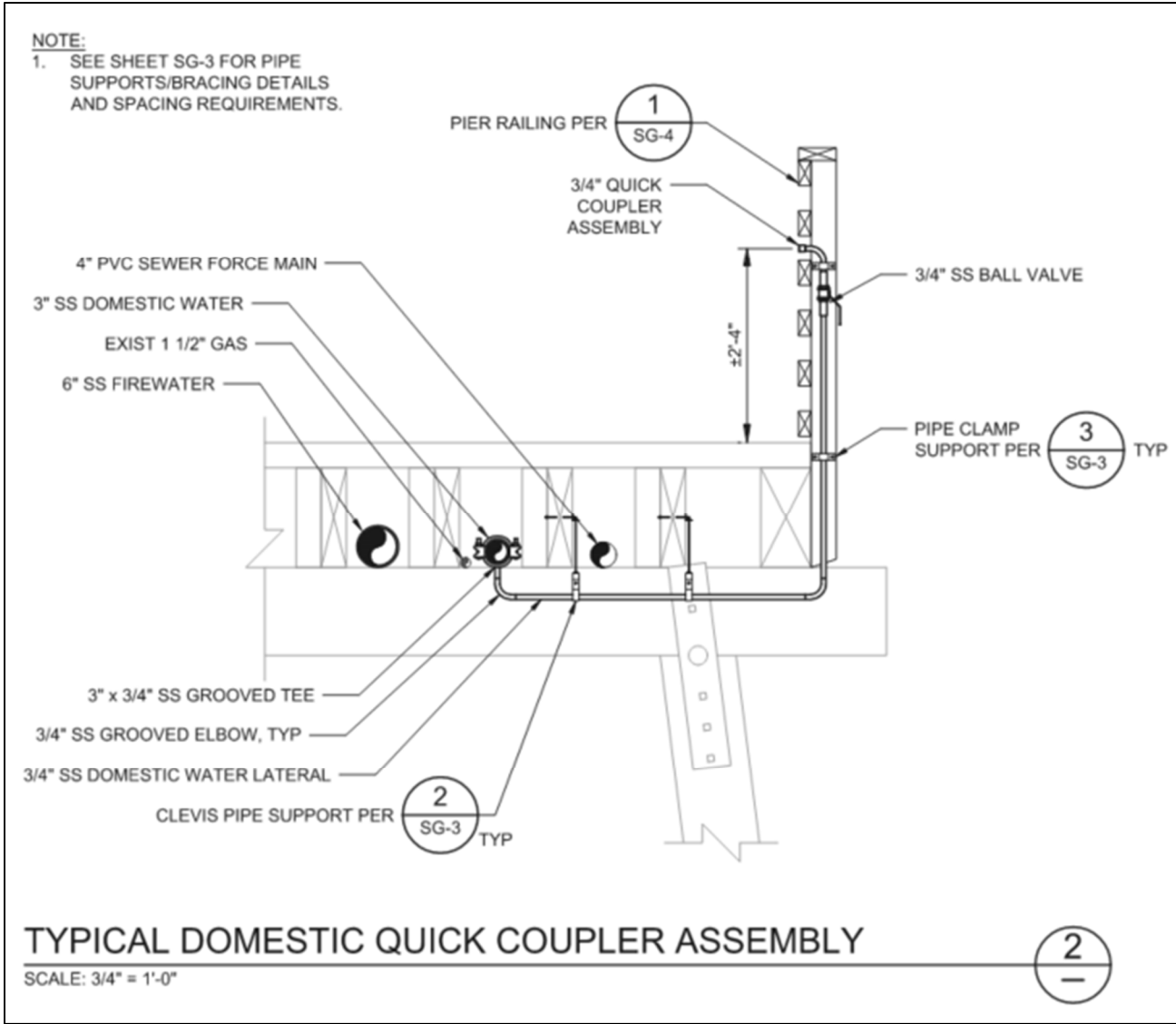


Figure A- 8. Reference detail, as-builts from 2024 utility replacement project. Domestic water located at Bent 24 is connected to replaced post. Protect utilities and post in place.

