

STRUCTURE GENERAL NOTES:

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

Table with 4 columns: Drawing ID, Type, Date, and Description. Includes AS-1-81, BR-1, EXJ-4-87, GR-3.1.

AND TO SUPPLEMENTAL SPECIFICATIONS:

Table with 4 columns: Drawing ID, Type, Date, and Description. Includes 842, 844, 848, 864, 899, 910, 954.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), 1996, INCLUDING THE 1997, 1998, AND 1999 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING:

HS20 LOADING WITH 60 PSF

DESIGN DATA:

CLASS S OR HIGH PERFORMANCE CONCRETE SUPER-STRUCTURE - COMPRESSIVE STRENGTH 4500 PSI CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (APPROACH SLABS) REINFORCING STEEL - ASTM A615, A616 OR A617 GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI STRUCTURAL STEEL - ASTM A36 - YIELD STRENGTH 36,000 PSI UNIT STRENGTH 20,000 PSI

ITEM 516-REFURBISHING BEARING DEVICES, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING WITH APPROVED PAINTING SYSTEM, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60°, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. THE CONTRACTOR SHALL ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN:

THIS ITEM SHALL CONSIST OF FURNISHING ALL NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO RAISE OR RE-POSITION ANY EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, INSTALLATION, AND OPERATION OF AN ADEQUATE JACKING SYSTEM, INCLUDING ANY TEMPORARY OR PERMANENT SUPPORTS NECESSARY TO PERFORM THE WORK DESCRIBED IN THE PROJECT PLANS. THREE (3) SETS OF JACKING PLANS, WHICH INCLUDE THE INFORMATION DESCRIBED IN THIS NOTE, SHALL BE SUBMITTED TO THE DIRECTOR FOR APPROVAL AT LEAST THIRTY (30) DAYS BEFORE ACTUAL WORK IS TO BEGIN. THE PLANS SHALL BE PREPARED AND STAMPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER.

JACKING SUBMITTALS SHALL INCLUDE AT LEAST THE FOLLOWING:

- 1. THE SIGNATURE AND NUMBER, OR PROFESSIONAL SEAL, OF THE OHIO REGISTERED PROFESSIONAL ENGINEER WHO PREPARED THE SUBMITTAL.
2. CALCULATIONS AND ANALYSES OF THE STRUCTURE TO DETERMINE AND DEFINE THE ACTUAL LOADING APPLIED AT THE CONTRACTOR'S SELECTED JACKING POINTS.
3. A DRAWING SHOWING THE PHYSICAL AND DIMENSIONAL POSITION OF THE JACKS WITH RESPECT TO THE STRUCTURE INCLUDING CLEARANCES AND CENTER OF LIFT.
4. A SCHEMATIC OF JACKS, CHECK VALVES, PUMPS WITH 3 WAY RETRACTOR VALVE, PRESSURE GAGES, FLOW CONTROL VALVES, ETC. IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. ALL JACKS AT EACH ABUTMENT OR PIER SHALL BE CONNECTED TOGETHER. ALL JACKS AT EACH ABUTMENT OR PIER SHALL BE THE SAME SIZE.
5. ANALYSIS AND CALCULATIONS OF THE STRESSES INDUCED OR CREATED IN THE STRUCTURE AND ANY TEMPORARY SUPPORTS. DESIGN CALCULATIONS FOR ANY TEMPORARY SUPPORTS.
6. PHYSICAL DIMENSIONS, MATERIALS, AND FABRICATION DETAILS OF ANY TEMPORARY OR PERMANENT SUPPORTS. HORIZONTAL AND VERTICAL MOVEMENT RESTRAINT SHALL BE PROVIDED.
7. A STEP BY STEP PROCEDURE DETAILING ALL STEPS IN THE JACKING OPERATION.
8. METHOD OF ATTACHMENT TO STRUCTURAL MEMBERS. WELDING TO TENSION AREAS WILL NOT BE PERMITTED.

THE ENTIRE SYSTEM INCLUDING JACKS SHALL HAVE 20% MORE CAPACITY THAN REQUIRED BASED ON CALCULATED LOADS.

FOR LIFTS GREATER THAN ONE INCH, JACKS SHALL HAVE LOCKING NUTS TO POSITIVELY LOCK AND SUPPORT THE STRUCTURE DURING THE LIFT.

JACKS SHALL HAVE A SWIVEL LOAD CAP, A DOMED PISTON HEAD OR SOME OTHER DEVICE TO PROTECT AGAINST THE EFFECTS OF SIDE LOAD ON THE JACK.

JACKS ALONE SHALL NOT BE USED TO SUPPORT LOADS EXCEPT DURING THE ACTUAL JACKING OPERATION. TEMPORARY SUPPORTS, BLOCKING OR OTHER METHODS APPROVED BY THE DIRECTOR SHALL BE USED.

SINGLE ACTING RAMS WITH NO OVER-TRAVEL PROTECTION SYSTEM SHALL NOT BE USED.

SPARE EQUIPMENT SHALL BE AVAILABLE ON SITE FOR THE REQUIRED STRUCTURE RAISING TO PROCEED IN THE EVENT OF BREAKDOWN. A LIST OF SPARE EQUIPMENT SHALL BE PROVIDED TO THE ENGINEER.

AT A MINIMUM, A JACKING OPERATION SHALL LIFT ALL BEAMS AT ANY ONE ABUTMENT OR PIER SIMULTANEOUSLY. THE ONLY EXCEPTION IS THE SITUATION WHERE THE WORK INVOLVES REPLACING OR REHABILITATING INDIVIDUAL BEARINGS; NO PERMANENT SHIMMING IS REQUIRED AND THE HEIGHT OF THE LIFT SHALL NOT EXCEED 1/4 INCH.

MAXIMUM DIFFERENTIAL JACKING HEIGHT BETWEEN ANY ADJACENT ABUTMENTS OR PIERS SHALL BE ONE INCH OR LESS. THIS HEIGHT MAY BE MODIFIED IF CALCULATIONS, BY THE CONTRACTOR'S OHIO REGISTERED PROFESSIONAL ENGINEER, SHOW THE SUPERSTRUCTURE COMPONENTS WILL NOT BE TEMPORARILY STRESSED BEYOND ALLOWABLE STRESSES FOR THOSE COMPONENTS AND THAT NO PERMANENT STRESSES WILL BE INDUCED IN THE COMPONENTS AFTER THEY OBTAIN THEIR FINAL POSITION.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, THE JACKING OPERATION SHALL IMMEDIATELY CEASE AND APPROVED SUPPORTS SHALL BE INSTALLED. THE CONTRACTOR SHALL THEN ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. ANY BEAMS THAT SEPARATE FROM THE DECK SHALL BE EPOXY INJECTED FOR THE DISTANCE OF SEPARATION IN ACCORDANCE WITH ODOT'S PROPOSAL NOT "CONCRETE REPAIR BY EPOXY INJECTION". COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS SHALL BE BORNE BY THE CONTRACTOR.

THE CONTRACTOR SHALL DEMONSTRATE TO THE ENGINEER THAT THE BRIDGE BEARINGS ARE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUITABLE MEANS OF REPAIR, SUBJECT TO THE ENGINEER'S APPROVAL, WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE.

PAYMENT SHALL BE MADE AT THE LUMP SUM PRICE BID FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN. THIS SHALL INCLUDE ALL NECESSARY TOOLS, LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. ALL WORK SHALL BE DONE IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN NOMINAL 90-POUND (41 KILOGRAM) CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN REBUILT STRUCTURE.

DOWEL HOLES AND REINFORCING STEEL:

DOWEL HOLES SHALL BE DRILLED WHERE SHOWN ON THE PLANS. REINFORCING STEEL SHALL BE INSTALLED USING EPOXY GROUT PER 510 AND CMS 705.20. ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE DOWEL HOLE SHALL BE LOCATED WITH THE AID OF A REINFORCING STEEL LOCATOR PRIOR TO DRILLING THE HOLES. IF AN EXISTING BAR IS ENCOUNTERED IN THE SAME LOCATION AS A PROPOSED DOWEL HOLE, THE DOWEL HOLE SHALL BE MOVED TO EITHER SIDE OF THE EXISTING BAR.

ITEM 517-RAILING FACED, AS PER PLAN:

DESCRIPTION: THIS ITEM OF WORK SHALL CONSIST OF FACING CURB STYLE PARAPETS, USING CAST IN PLACE CONCRETE, TO OBTAIN THE DEFLECTOR SHAPE AS SHOWN IN THE PLANS.

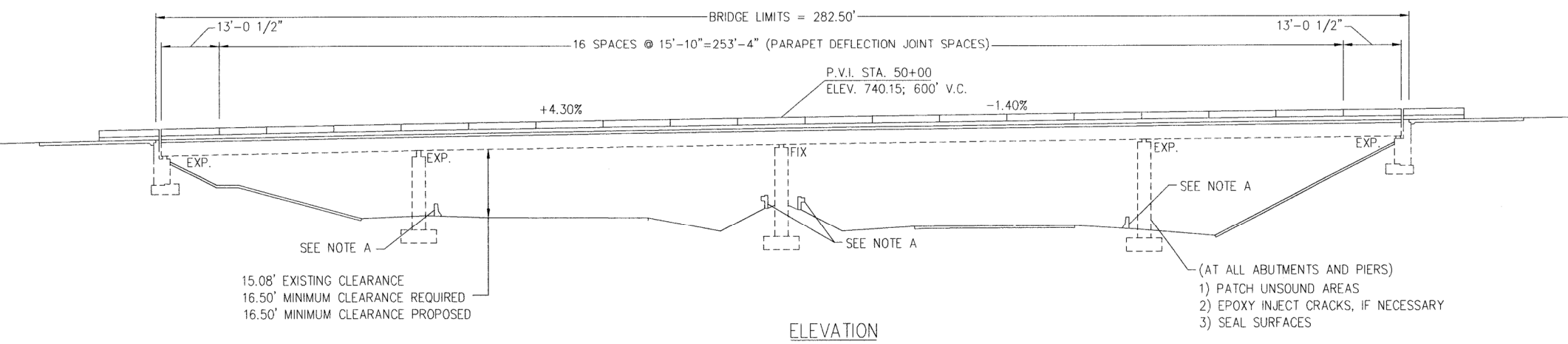
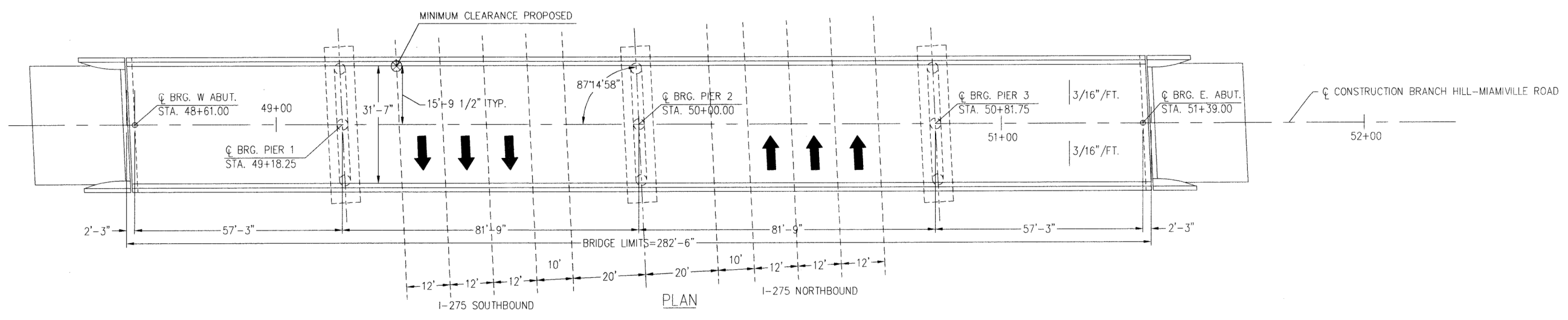
REMOVAL: THE CONTRACTOR SHALL CAREFULLY REMOVE THE EXISTING ALUMINUM RAILING, POSTS, CURBS PLATES, EXISTING CONCRETE CURB AN BULB ANGLE GUTTER. ALL LOOSE OR UNSOUND CONCRETE SHALL BE REMOVED.

ITEM 519-PATCHING CONCRETE STRUCTURES:

DESCRIPTION: THIS ITEM CONSISTS OF THE REMOVAL OF ALL LOOSE AND DISINTEGRATED CONCRETE, THE PREPARATION OF THE SURFACES, THE FURNISHING AND PLACING OF THE REINFORCING STEEL INCLUDING WELDED STEEL WIRE FABRIC, DOWELS AND EXPANSION BOLTS, FORMS AND THE PLACING OF CONCRETE PATCHES, INCLUDING CURING OF SAME. ANY UNSOUND AREAS ARE TO BE PATCHED AND CRACKS ARE TO BE REPAIRED BY EPOXY INJECTION.



ESTIMATED QUANTITIES table with columns: ITEM, ITEM EXT., TOTAL, UNIT, DESCRIPTION, SUPER, ABUTS, PIERS, GEN'L. Includes items 202, 516, 517, 519, 842, 848, 864.



