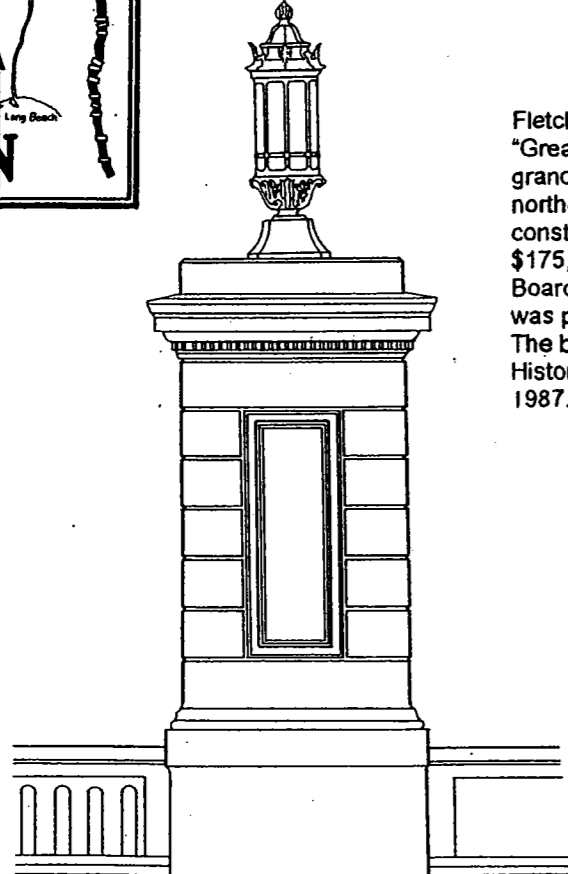


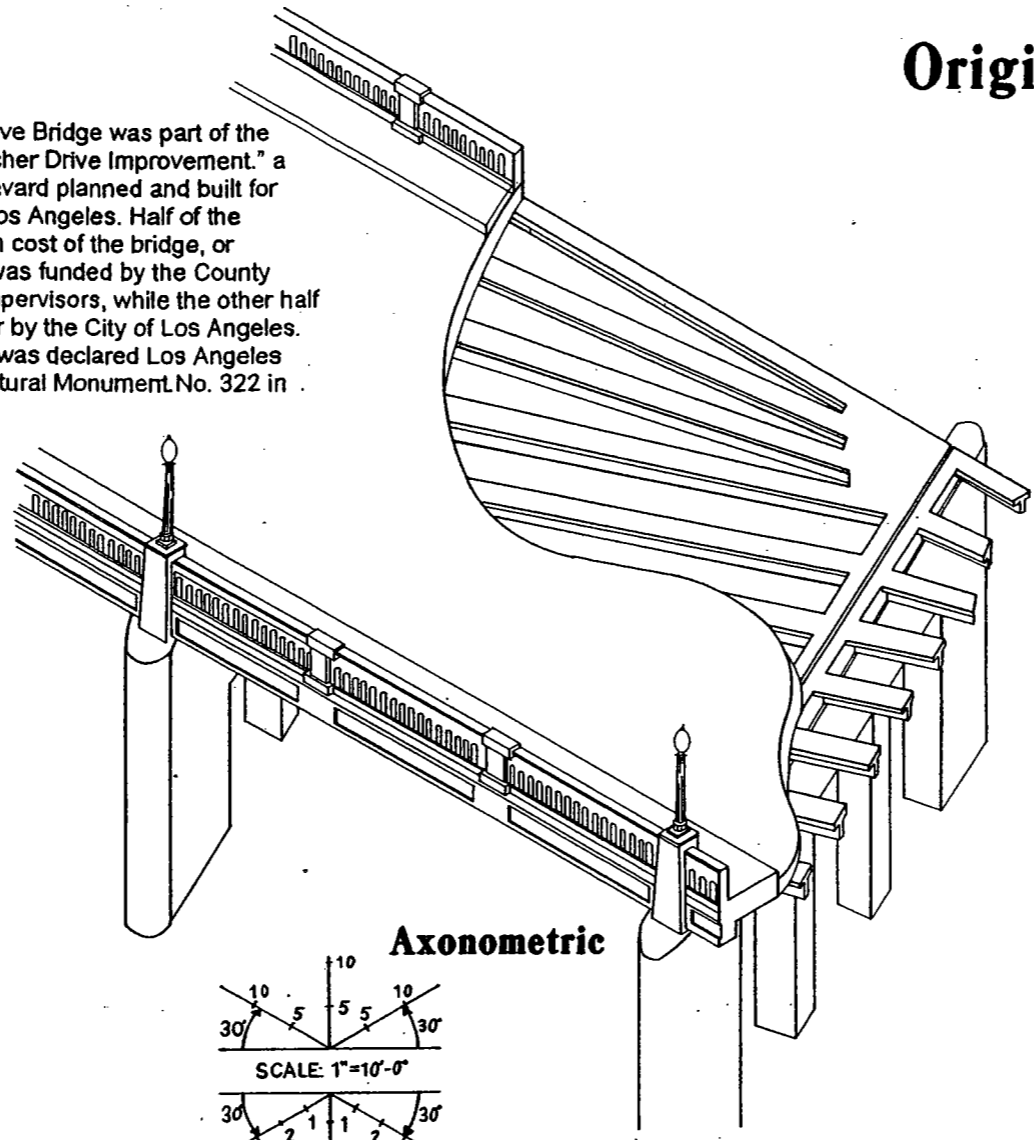
# FLETCHER DRIVE BRIDGE



**Ornamental Pylon**  
 0 1 2 3 4 5  
 FEET 3/8"=1'-0"  
 0 .5 1 2  
 METERS 1:32

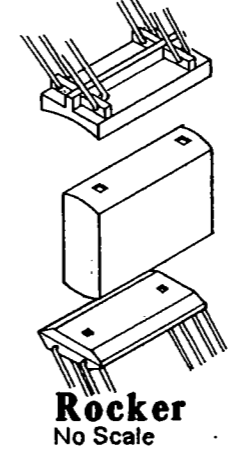
Fletcher Drive Bridge was one of the first bridges to be retrofitted. The Bureau of Engineering followed state seismic standards in 1992, employing highly visible cable restrainers and catcher blocks rather than elastomeric bearing pads.