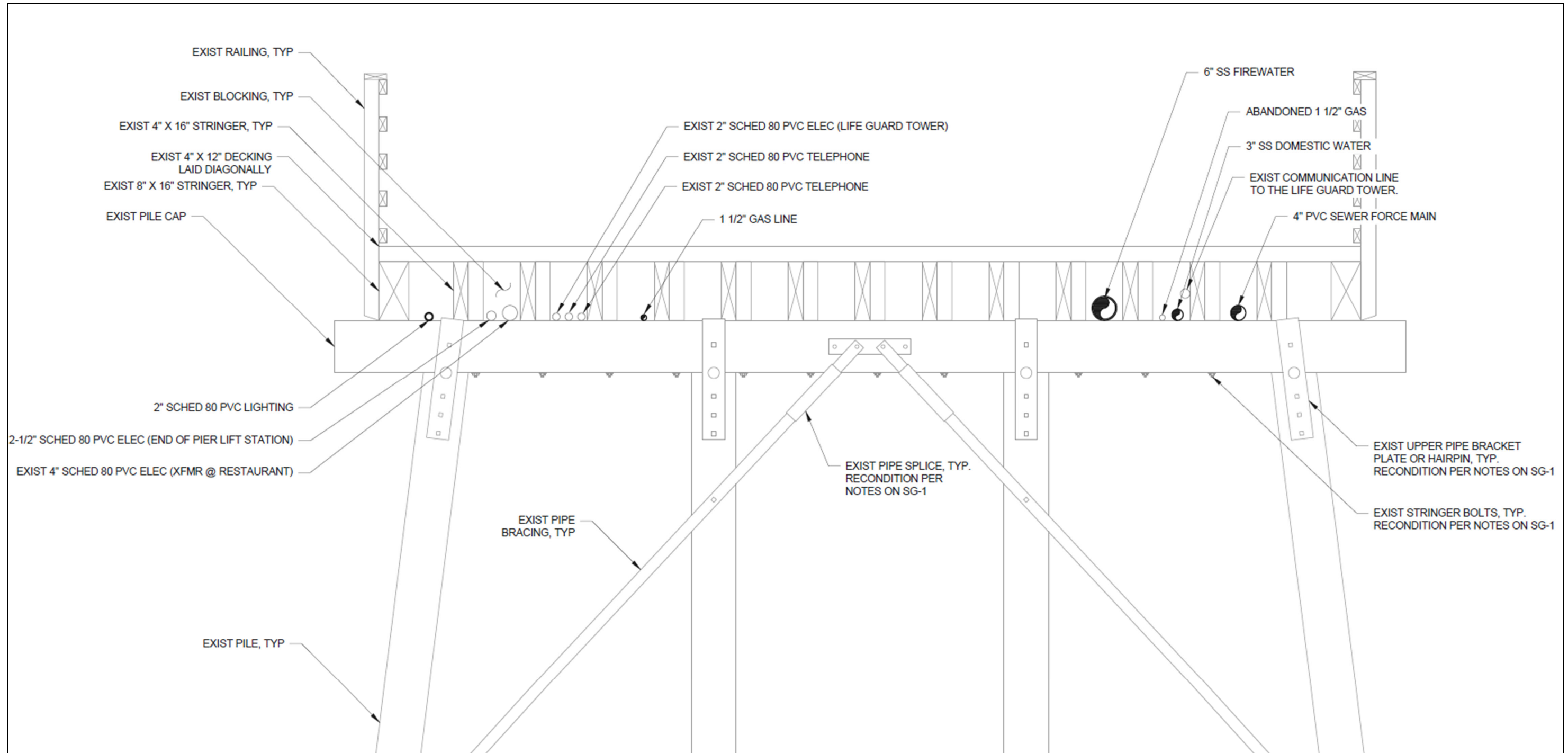


Figure A- 9. Typical pier section with utilities identified for reference.