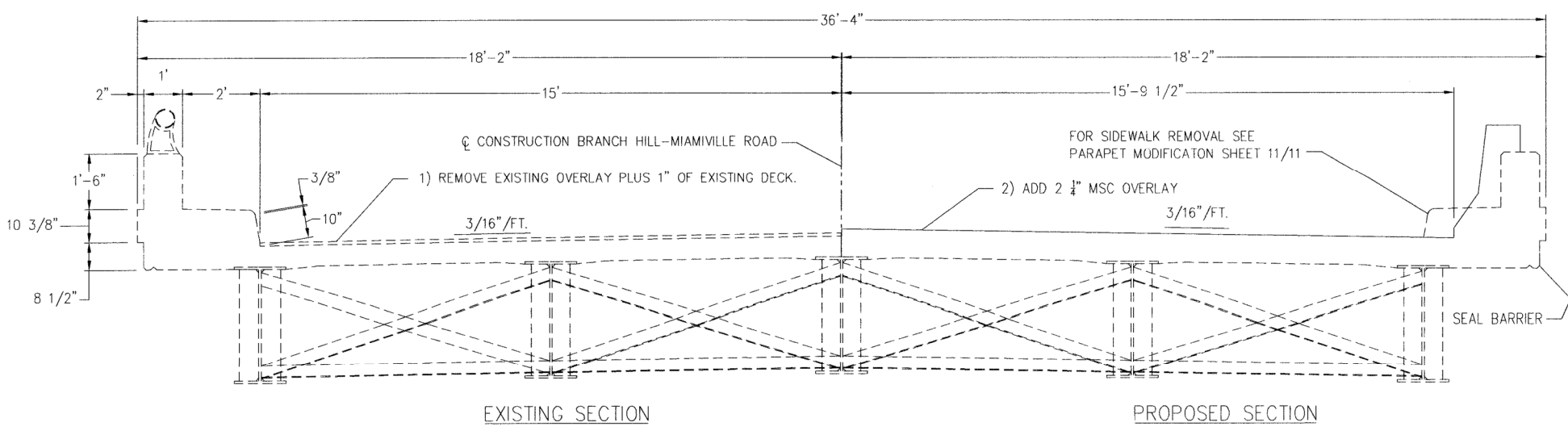
15.08' EXISTING CLEARANCE
 16.50' MINIMUM CLEARANCE REQUIRED
 16.50' MINIMUM CLEARANCE PROPOSED

(AT ALL ABUTMENTS AND PIERS)
 1) PATCH UNSOUND AREAS
 2) EPOXY INJECT CRACKS, IF NECESSARY
 3) SEAL SURFACES

NOTES

A. PROVIDE PIER PROTECTION IN ACCORDANCE WITH ROADWAY PLANS.

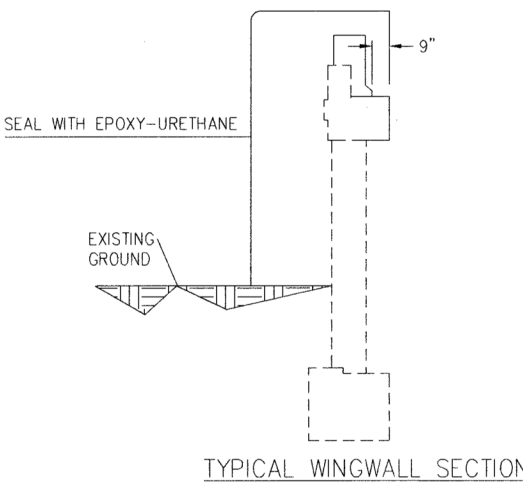
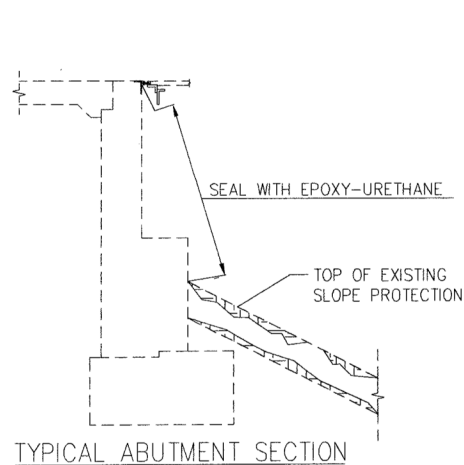
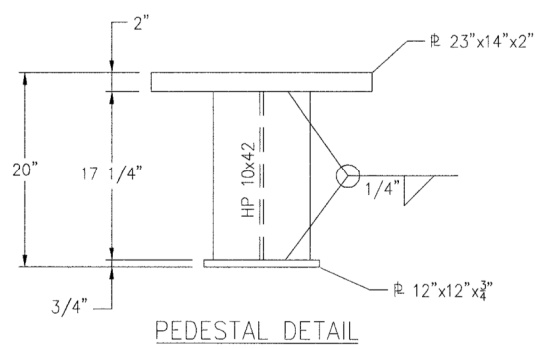
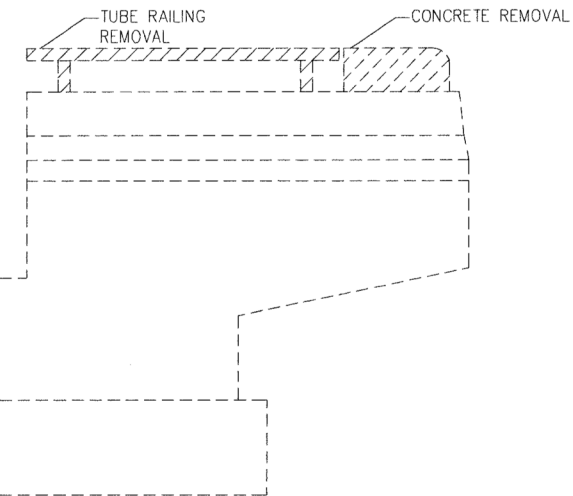
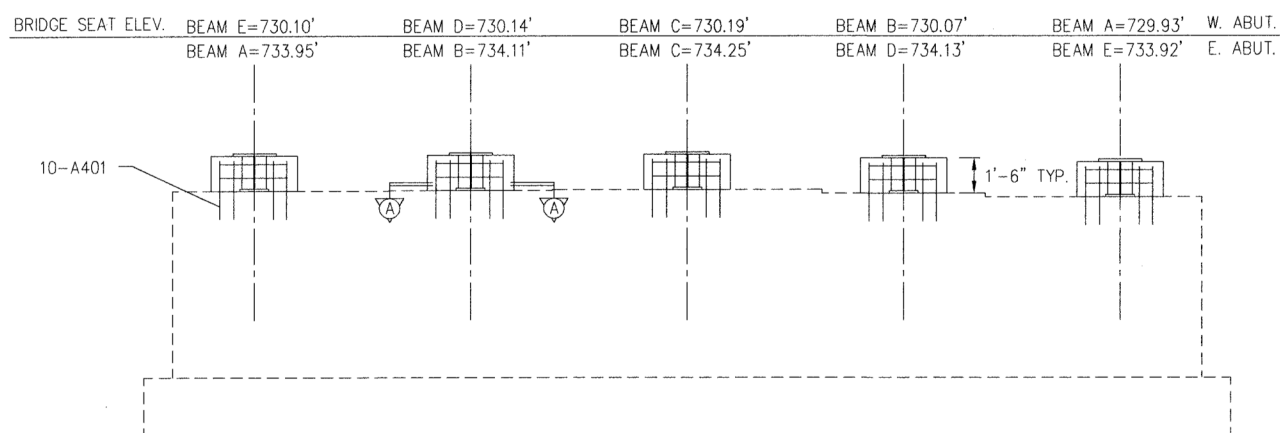
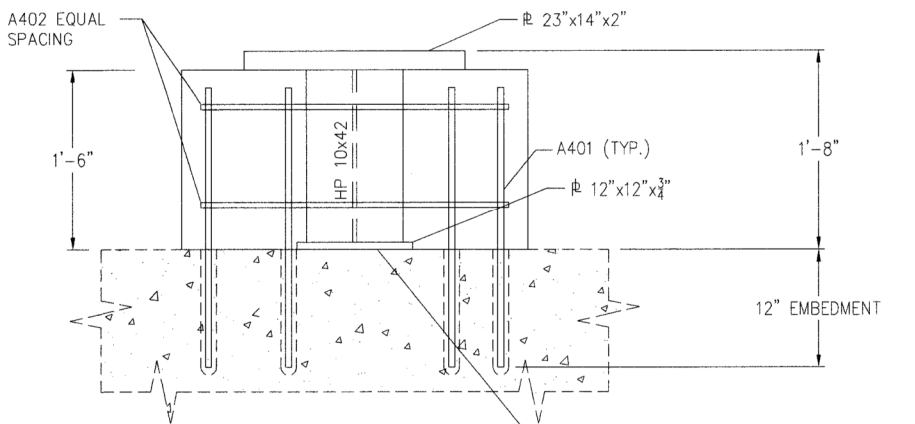
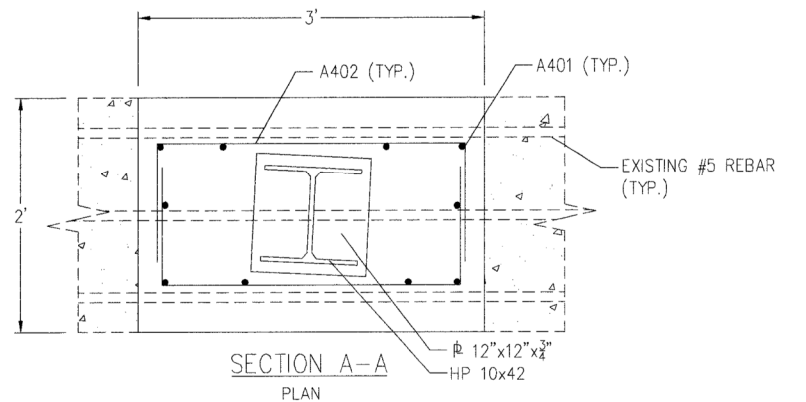
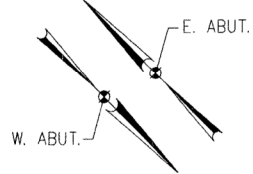
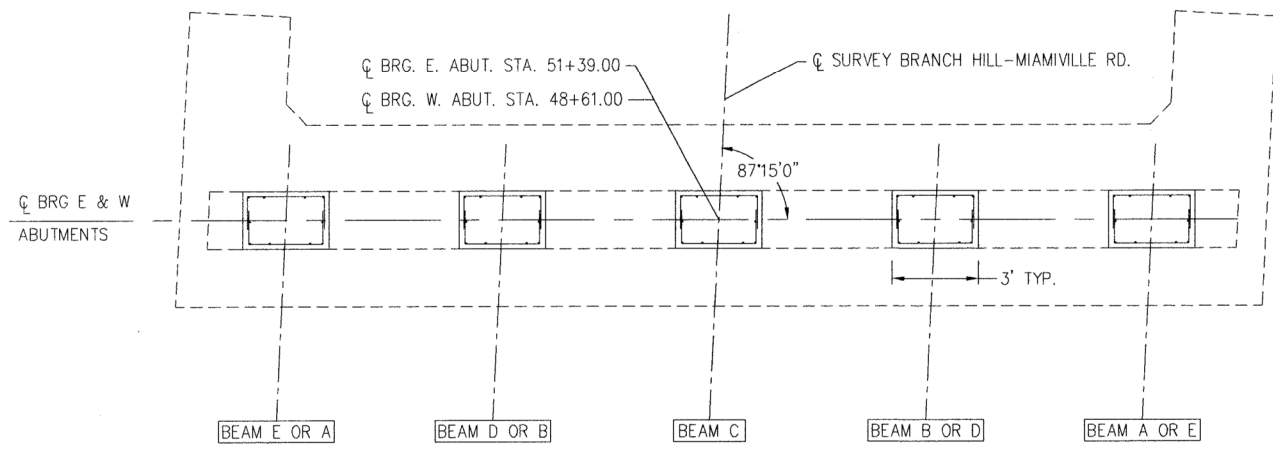
EXISTING STRUCTURE	PROPOSED WORK
TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE SPANS: 57'-3", 81'-9", 81'-9", 57'-3" C/C BRGS. ROADWAY: 30'-0" F/F OF 2'-0" SAFETY CURB SKEW: 2'45" RF WEARING SURFACE: 1" MONOLITHIC CONCRETE APPROACH SLABS: AS-1-67 SPECIAL (25' LONG) ALIGNMENT: TANGENT SUPERELEVATION: VARIES-SEE PLANS DESIGN LOADING: C.F. = 130 (57)	1. REMOVE EXISTING CONCRETE OVERLAY AND 1" OF EXISTING DECK. PLACE BACK TO EXISTING GRADE WITH A MIRCO-SILICA CONCRETE (MSC) OVERLAY. 2. PRIOR TO SEALING THE CONCRETE SURFACES OF THE EXISTING ABUTMENTS AND PIERS, THE CONCRETE SHALL BE INSPECTED AND SOUNDED. THE EXISTING UNSOUND CONCRETE SHOULD BE PATCHED AND CRACKS REPAIRED BY EPOXY INJECTION. SEAL WINGWALLS, ABUTMENT BACKWALLS, AND PIERS WITH EPOXY-URETHANE COLOR SHALL BE FEDERAL COLOR NO. 17778-LIGHT NEUTRAL. 3. REFURBISH ABUTMENT BEARINGS. 4. THE EXISTING CONCRETE RAILING SHALL BE RETROFITTED TO THE 36" HIGH SAFETY SHAPE CONCRETE PARAPET. 5. ELIMINATE ALL SCUPPERS IN ACCORDANCE TO SHEET 11 OF 11. 6. INSTALL NEW STRIP SEAL EXPANSION JOINT. 7. UPGRADE BRIDGE TERMINAL ASSEMBLIES. 8. PATCH AND RAISE TOPS OF BACKWALLS. 9. UPGRADE BRIDGE TERMINAL ASSEMBLIES TO CURRENT STANDARDS. 10. RAISE THE EXISTING SUPERSTRUCTURE TO PROVIDE 16'-6" MINIMUM VERTICAL CLEARANCE. 11. FULL AND PARTIAL DEPTH DECK PATCHES IN ACCORDANCE WITH ODOT PROJECT ENGINEER'S DIRECTION.
TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE SPANS: 57'-3", 81'-9", 81'-9", 57'-3" C/C BRGS. ROADWAY: 31'-7" T/T SKEW: 2'45" RF WEARING SURFACE: 2 1/4" MONOLITHIC CONCRETE DESIGN LOADING: HS20 LOADING WITH 60 PSF	



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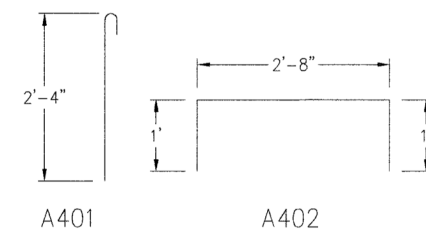
C:\Projects\Projects-00\3012-00\Branch Hill\Design\Fig. 3 Plan and Elevation

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EAST ABUTMENT PEDESTAL REINFORCEMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
A401	50	2'-8 5/8"	92	BENT	VERTICAL
A402	20	4'-8"	63	BENT	BAND
TOTAL WT.			155 LBS		

WEST ABUTMENT PEDESTAL REINFORCEMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
A401	50	2'-8 5/8"	92	BENT	VERTICAL
A402	20	4'-8"	63	BENT	BAND
TOTAL WT.			155 LBS		



- NOTES:
1. CONCRETE COVER SHALL BE 2" MIN. TYPICAL.
 2. ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60.
 3. BACKWALL, WINGWALL, ETC. NOT SHOWN FOR CLARITY.
 4. SEAL LOCATIONS SHOWN WITH EPOXY-URETHANE, COLOR SHALL BE FEDERAL COLOR NO. 17778-LIGHT NEUTRAL.
 5. AVOID EXISTING REINFORCING STEEL WHEN DOWELING HOLES FOR A401 REBAR.