Fletcher Drive Bridge was part of the "Great Fletcher Drive Improvement," a grand boulevard planned and built for northeast Los Angeles. Half of the construction cost of the bridge, or \$175,000, was funded by the County Board of Supervisors, while the other half was paid for by the City of Los Angeles. The bridge was declared Los Angeles Historic-Cultural Monument No. 322 in 1987.

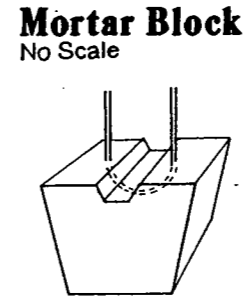


**Axonometric**  
 10 10 10  
 5 5 5  
 30° 30° 30°  
 SCALE: 1"=10'-0"  
 30° 30° 30°  
 1 1 1  
 2 2 2  
 3 3 3

## Original Technology Seismic Technology



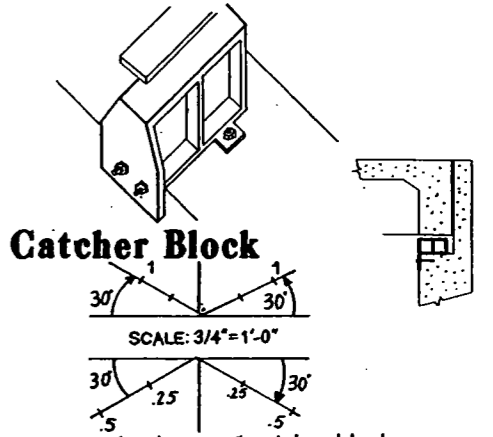
**Rocker**  
 No Scale  
 A rocker bearing is a concrete device that is placed at each expansion joint to allow for movement of the deck.



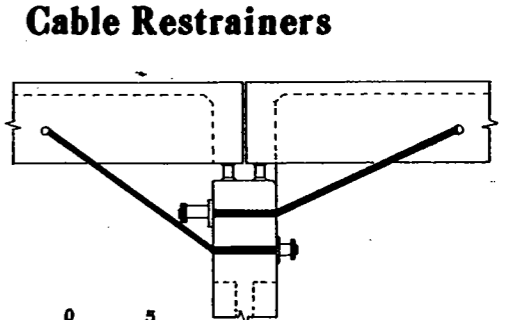
**Mortar Block**  
 No Scale  
 A mortar block holds reinforcing bars in place so that poured concrete will not displace the bars during construction.

**Seismic Retrofit Legend**

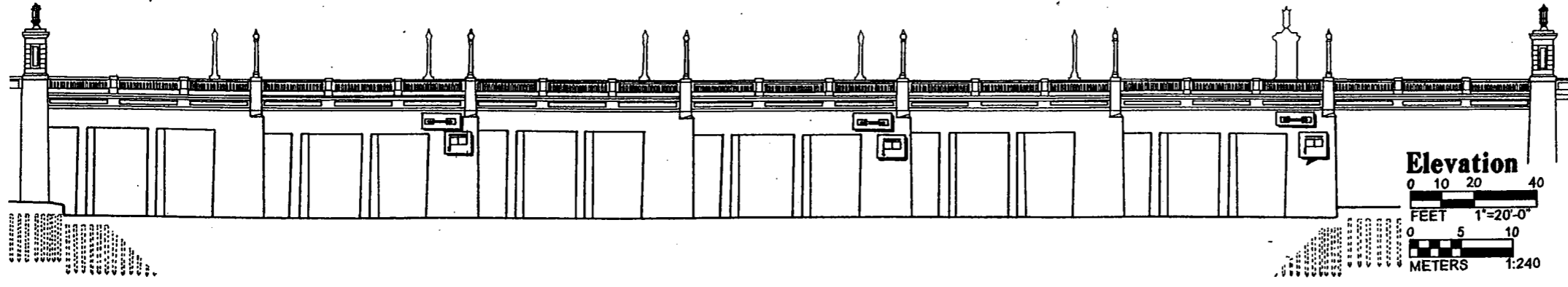
- Restrainers
- Catcher Block



**Catcher Block**  
 SCALE: 3/4"=1'-0"  
 30° 30° 30°  
 .5 .25 .25 .5  
 In a seismic event catcher blocks are designed to catch and hold the bridge deck if the rocker bearing fails.



**Cable Restrainers**  
 0 5  
 FEET 3/16"=1'-0"  
 0 1 2 3 4 5  
 METERS 1:64  
 Cable restrainers at the expansion joints prevent movement of the deck, making it a more rigid structure.



**Elevation**  
 0 10 20 40  
 FEET 1"=20'-0"  
 0 5 10  
 METERS 1:240

Fletcher Drive Bridge  
**1927**  
 MERRILL BUTLER  
 LYNCH CANNON ENGINEERING CO.  
 469 N. LONG RETROFIT 1992