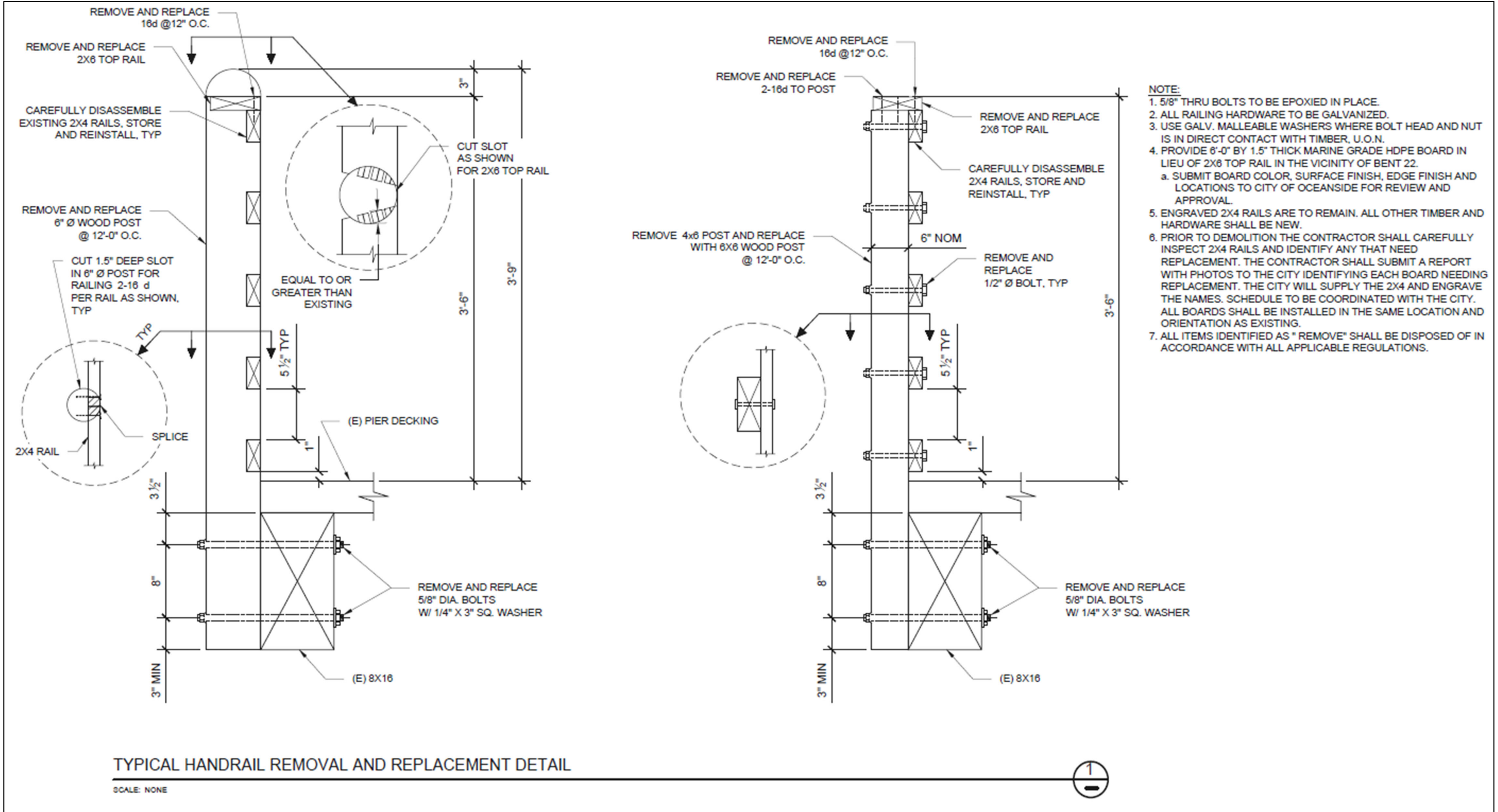
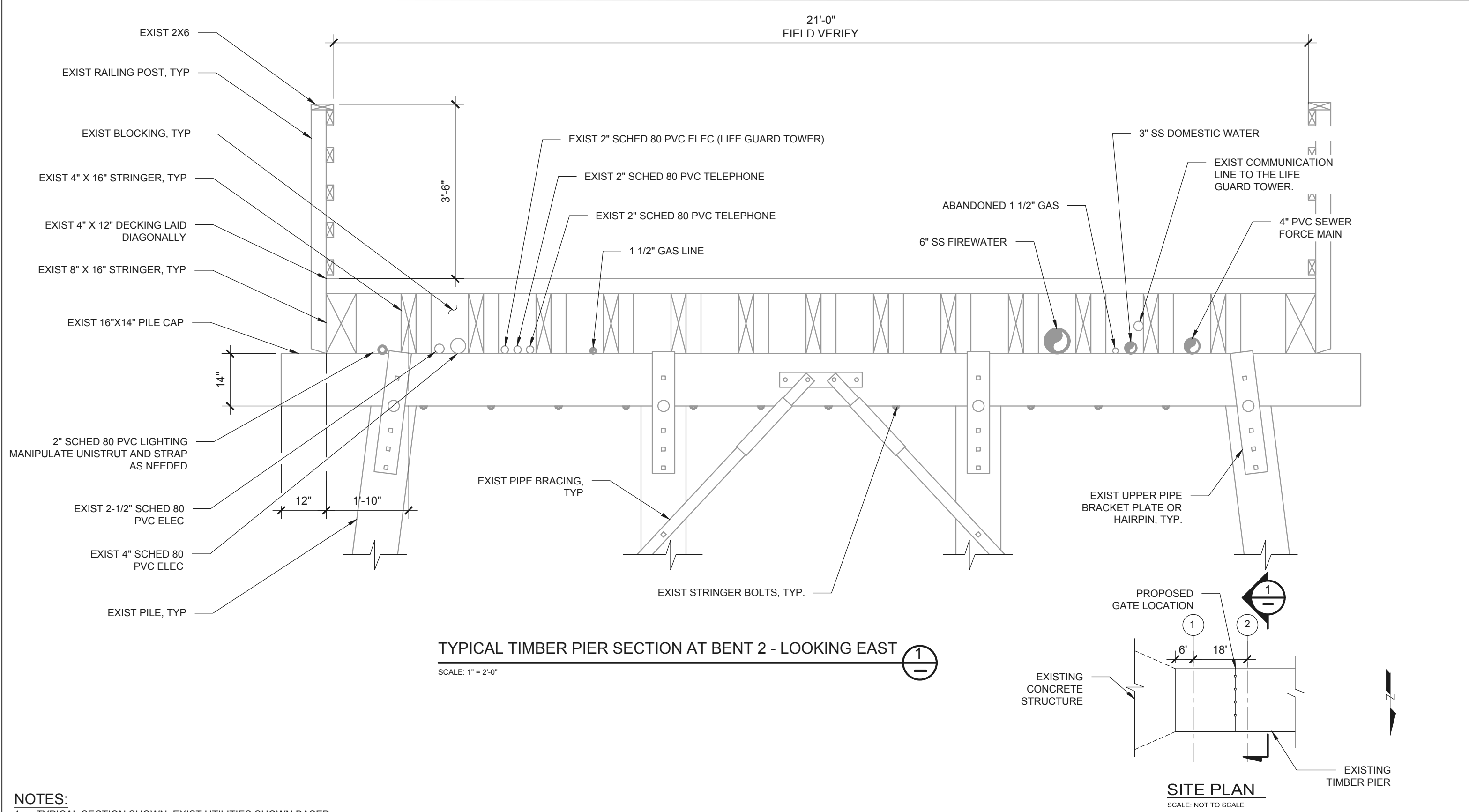


Figure A- 10. Typical handrail assembly showing the arrangement of vertical posts, top rail, and horizontal rails.

APPENDIX B: SECURITY GATE FIGURES

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- NOTES:**
1. TYPICAL SECTION SHOWN. EXIST UTILITIES SHOWN BASED ON AS BUILT DRAWINGS AND FIELD OBSERVATIONS. ADDITIONAL CONDUITS MAY BE PRESENT.
 2. CONTRACTOR TO VERIFY LOCATION OF CONDUITS AND NOTIFY ENGINEER OF ANY DISCREPANCIES.