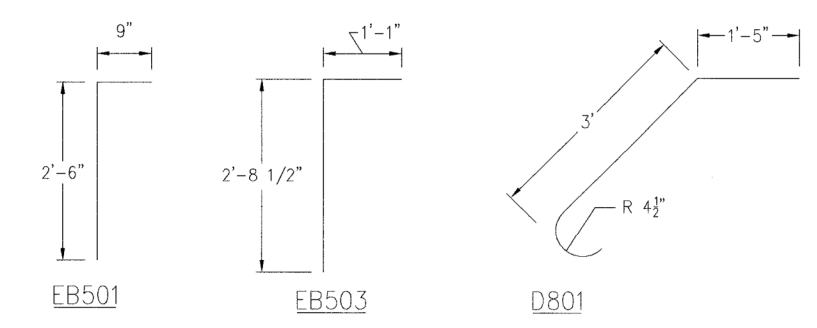
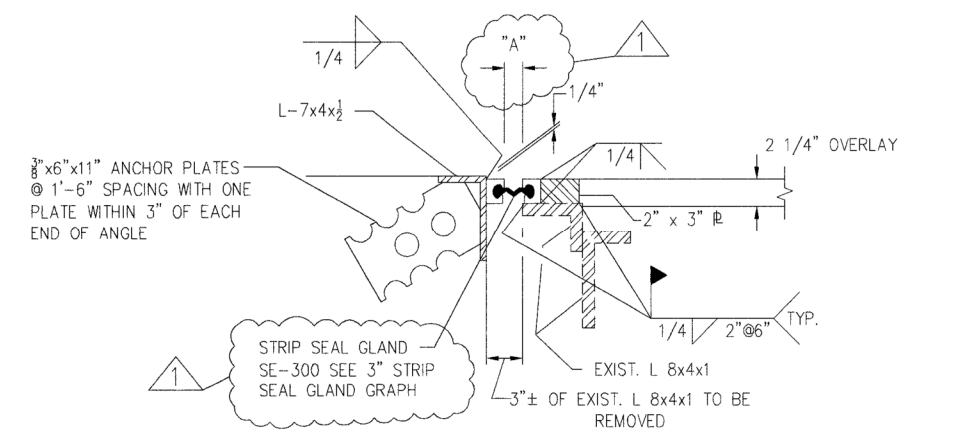
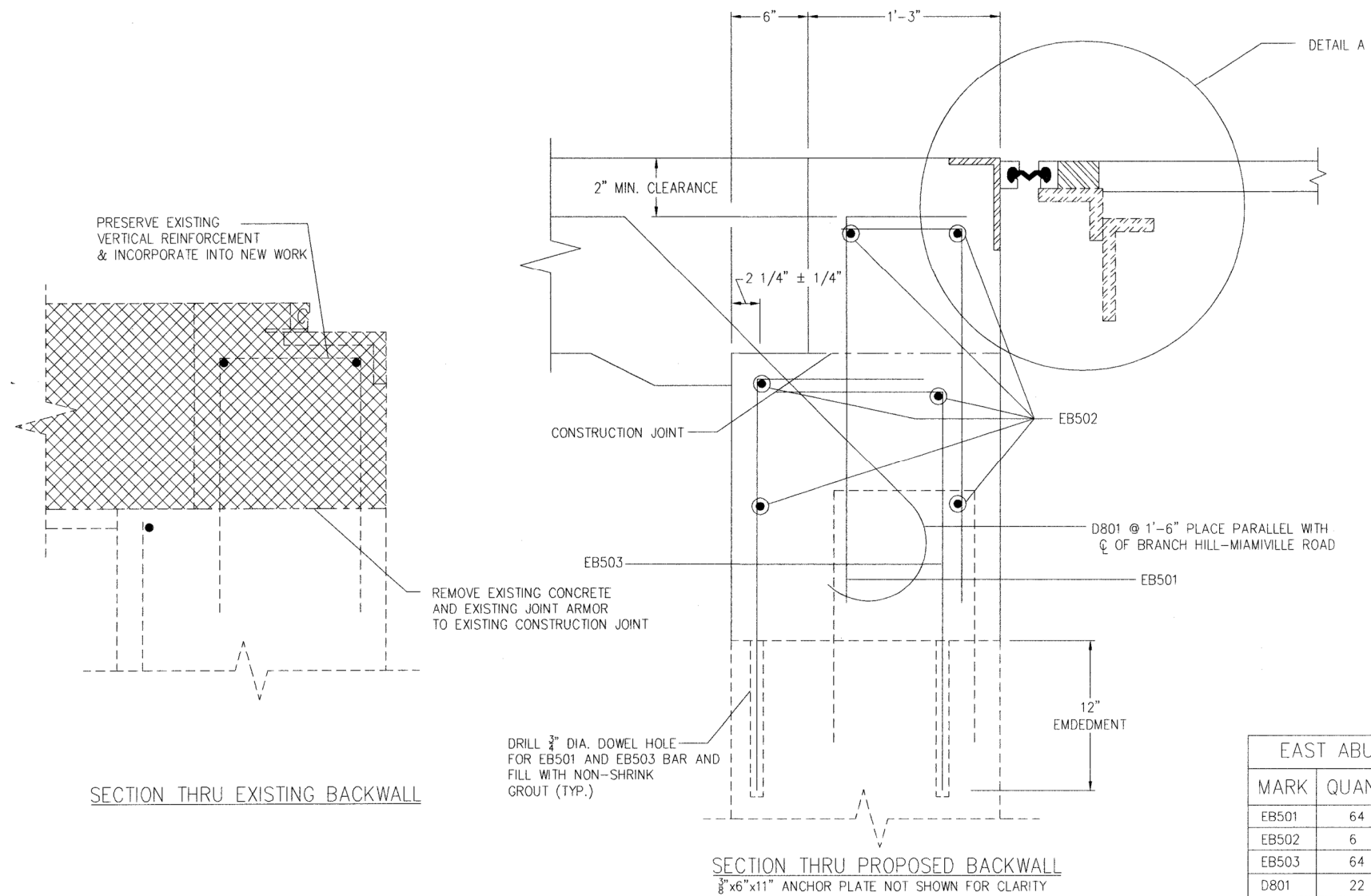
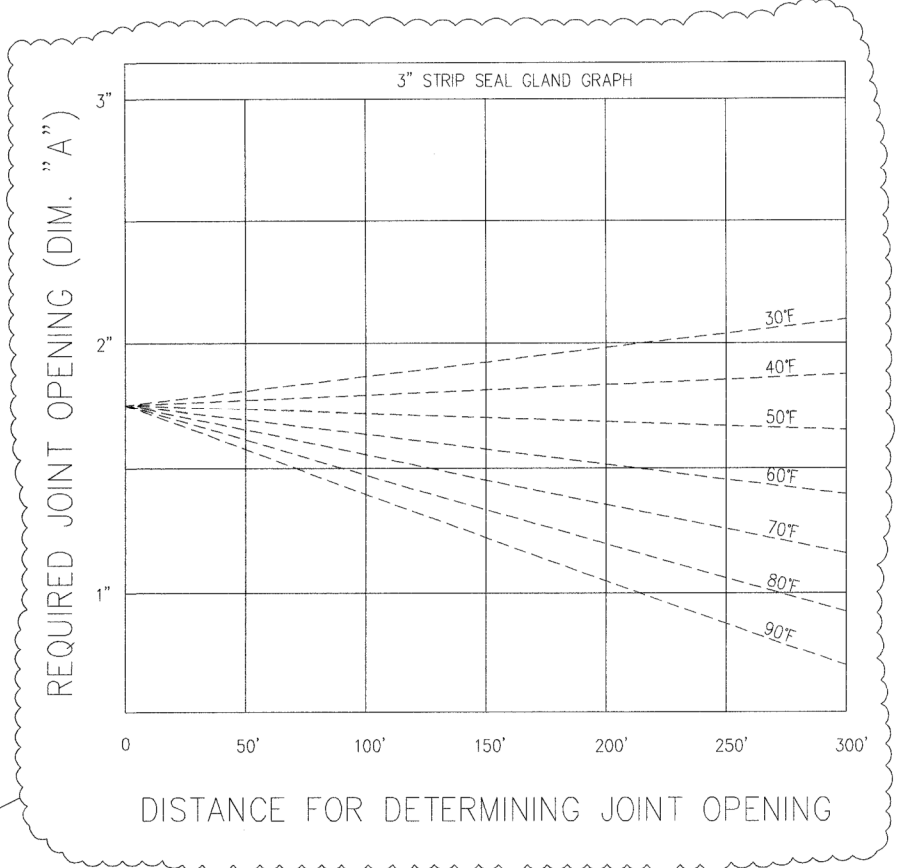
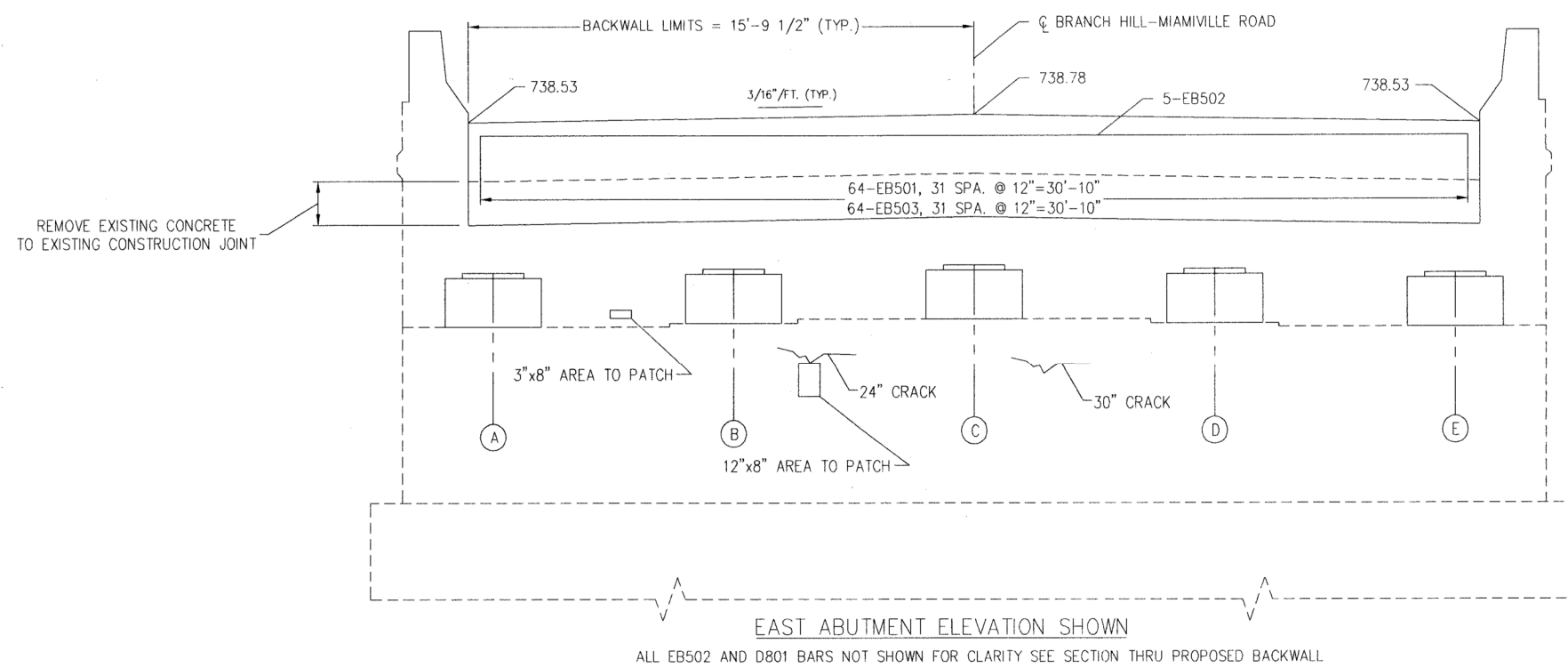
PREPARED BY: JANSSEN & SPAANS ENGINEERING, INC.
9155 HARRISON PARK COURT
INDIANAPOLIS, IN 46220

DATE: 05/19/01
REVIEWED: LS
DESIGNED: JJP
CHECKED: JDL

STRUCTURE FILE NUMBER: 1305352

EAST AND WEST ABUTMENT PEDESTAL
BRIDGE NO. CLE-275-0043
BRANCH HILL-MIAMIVILLE ROAD OVER I-275

I.R.-275-32.27/0.000
3/11
976
1015



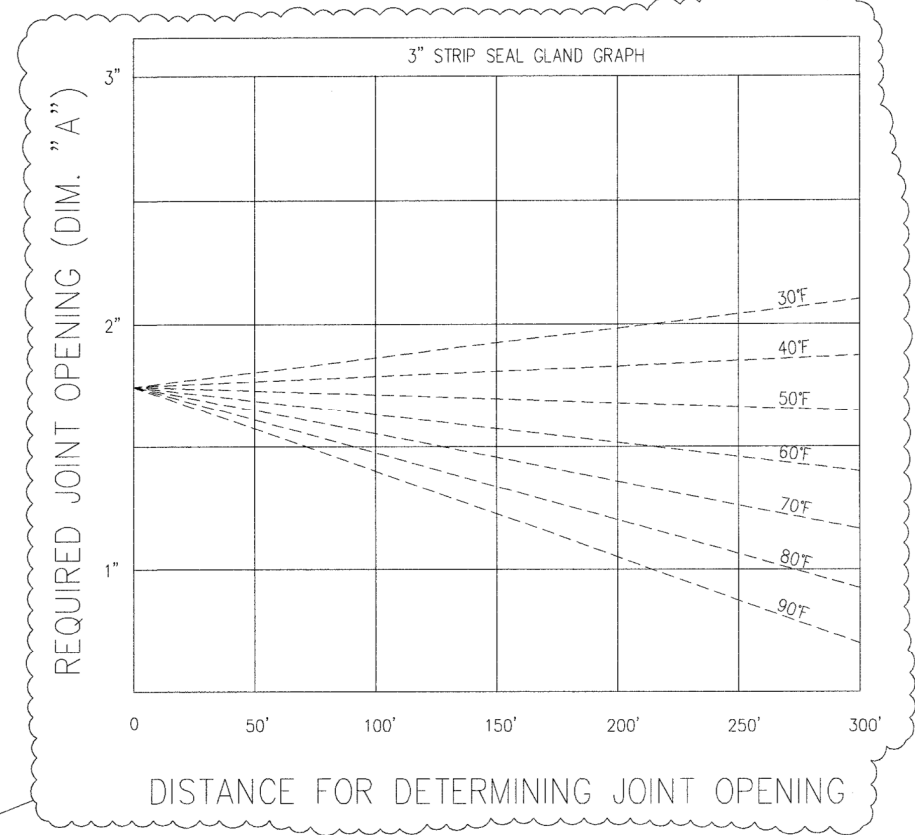
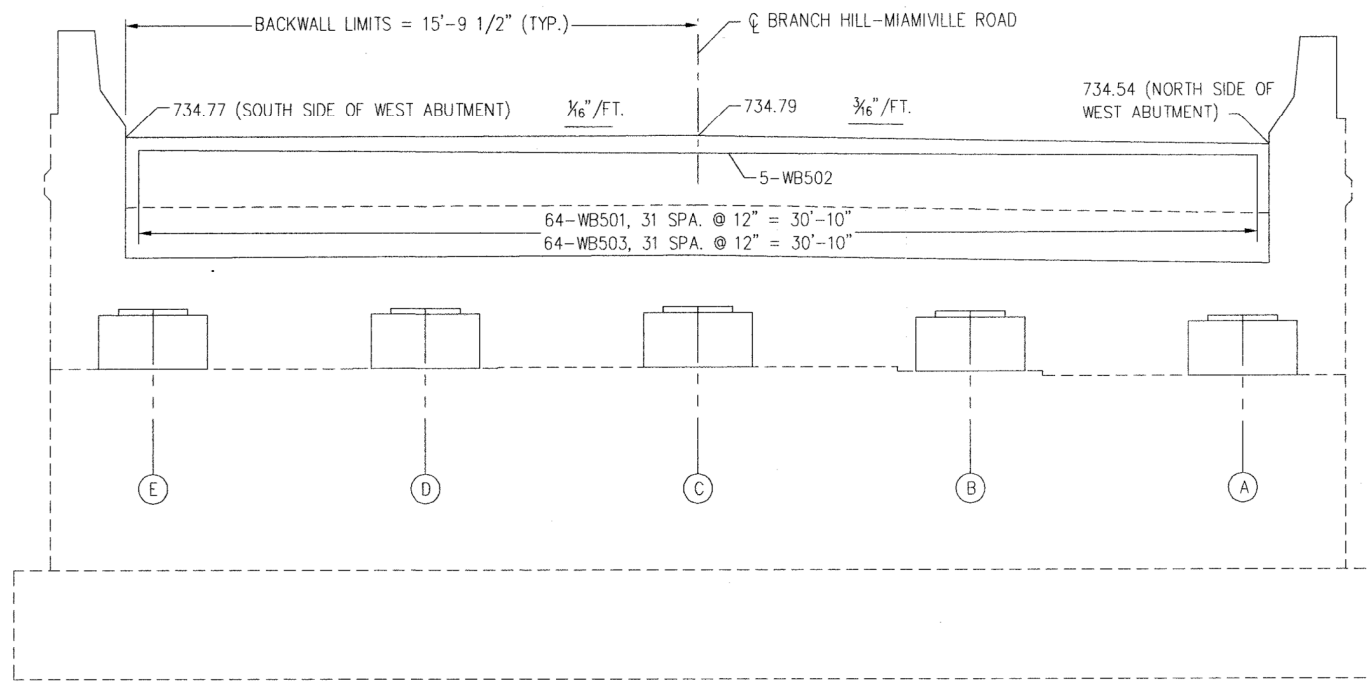
EAST ABUTMENT BACKWALL REINFORCEMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
EB501	64	3'-3"	217	BENT	VERTICAL
EB502	6	30'-10"	193	STR	HORIZONTAL
EB503	64	3'-9 1/2"	254	BENT	VERTICAL
D801	22	5'-2 5/8"	307	BENT	VERTICAL
TOTAL WT.			971 LBS		

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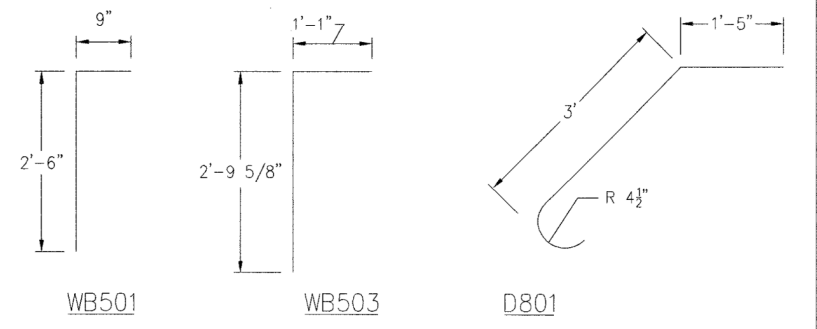
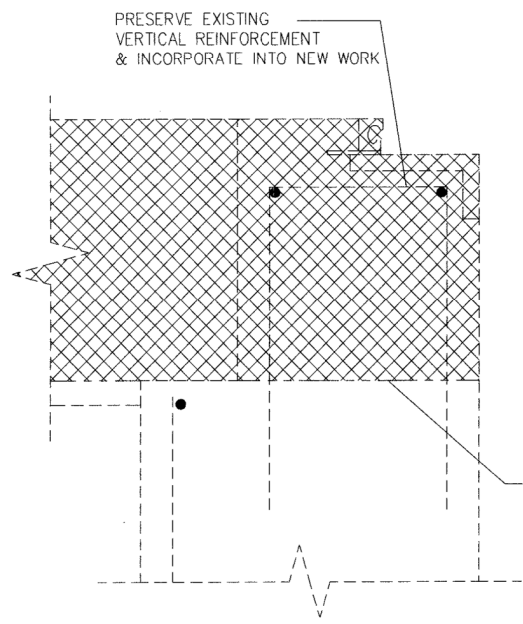
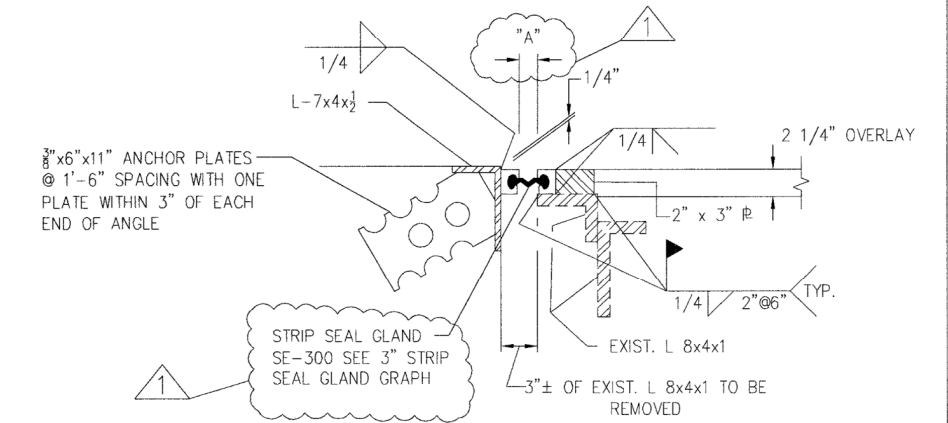
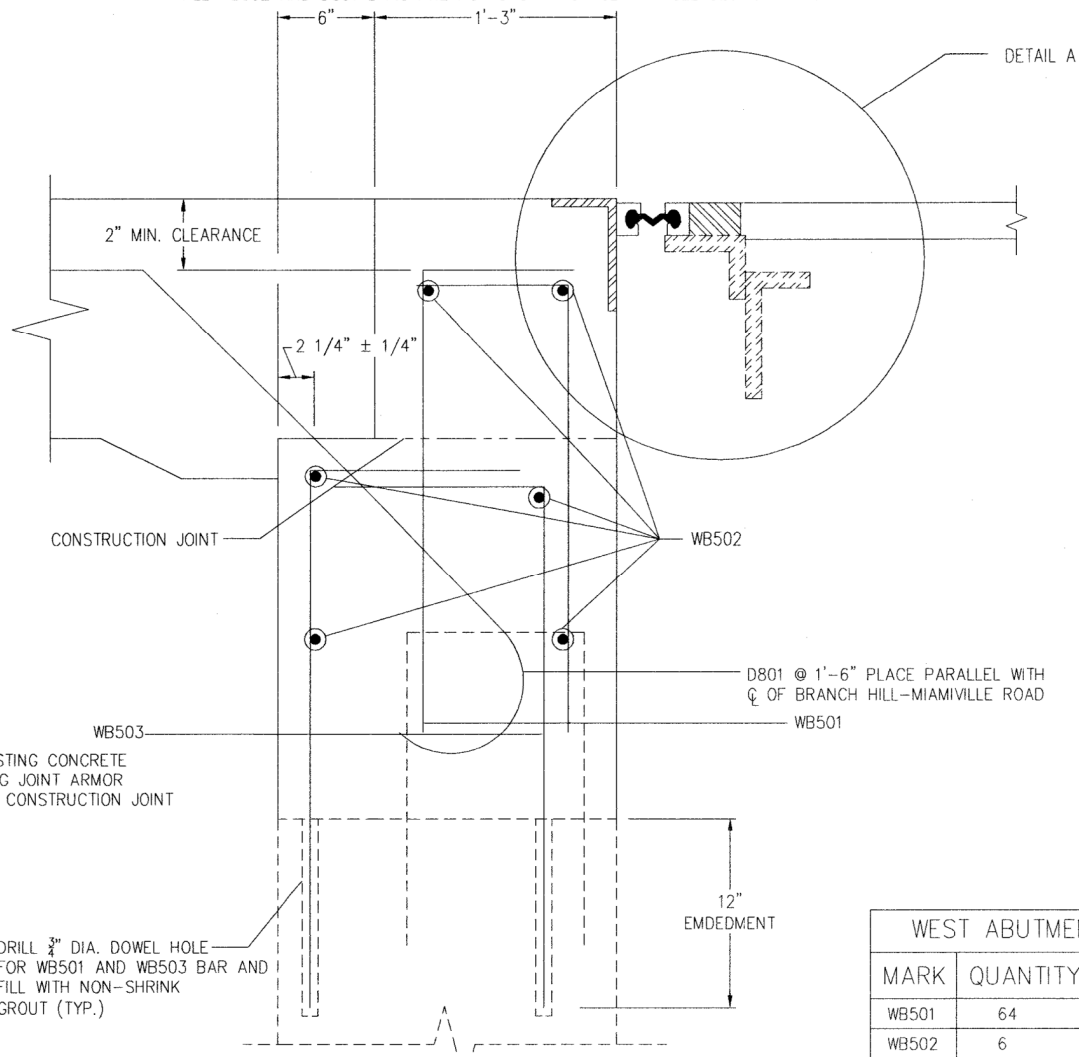
C:\Projects\Projects\00\0012_00\Branch Hill Miamiville\Design\PC 5 EAST Abutment Backwall