BRADY

10089 Willow Creek Rd
Suite 375, San Diego, CA 92131
P: (858) 496-0500

CITY OF OCEANSIDE

PIER GATE

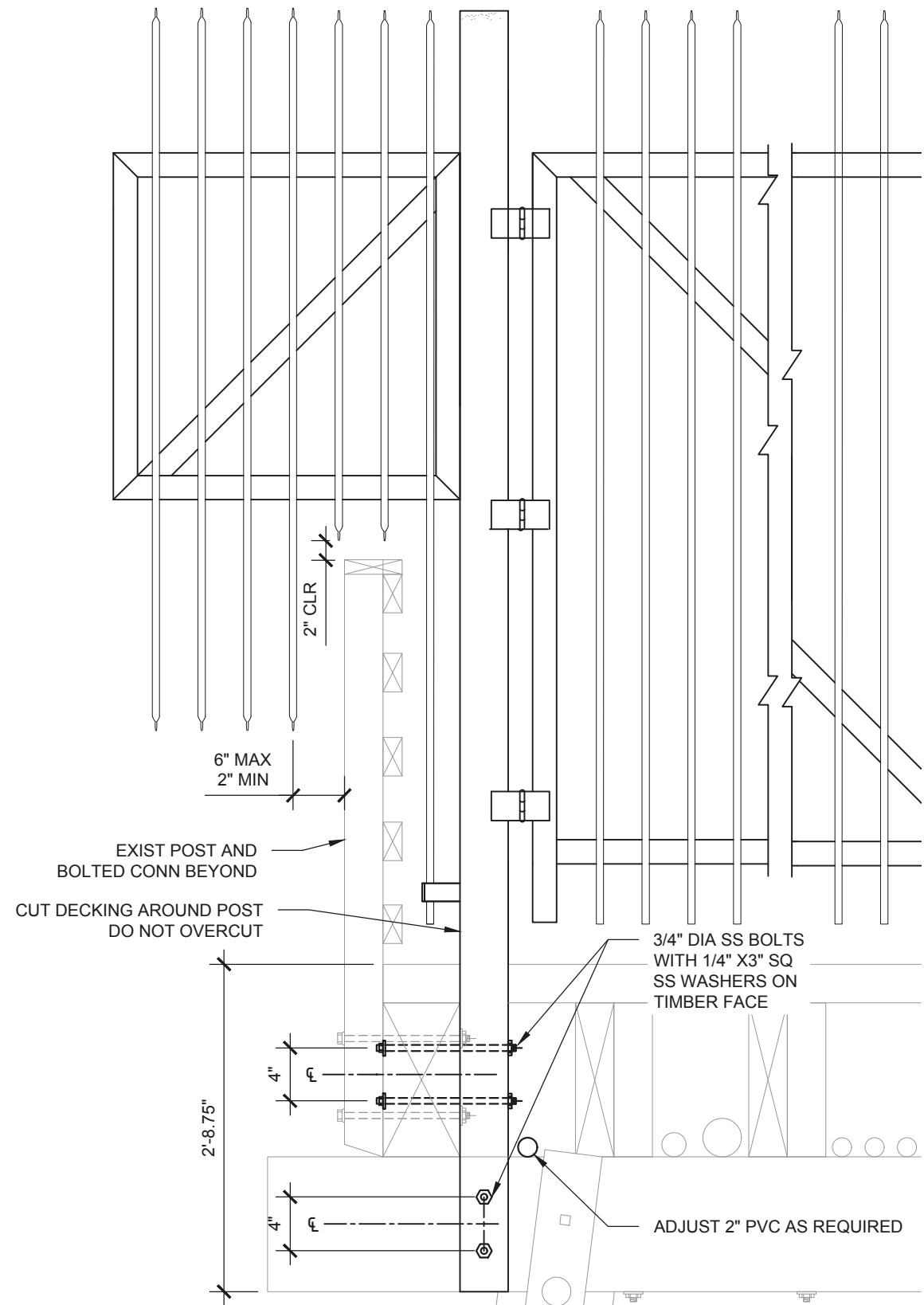
EXISTING CONDITIONS

FIGURE 1

DATE

9/18/2025

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SECTION AT BENT 2 - LOOKING WEST