PREPARED BY: JANSSEN & SPAANS ENGINEERING, INC.
 9155 HARRISON PARK COURT
 INDIANAPOLIS, IN 46220
 DATE: 11/02/01
 REVIEWED: LS
 DRAWN: JJP
 DESIGNED: JJP
 STRUCTURE FILE NUMBER: 1305352
 EAST ABUTMENT EXPANSION JOINT
 BRIDGE NO. CLE-275-0043
 BRANCH HILL-MIAMIVILLE ROAD OVER I-275
 I.R. -275-32.27/0.000
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 1015

O:\Projects\Projects-00\3012-00\Branch Hill Miami/Design/PG 6 WEST Abutment Backwall



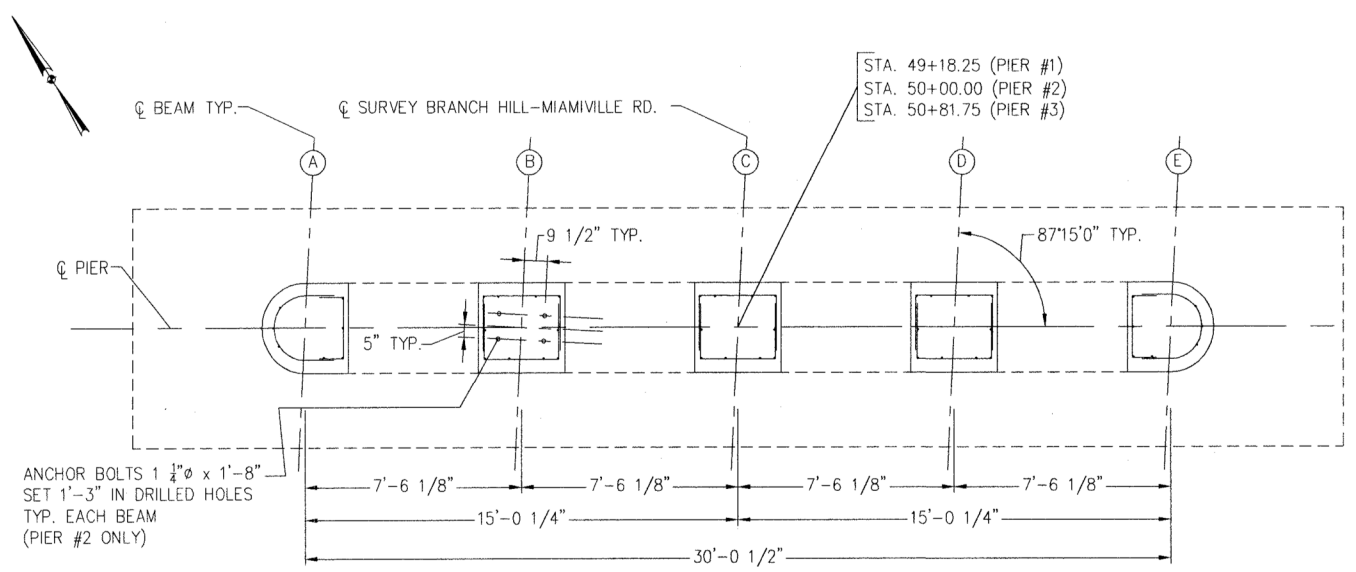
WEST ABUTMENT ELEVATION SHOWN
ALL WB502 AND D801 BARS ARE NOT SHOWN FOR CLARITY SEE SECTION THRU PROPOSED BACKWALL



WEST ABUTMENT BACKWALL REINFORCEMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
WB501	64	3'-3"	217	BENT	VERTICAL
WB502	6	30'-10"	193	STR	HORIZONTAL
WB503	64	3'-10 5/8"	260	BENT	VERTICAL
D801	22	5'-2 5/8"	307	BENT	VERTICAL
TOTAL WT.			971 LBS		

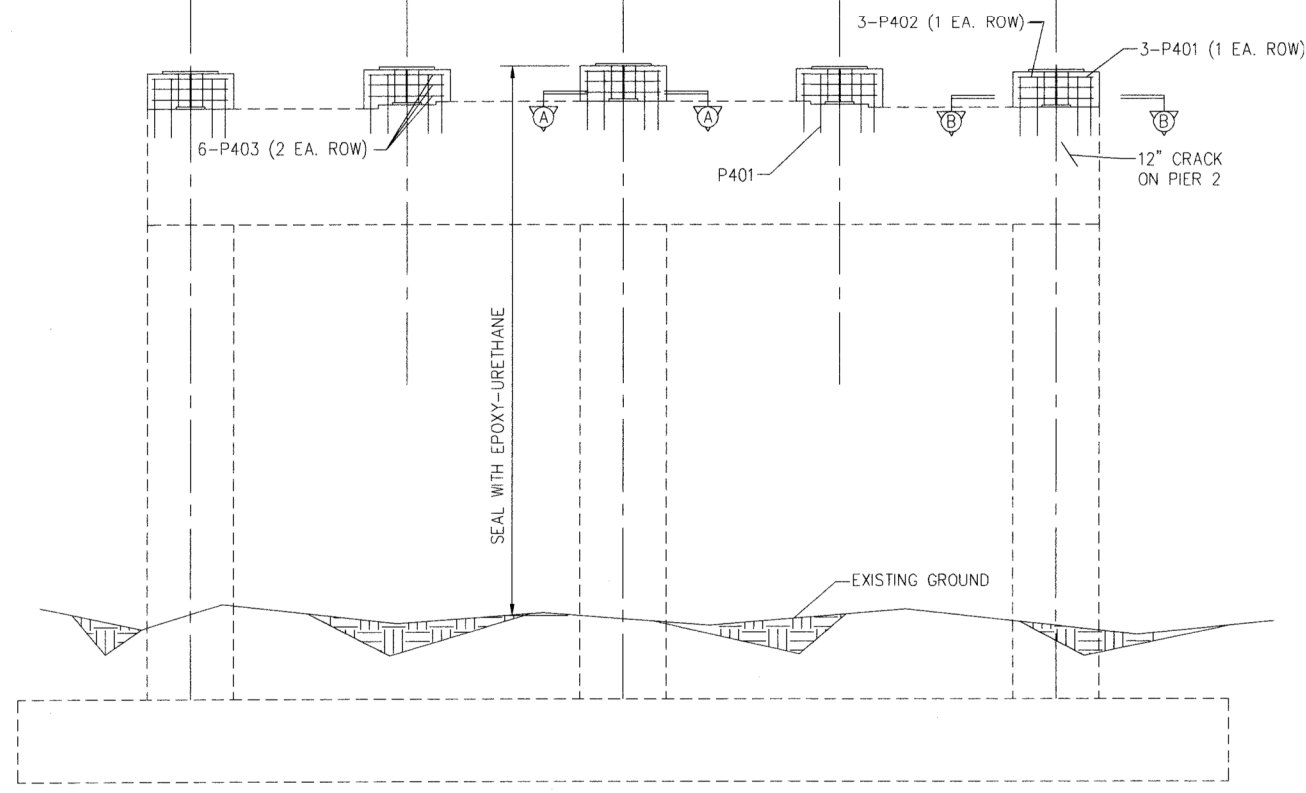
REVISION 1 - 05/06/02 BY: JJP CHECKED: JDL

PREPARED BY: JANSSEN & SPANNS ENGINEERING, INC.
 DATE: 11/01/01
 REVIEWED: LS
 DRAWN: JJP
 CHECKED: JDL
 STRUCTURE FILE NUMBER: 1305352
 BRIDGE NO. CLE-275-0043
 BRANCH HILL-MIAMIVILLE ROAD OVER I-275
 INDIANAPOLIS, IN 46220
 WEST ABUTMENT EXPANSION JOINT
 I.R. - 275-32.27/0.000
 5 / 11
 978
 1015



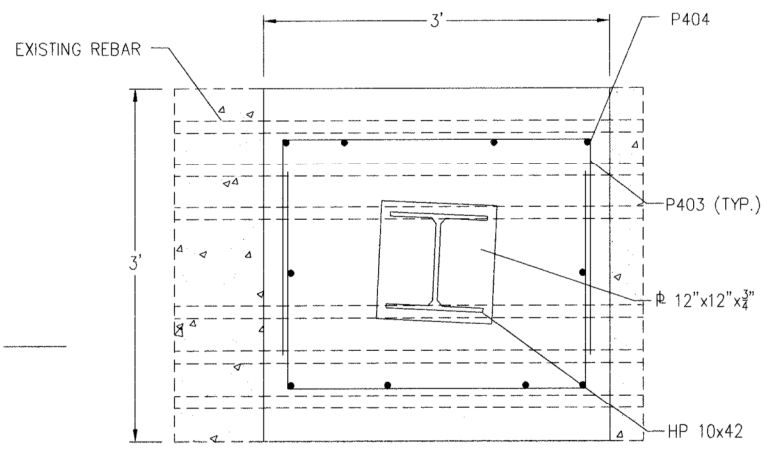
PLAN
 TYPICAL PIER #1, #2, & #3

	A	B	C	D	E
BRIDGE SEAT ELEV. PIER #1	731.05'	731.20'	731.32'	731.20'	731.09'
BRIDGE SEAT ELEV. PIER #2	732.40'	732.48'	732.62'	732.51'	732.44'
BRIDGE SEAT ELEV. PIER #3	733.47'	733.59'	733.72'	733.60'	733.48'

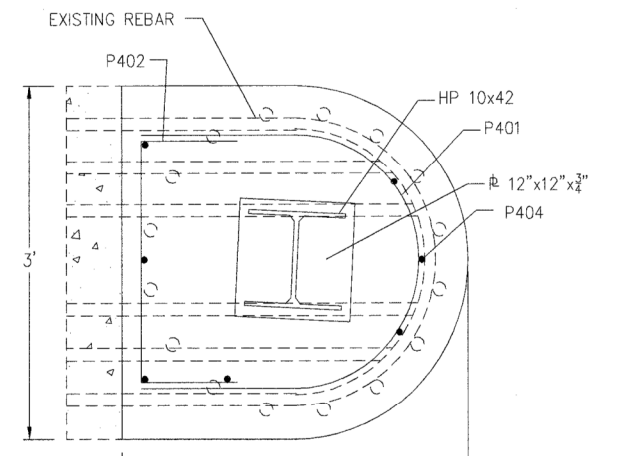


ELEVATION
 TYPICAL PIER #1, #2, & #3

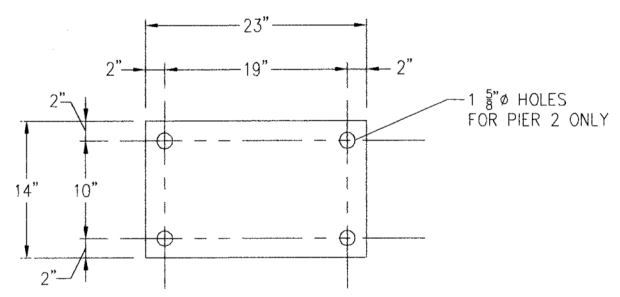
- NOTES:
1. CONCRETE COVER SHALL BE 2" MIN. TYPICAL.
 2. ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60.
 3. SEAL PIER CAP AND PIER STEM WITH EPOXY-URETHANE, COLOR SHALL BE FEDERAL COLOR NO. 17778-LIGHT NEUTRAL
 4. AVOID EXISTING REINFORCING STEEL WHEN DOWELING HOLES FOR VERTICAL REBAR.



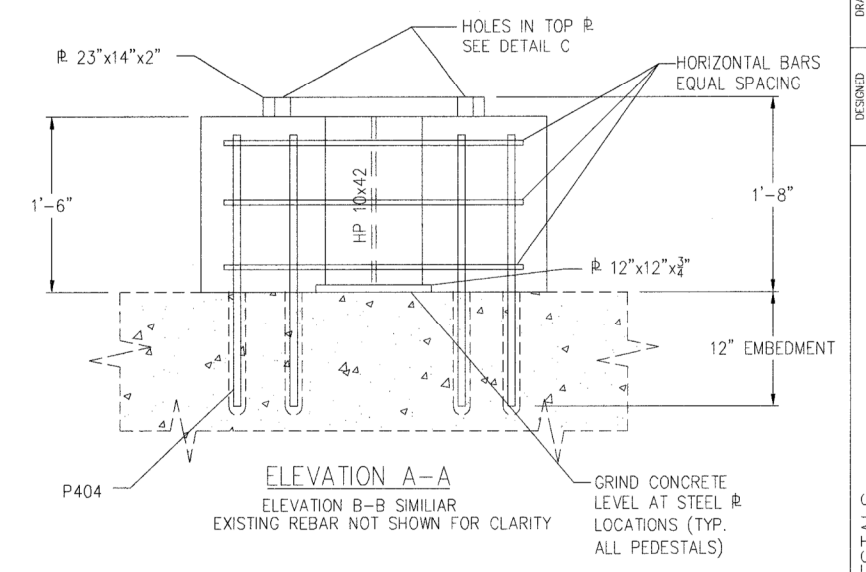
SECTION A-A
 PLAN



SECTION B-B
 PLAN

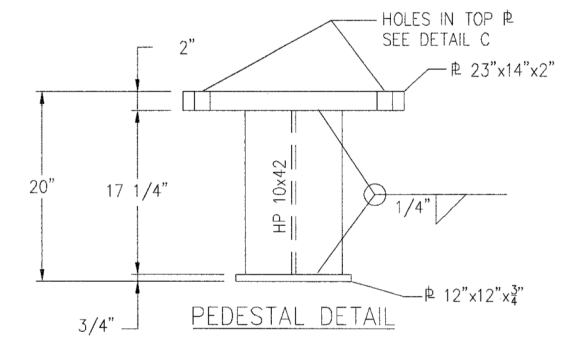


DETAIL C
 23"x14"x2" TOP PLATE
 1 5/8" HOLES FOR PIER 2 ONLY

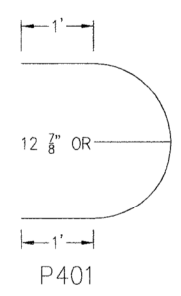


ELEVATION A-A
 ELEVATION B-B SIMILAR
 EXISTING REBAR NOT SHOWN FOR CLARITY

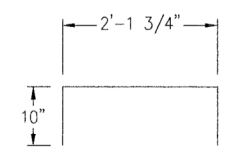
PARAPET REINFORCEMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
P401	18	5'-4 1/2"	65	BENT	PIER 1, 2 & 3-BAND
P402	18	3'-9 3/4"	46	BENT	PIER 1, 2 & 3-BAND
P403	54	6'-4"	229	BENT	PIER 1, 2 & 3-BAND
P404	132	3'-0"	265	BENT	PIER 1, 2 & 3-VERTICAL
TOTAL WT.			605 LBS		



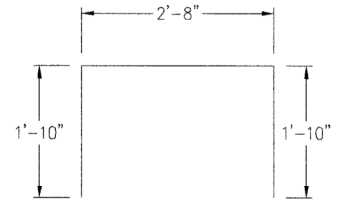
PEDESTAL DETAIL



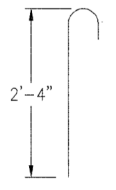
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P402

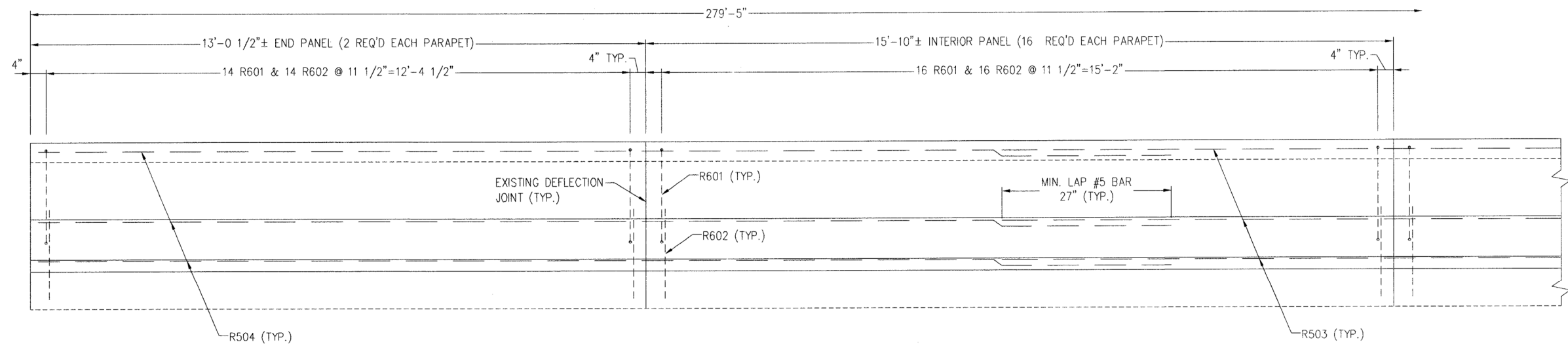


P403



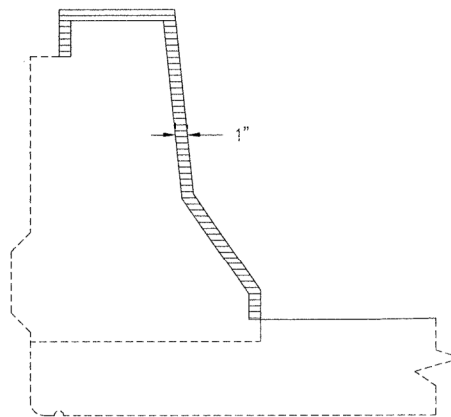
P404

C:\Projects\Project-00\3012-00\Branch Hill\Design\PC 7 Piers Pedestals



PARAPET ELEVATION

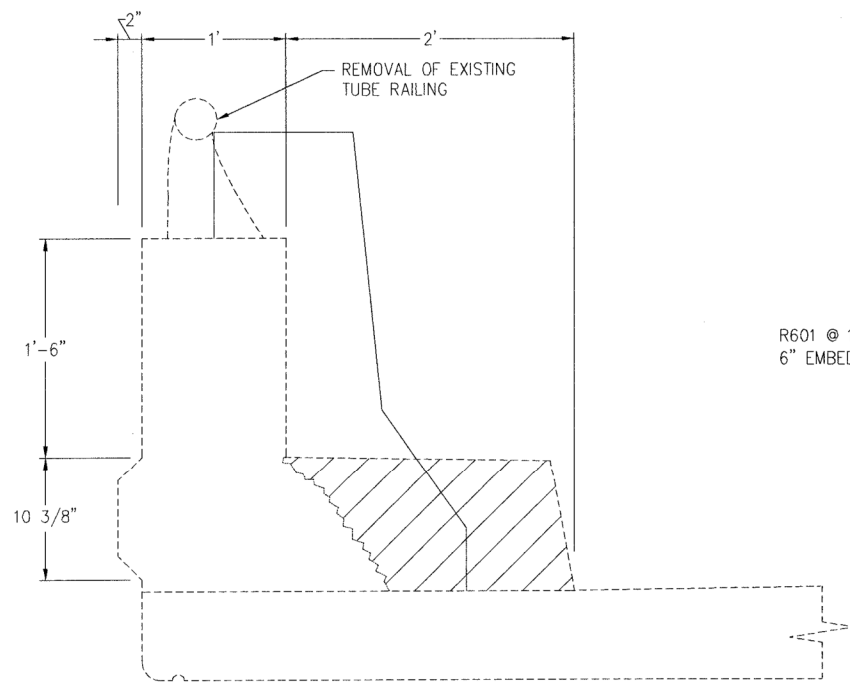
PARAPET REINFORCEMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
R601	568	3'-9"	3200	BENT	PARAPET-VERTICAL
R602	568	2'-1 5/8"	1822	BENT	DECK DOWEL BAR-VERT.
R503	56	30'	1753	STR	PARAPET-LONGITUDINAL
R504	16	16'	268	STR	PARAPET-LONGITUDINAL
TOTAL WT.			7043 LBS		



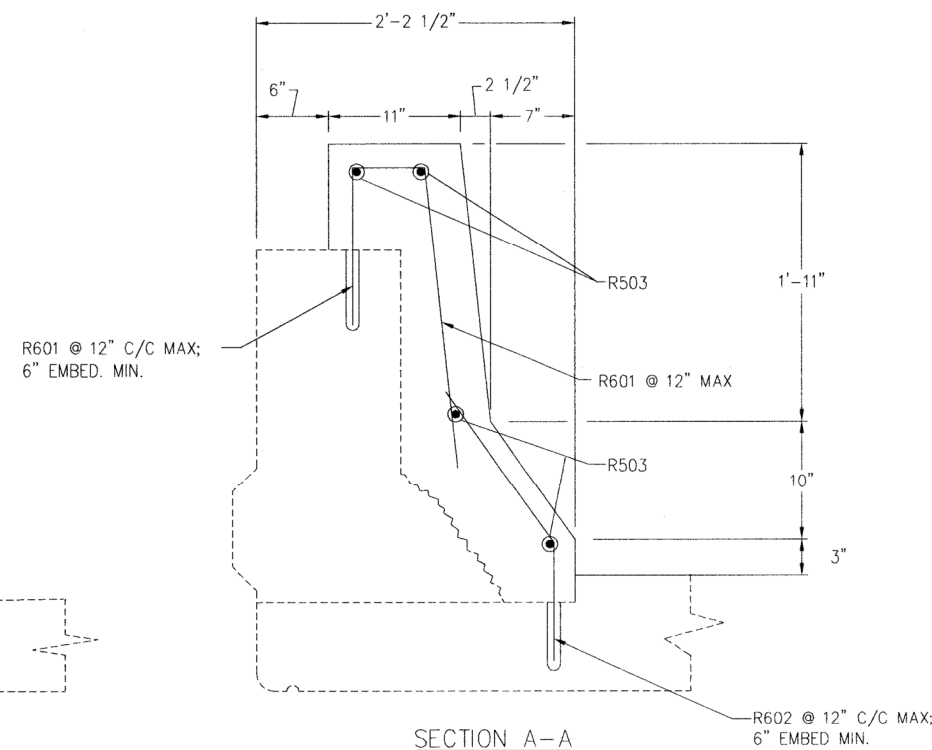
SAWCUT DETAIL

NOTES:

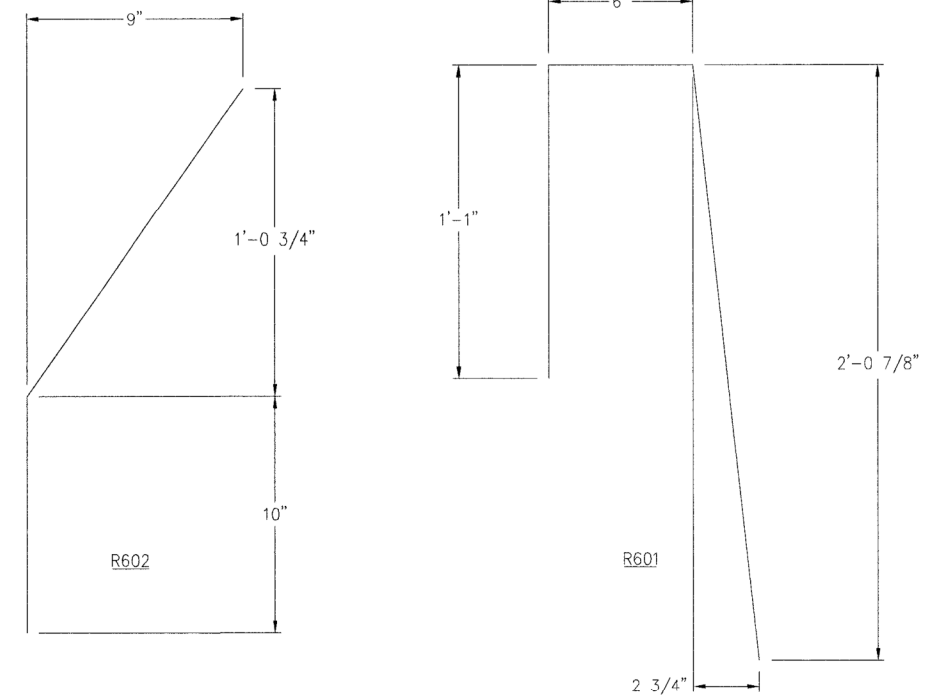
- EXISTING REBAR LOCATIONS NOT KNOWN.
- ALL LONGITUDINAL STEEL SHALL BE CONTINUOUS.
- CONCRETE COVER SHALL BE 2" TYPICAL.
- ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60.
- FOR ADDITIONAL NOTES AND INFORMATION, SEE BR-1 AND THE GENERAL NOTES.
- EXISTING CONCRETE SURFACES SHALL BE CLEAN AND FREE OF LATENCE AND ROUGHENED.
- SAWCUT & SEAL NEW CONCRETE AT EXISTING DEFLECTION JOINT LOCATIONS PER STD. BR-1
- EXISTING CURB TO BE REMOVED.
- VANDAL PROTECTION FENCE TO BE PLACE ON NEW 36" PARAPET.