SCALE: NONE



GENERAL NOTES

1. CONTRACTOR SHALL USE METHODS AND/OR PROCEDURES DEEMED APPROPRIATE FOR REPAIR OR REPLACEMENT OF STRUCTURAL COMPONENTS SHOWN. EXISTING STRUCTURE AND/OR COMPONENTS TEMPORARILY REMOVED TO FACILITATE SUCH REPAIRS OR REPLACEMENT SHALL BE REPAIRED, RESTORED, AND/OR RECONSTRUCTED.
2. CONTRACTOR SHALL SUBMIT ALL MATERIALS LISTS FOR APPROVAL BY THE ENGINEER PRIOR TO ORDERING.
3. THE CONTRACTOR SHALL PREPARE A COMPLETE LIST OF REMOVED MATERIALS BY TYPE AND QUANTITY. THIS LIST SHALL IDENTIFY ALL ITEMS INTENDED FOR RE-USE AND THOSE INTENDED FOR DISPOSAL. SUBMIT A COPY TO THE ENGINEER FOR RECORD.
4. THE CONTRACTOR SHALL CAREFULLY REMOVE, STORE, AND PROTECT ALL MATERIALS INTENDED FOR RE-USE ON THE PROJECT.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND DISPOSAL OF MATERIALS NOT INTENDED FOR RE-USE. PRIOR TO ANY DISPOSAL ACTIVITIES, THE CONTRACTOR SHALL SUBMIT A WRITTEN AUTHORIZATION FROM THE PROPERTY OWNER OR MANAGER OF A COMMERCIAL DISPOSAL SITE ACCEPTING THE MATERIALS TO BE DISPOSED AND A WRITTEN RELEASE HOLDING HARMLESS THE OWNER, CITY, ENGINEER, AND THEIR CONSULTANTS AND EMPLOYEES FROM RESPONSIBILITY FOR ALL NEGATIVE ACTIONS THAT RESULT FROM THE DISPOSAL OF MATERIALS AT THE SITE. DISPOSAL OPERATIONS SHALL NOT BEGIN UNTIL THESE DOCUMENTS ARE APPROVED BY THE CITY.
6. CONTRACTOR SHALL PROTECT IN PLACE ALL UTILITIES AND STRUCTURES NOT SPECIFICALLY CALLED OUT IN THESE DRAWINGS.

TIMBER NOTES

1. CARE AND REPAIR OF TREATED SURFACES SHALL BE AS SPECIFIED IN AWPA STANDARD M4.
2. HOLES FOR BOLTS SHALL BE BORED WITH A BIT 1/32" TO 1/16" LARGER THAN BOLTS.
3. PRIOR TO COMPLETION OF BOLTED CONNECTIONS TO TIMBER, RETIGHTEN AND LOCK ALL BOLTS IN PLACE BY MARRING THE BOLT THREADS OUTSIDE OF THE NUT.
4. ALL BOLTS DIRECTLY CONNECTED TO WOOD SHALL BE EQUIPPED WITH WASHERS; DOME HEAD "TIMBER BOLTS" DO NOT REQUIRE A WASHER UNDER THE BOLT HEAD.
5. ALL BOLTS, LAG SCREWS AND SPIKES SHALL HAVE PREDRILLED PILOT HOLES PRIOR TO INSTALLATION.
6. DO NOT NOTCH POSTS, STRINGERS OR PILE CAPS EXCEPT WHERE SHOWN IN DETAILS.
7. ALL NAILS SHALL BE GALVANIZED DEFORMED SHANK COMMON WIRE NAILS AND CONFORM TO FEDERAL SPECIFICATION FF-N-105B. SIZE AND SPACING SHALL BE AS DETAILED OR NOTED ON THE DRAWINGS.
8. ANY CUT SURFACES OR DRILLED HOLES MADE IN THE PRESERVATIVE-TREATED WOOD SHALL BE PROTECTED BY FIELD TREATMENT PER AWPA M4 AFTER CUTTING OR DRILLING.
9. LUMBER SIZES INDICATED ARE NOMINAL. WHERE LUMBER IS REQUIRED TO MATCH EXISTING CONSTRUCTION. THE CONTRACTOR SHALL FIELD VERIFY THE DIMENSIONAL REQUIREMENTS OF THE TIMBER.

CARBON STEEL NOTES

1. PLATE AND SHAPES: ASTM A36, A500 OR AS NOTED.
2. BOLTS: ASTM A307, HDG
3. NUTS: ASTM A563, HDG
4. WASHERS: ASTM F436, HDG
5. ALL WELDING SHALL BE IN ACCORDANCE WITH AWS D1.1
6. STEEL SHALL BE HOT-DIP GALVANIZED PER ASTM A123 OR A153 AS APPLICABLE.
7. ALL WELDING SHALL BE DONE BY SHIELDED ARC PROCESS USING APPROVED ELECTRODES PER AWS D1.1 E70XX (LOW HYDROGEN ELECTRODES).
8. SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER PRIOR TO FABRICATION.
9. CUTTING OR DRILLING SHALL NOT BE PERMITTED AFTER HDG.

STAINLESS STEEL NOTES

1. UNLESS OTHERWISE INDICATED, ALL FRAMING OF STAINLESS STEEL SHAPES, PLATES AND BARS SHALL CONFORM TO ASTM A276, TYPE 316L.
2. PIPE SHALL CONFORM TO ASTM A312, TYPE 316 OR 316L.
3. ALL STAINLESS STEEL THREADED RODS AND BOLTS SHALL CONFORM TO ASTM F593, TYPE 316.
4. ALL STAINLESS STEEL NUTS SHALL CONFORM TO ASTM F594, TYPE 316.
5. WASHERS, WHERE INDICATED, SHALL CONFORM TO ASTM A240, TYPE 316.
6. BOLT HOLES SHALL BE 1/16" OVERSIZE, UNLESS INDICATED OTHERWISE.
7. BURNING OF HOLES FOR CONNECTIONS IS NOT PERMITTED.
8. ALL WELDS SHALL CONFORM TO AWS D1.6. THE ENGINEER SHALL APPROVE ALL STAINLESS STEEL WELDING.