PARAPET/SAFETY WALK
(SHOWING REMOVALS)

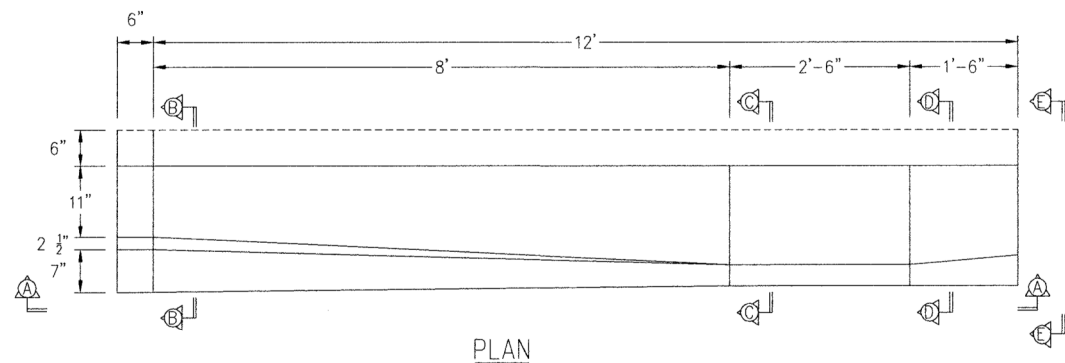


SECTION A-A

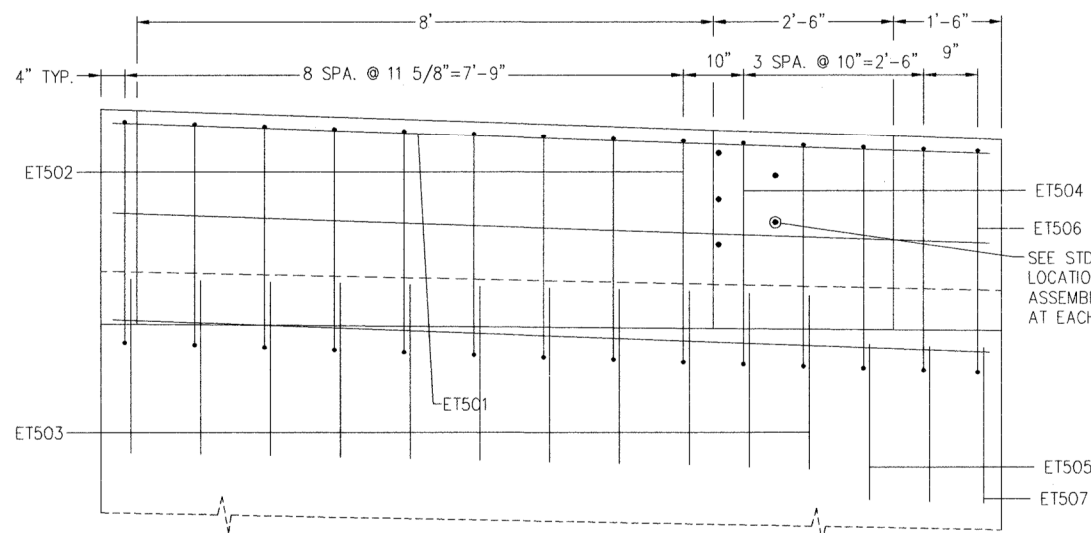


REINFORCING STEEL DETAILS

C:\Projects\Project-00\5012-00\Branch Hill-Miamville\Design\PG 8 DECK SECTION.DWG



PLAN



SECTION A-A

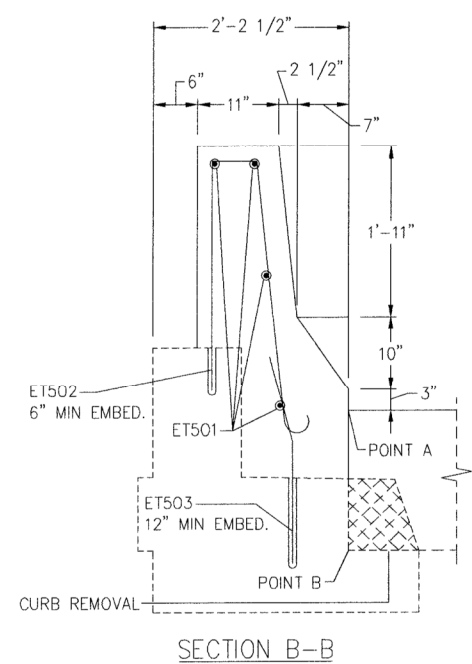
SEE STD. GR-3.1 FOR BOLT LOCATIONS. BRIDGE TERMINAL ASSEMBLY, TYPE 1 REQUIRED AT EACH ABUTMENT WINGWALL.

PARAPET REINFORCEMENT EAST ABUTMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
ET501	8	12'-2"	102	STR	LONGITUDINAL
ET502	18	6'-6 3/4"	124	BENT	VERTICAL
ET503	22	2'-5 1/4"	56	BENT	VERTICAL
ET504	8	6'-4"	53	BENT	VERTICAL
ET505	4	2'-2"	10	BENT	VERTICAL
ET506	2	6'-0 1/4"	13	BENT	VERTICAL
ET507	2	2'-5"	6	BENT	VERTICAL
TOTAL WT.			364 LBS		

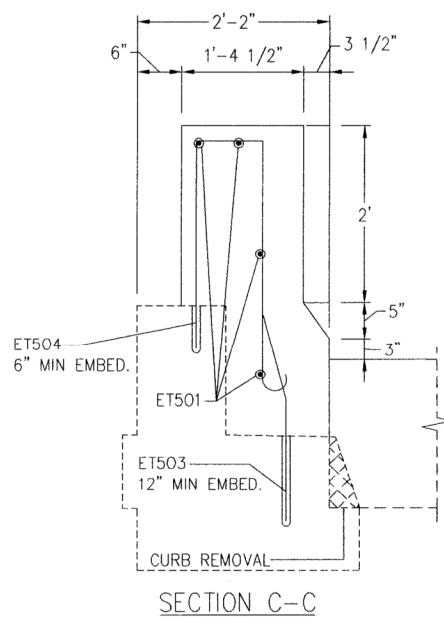
TABLE A				
LOCATION	POINT A	POINT B	POINT C	POINT D
NE PARAPET	738.53	736.93	738.57	736.81
SE PARAPET	738.53	736.90	738.57	736.80

NOTES

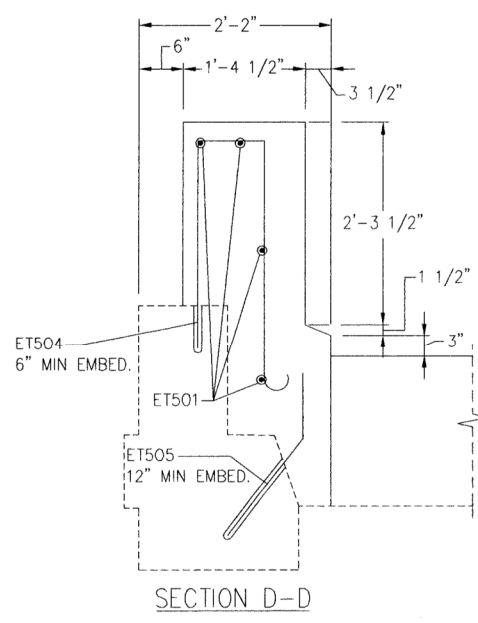
1. FOR BRIDGE TERMINAL ASSEMBLY, TYPE 1 SEE STANDARD CONSTRUCTION DRAWING GR-3.1.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
4. ALL REINFORCING SHALL BE EPOXY COATED, GRADE 60.



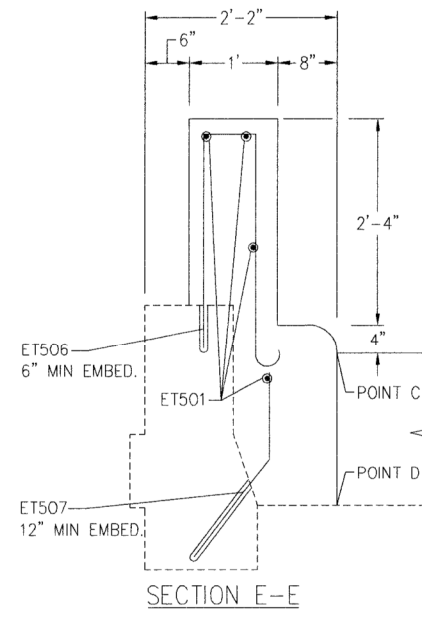
SECTION B-B



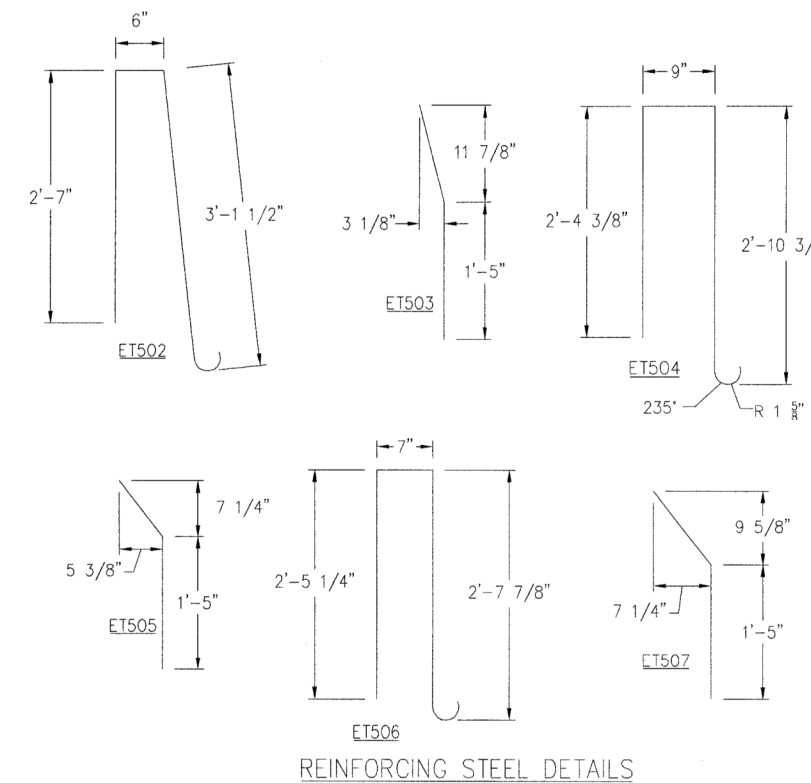
SECTION C-C



SECTION D-D



SECTION E-E



REINFORCING STEEL DETAILS

Jr./Projects/Project-00/301.2-00/branch.mxd - miami/mv/Design/Fig 3 East Parapet Transition