DESIGN CRITERIA

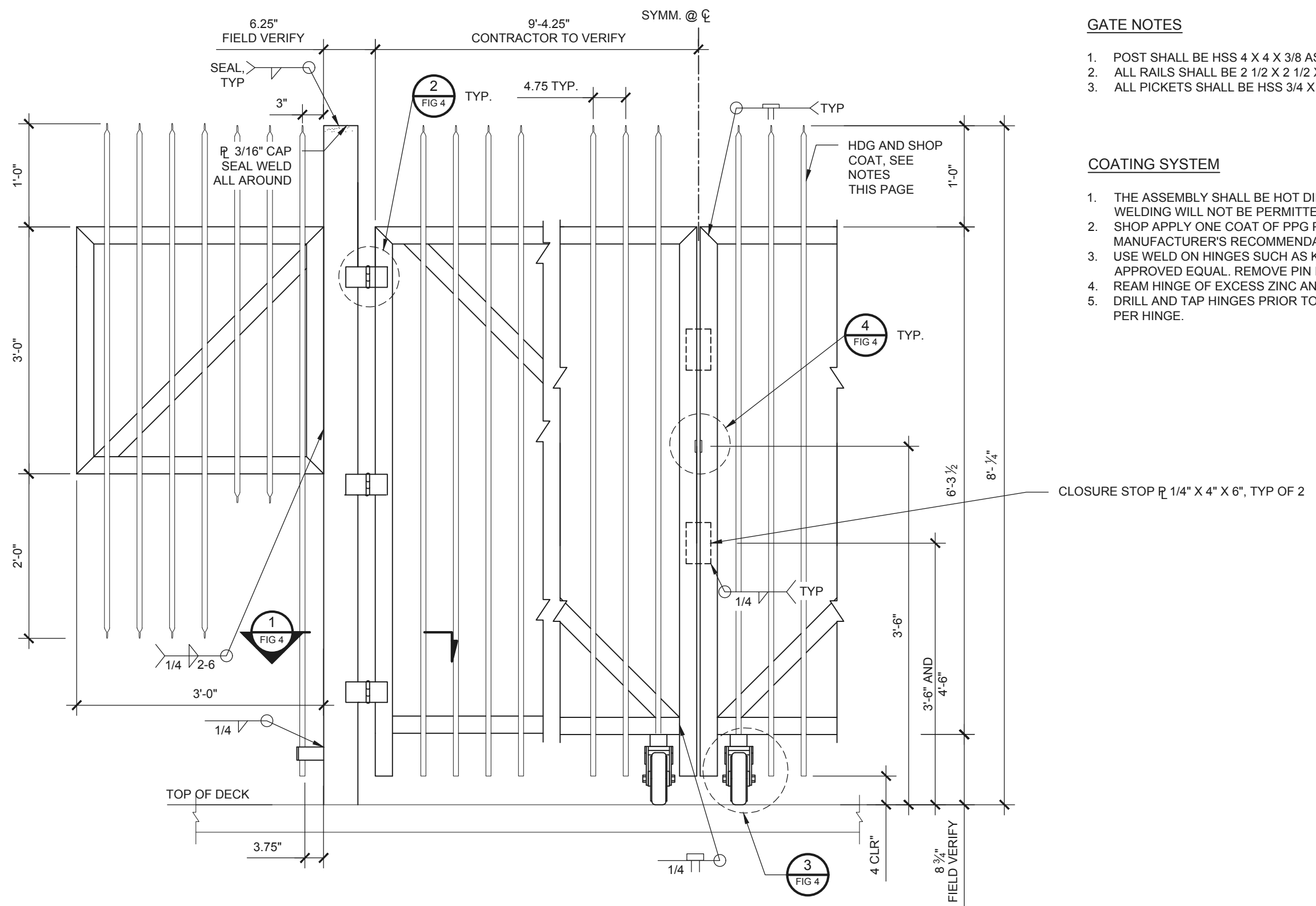
1. 2022 CALIFORNIA BUILDING CODE (CBC)
2. ASCE 7-16 - AMERICAN SOCIETY OF CIVIL ENGINEERS: MINIMUM DESIGN LOADS AND ASSOCIATED CRITERIA FOR BUILDINGS AND OTHER STRUCTURES

ABBREVIATIONS

CL	CENTERLINE
CLR	CLEAR
CONN	CONNECTION
DIA	DIAMETER
ELEC	ELECTRICAL
ELEV	ELEVATION
EQ	EQUAL
EXIST	EXISTING
FIG	FIGURE
GA	GAGE
HDG	HOT DIP GALVANIZE
HSS	HOLLOW STRUCTURAL SECTION
LBS	POUNDS
PL	PLATE
PVC	POLYVINYL CHLORIDE
REQ'D	REQUIRED
SCHED	SCHEDULE
SQ	SQUARE
SS	STAINLESS STEEL
SYMM	SYMMETRICAL
THRU	THROUGH
TYP	TYPICAL
W/	WITH

<p>10089 Willow Creek Rd Suite 375, San Diego, CA 92131 P: (858) 496-0500</p>	<p>CITY OF OCEANSIDE</p> <p>PIER GATE</p> <p>POST CONNECTION AND NOTES</p>	FIGURE
		2
		DATE
		9/18/2025

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GATE NOTES

1. POST SHALL BE HSS 4 X 4 X 3/8 ASTM A500, GRADE B OR BETTER.
2. ALL RAILS SHALL BE 2 1/2 X 2 1/2 X 1/4, VERTICALS AND DIAGONALS.
3. ALL PICKETS SHALL BE HSS 3/4 X 3/4 X 11 GA. WITH POINTED TOP.

COATING SYSTEM

1. THE ASSEMBLY SHALL BE HOT DIP GALVANIZED AFTER FABRICATION. FIELD WELDING WILL NOT BE PERMITTED.
2. SHOP APPLY ONE COAT OF PPG PSX700 IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. PREPARE SURFACE PER SSPC-SP-16.
3. USE WELD ON HINGES SUCH AS KIESEL MACHINE MODEL NUMBER 2100LH OR APPROVED EQUAL. REMOVE PIN FOR GALVANIZING.
4. REAM HINGE OF EXCESS ZINC AND GREASE DURING INSTALLATION
5. DRILL AND TAP HINGES PRIOR TO HDG TO RECEIVE ZERK GREASE FITTING, ONE PER HINGE.

GATE ELEVATION - LOOKING WEST

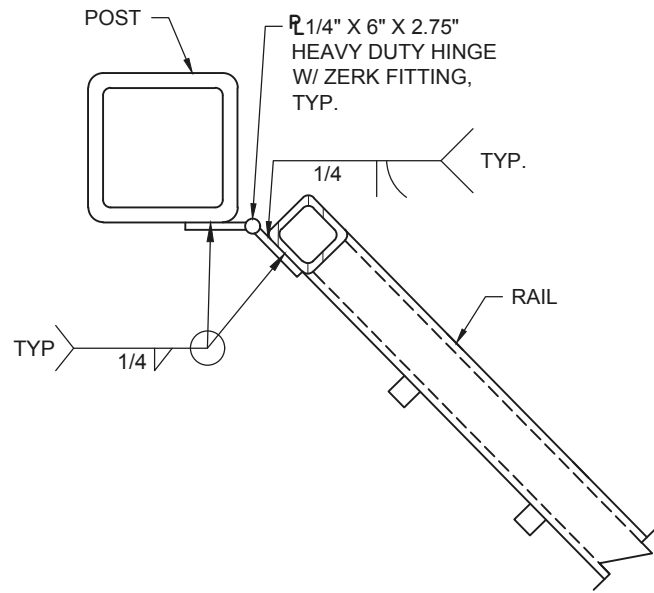
SCALE: NONE



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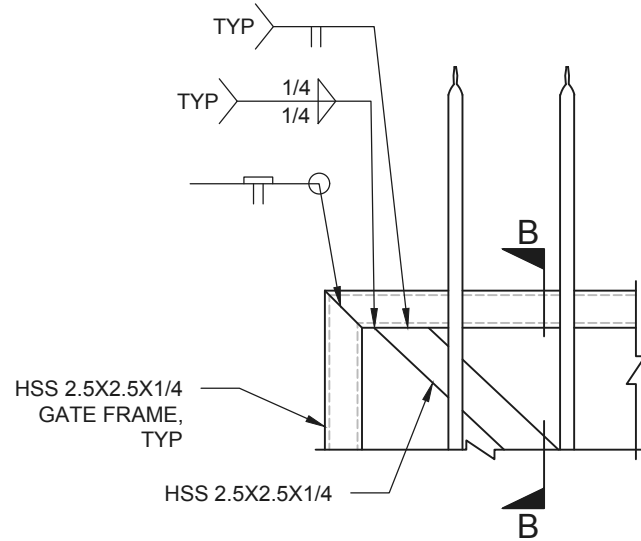
CITY OF OCEANSIDE
 PIER GATE
 GATE AND WING ELEVATION

FIGURE 3
 DATE
 9/18/2025



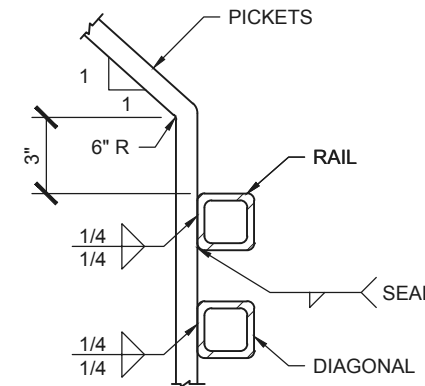
GATE HINGE DETAIL

SCALE: NONE



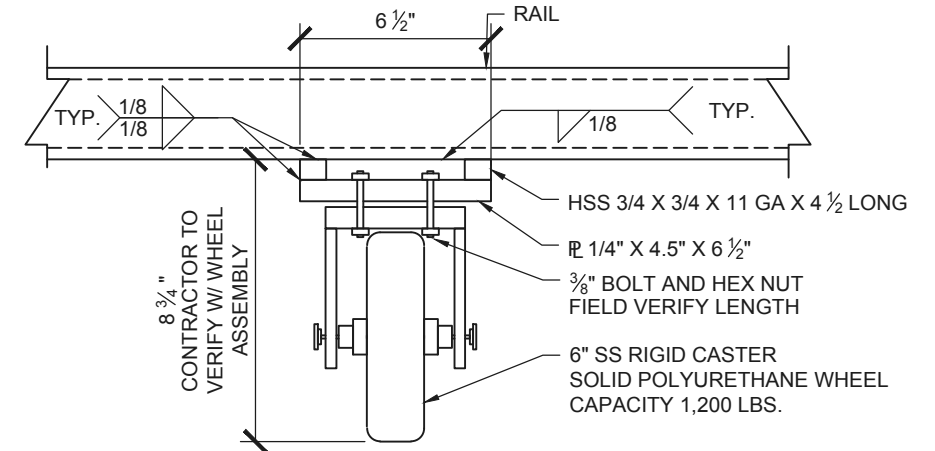
GATE CONNECTION DETAIL

SCALE: NONE



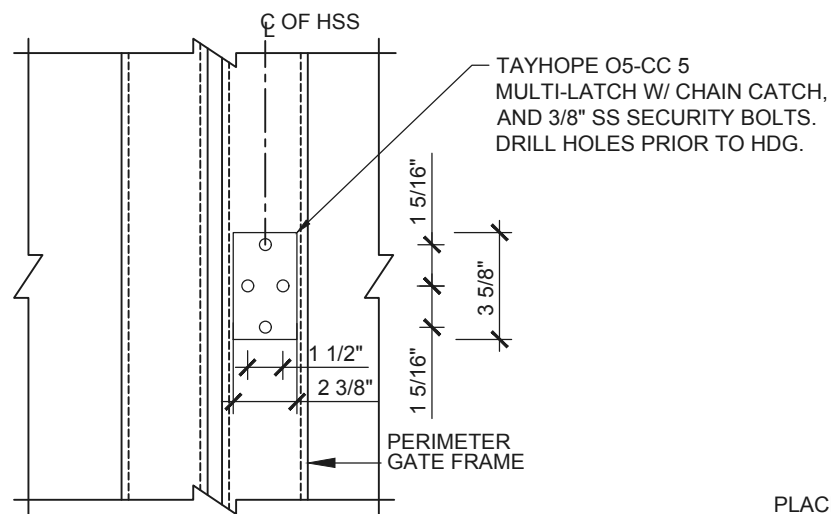
NOTE: FOR GATES AND WINGS

SECTION B-B



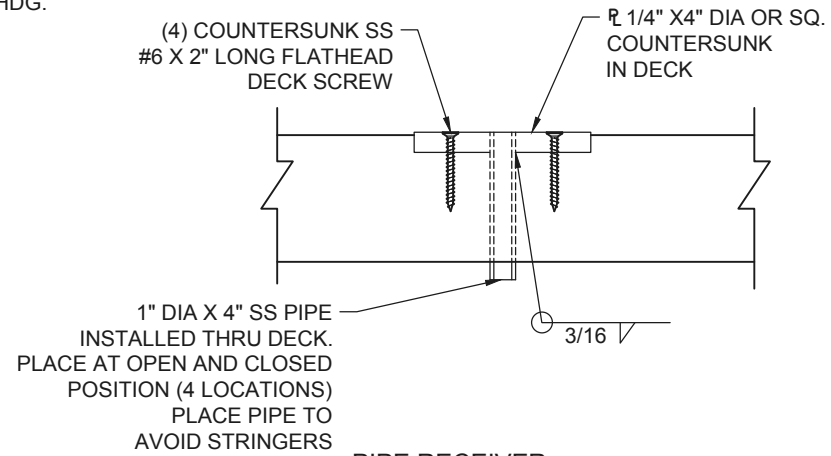
GATE WHEEL ATTACHMENT DETAIL

SCALE: NONE

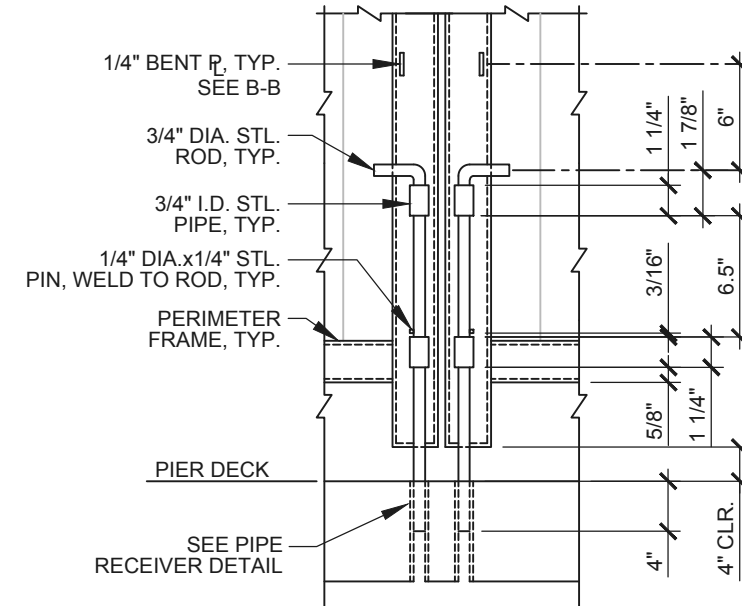


NOTE:
SEE ELEVATION FOR LATCH PLATE
LOCATION.

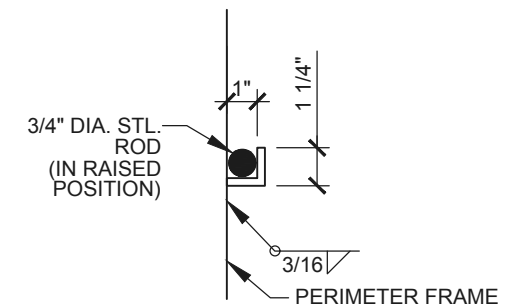
ELEVATION



PIPE RECEIVER
SCALE: NONE



**SEE PIPE
RECEIVER DETAIL**



SECTION B-B
N.T.S.

CANE BOLT DETAIL
SCALE: NONE

GATE CLOSURE DETAIL

SCALE: NONE



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CITY OF OCEANSIDE

PIER GATE

DETAILS

FIGURE

4

DATE

9/18/2025