PREPARED BY:
JANSSEN & SPANNS ENGINEERING, INC.
9155 HARRISON PARK COURT
INDIANAPOLIS, IN 46220

DATE
11/02/01
REVIEWED
LS
STRUCTURE FILE NUMBER
1305352

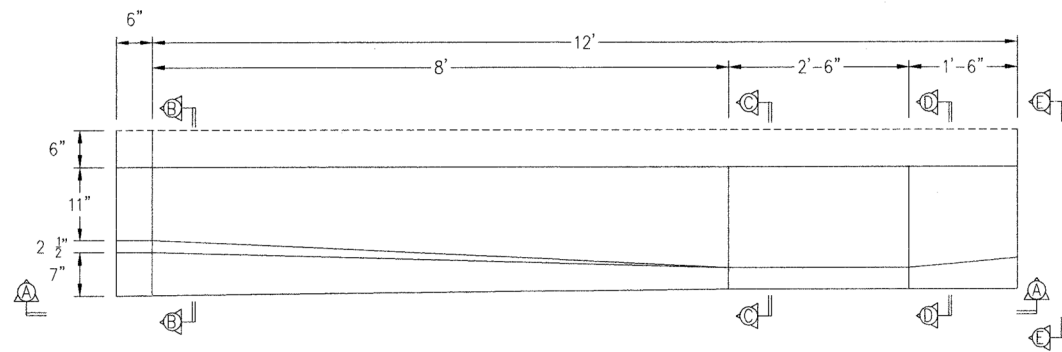
DRAWN
JJP
DESIGNED
JJP
CHECKED
JDL

EAST ABUTMENT PARAPET TRANSITION
BRIDGE NO. CLE-275-0043
BRANCH HILL - MIAMIVILLE OVER I-275

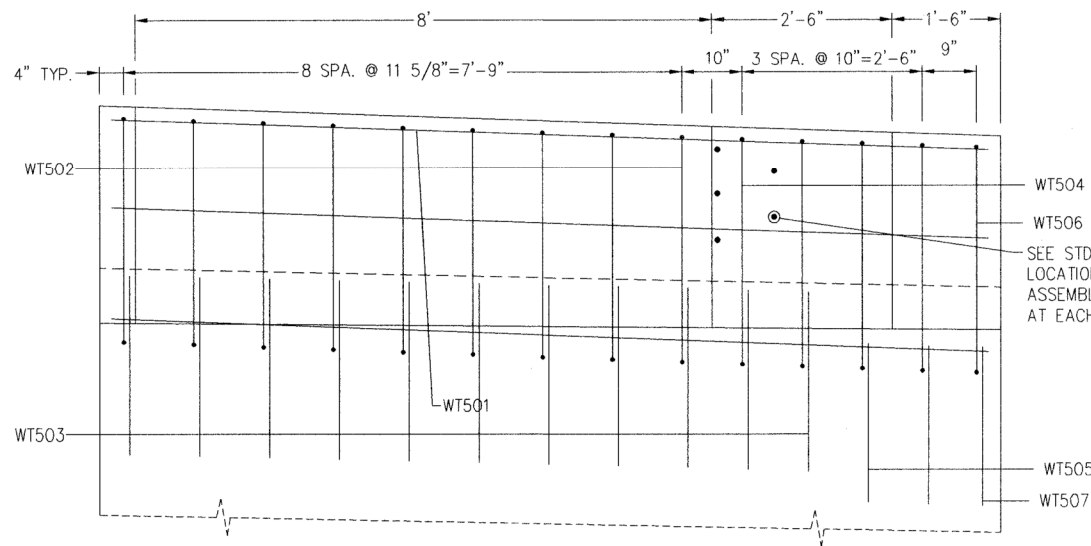
I.R.-275-32.27/0.000

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981
1015



PLAN



SECTION A-A

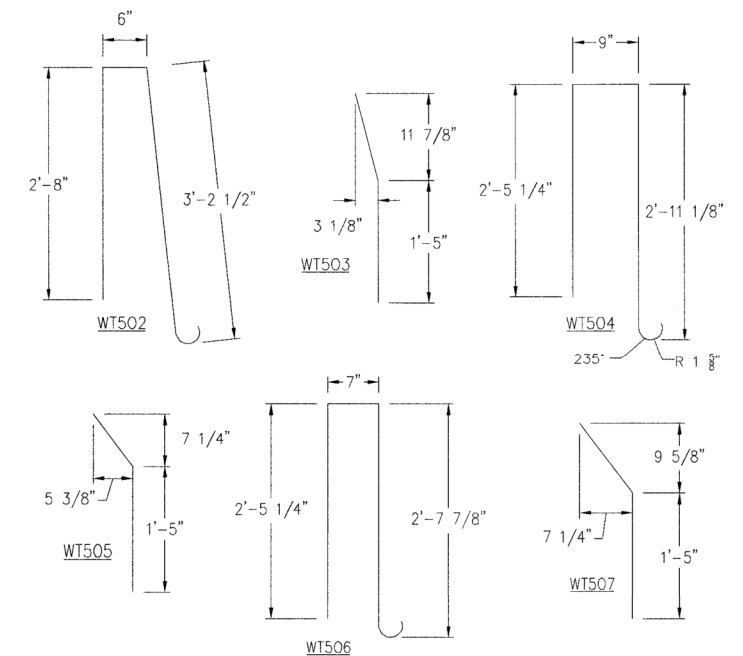
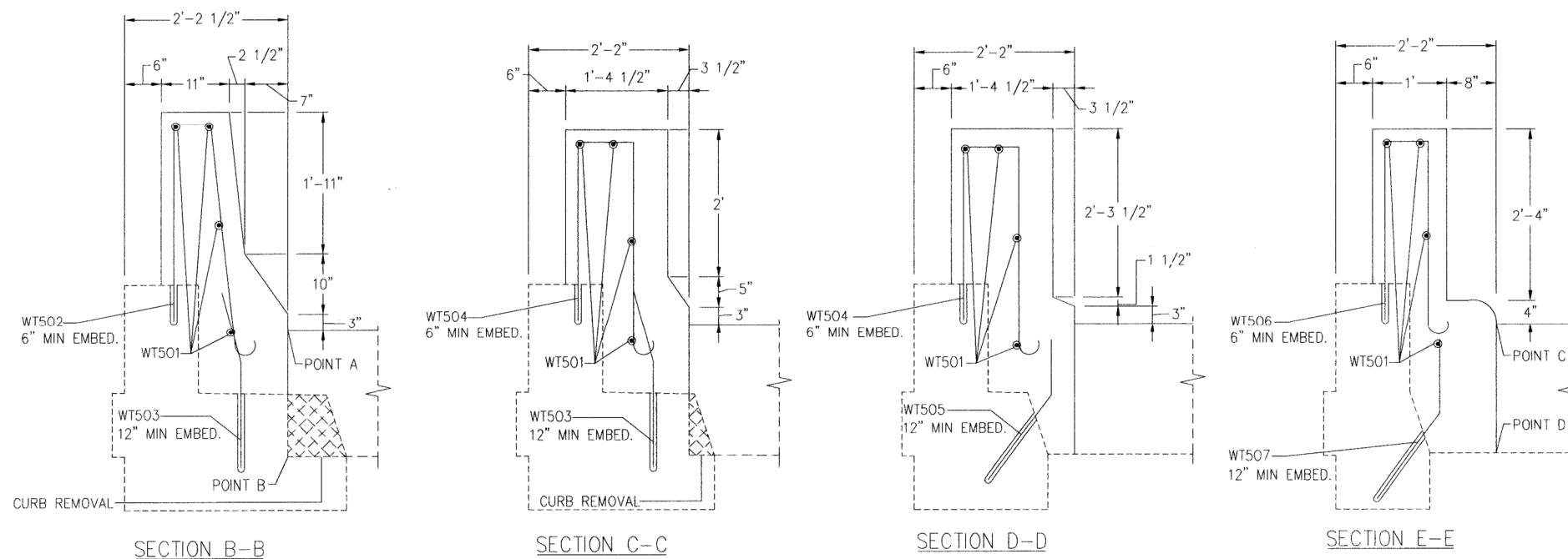
SEE STD. GR-3.1 FOR BOLT LOCATIONS. BRIDGE TERMINAL ASSEMBLY, TYPE I REQUIRED AT EACH ABUTMENT WINGWALL.

PARAPET REINFORCEMENT EAST ABUTMENT					
MARK	QUANTITY	LENGTH	WEIGHT	TYPE	LOCATION
WT501	8	12'-2"	102	STR	LONGITUDINAL
WT502	18	6'-8 3/4"	127	BENT	VERTICAL
WT503	22	2'-5 5/16"	56	BENT	VERTICAL
WT504	8	6'-5 5/8"	54	BENT	VERTICAL
WT505	4	2'-2"	10	BENT	VERTICAL
WT506	2	6'-0 1/4"	13	BENT	VERTICAL
WT507	2	2'-5"	6	BENT	VERTICAL
TOTAL WT.			368 LBS		

TABLE A				
LOCATION	POINT A	POINT B	POINT C	POINT D
NW PARAPET	734.54	732.83	734.24	732.41
SW PARAPET	734.77	732.98	734.38	732.53

NOTES

1. FOR BRIDGE TERMINAL ASSEMBLY, TYPE 1 SEE STANDARD CONSTRUCTION DRAWING GR-3.1.
2. ALL DIMENSIONS ARE OUT TO OUT OF BAR.
3. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
4. ALL REINFORCING SHALL BE EPOXY COATED, GRADE 60.



REINFORCING STEEL DETAILS

C:\Projects\Project-00\5012-00\Branch Hill - Miami\Design\Fig 10 Parapet Transition

PREPARED BY:
JANSSEN & SPANNS ENGINEERING, INC.
9155 HARRISON PARK COURT
INDIANAPOLIS, IN 46220

DATE: 1/02/01
REVIEWED: LS
STRUCTURE FILE NUMBER: 1305352

DRAWN: JJP
CHECKED: JDL

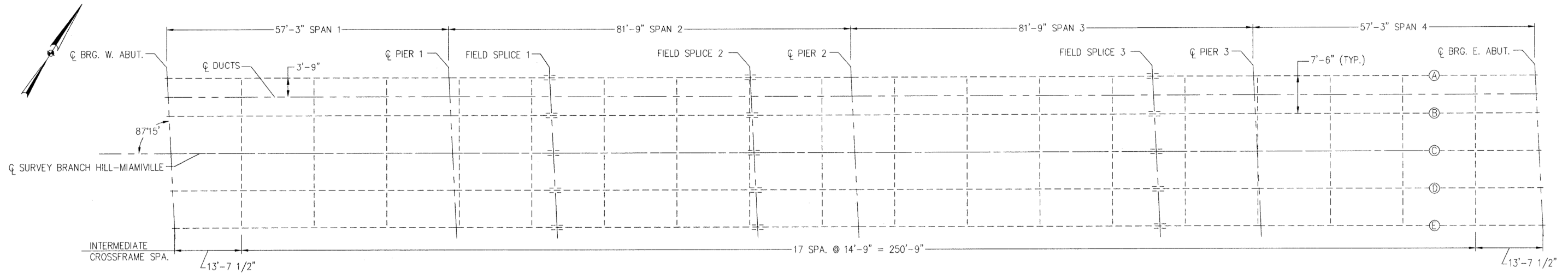
DESIGNED: JJP
WEST ABUTMENT PARAPET TRANSITION
BRIDGE NO. CL-275-0043
BRANCH HILL - MIAMIVILLE OVER I-275

I.R. - 275-32.27/0.000

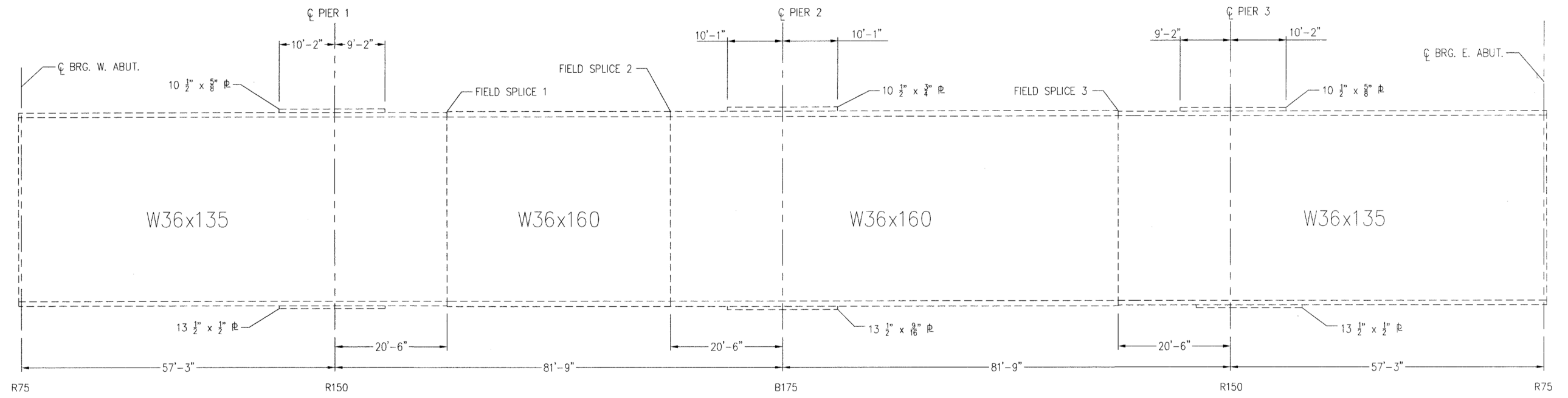
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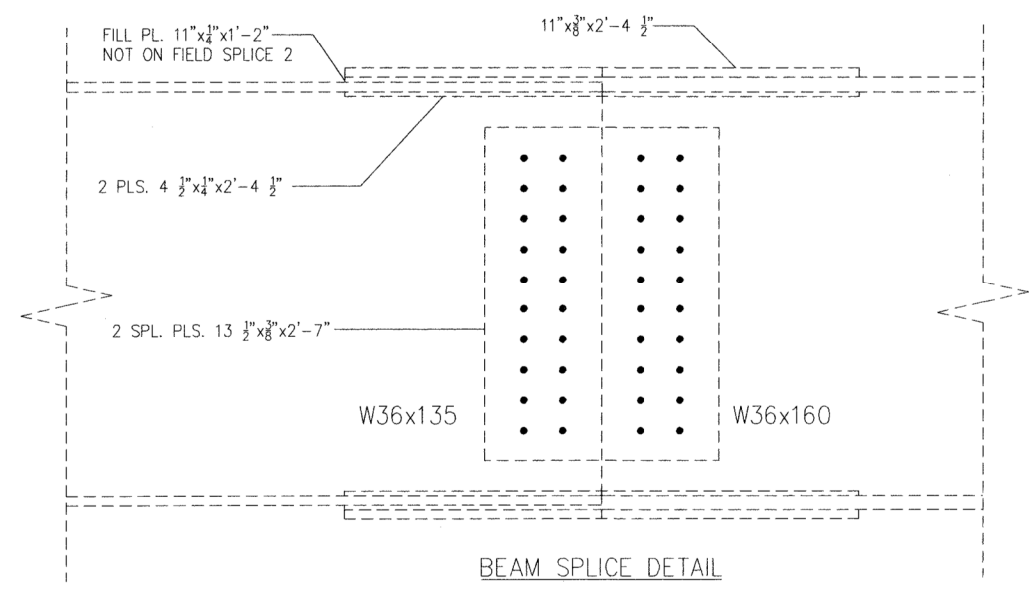
S:\Projects\Projects-00\2012-00\Branch Hill-Miamiville Road\Design\Fig. ii Framing Plan



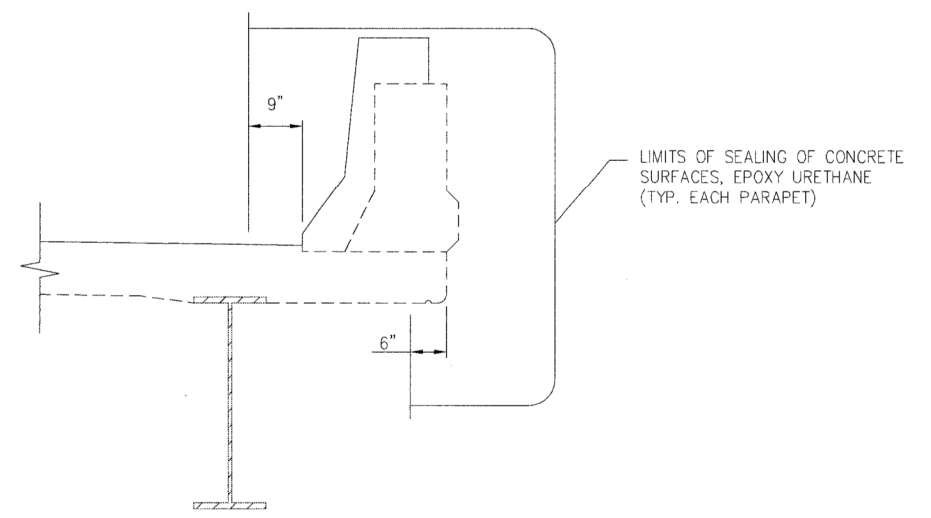
FRAMING PLAN



ELEVATION

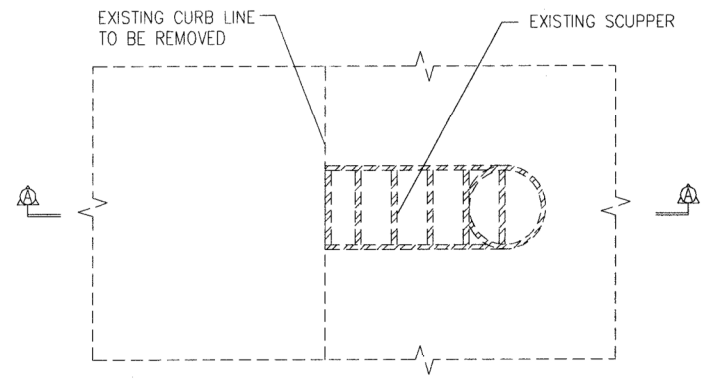


BEAM SPLICE DETAIL

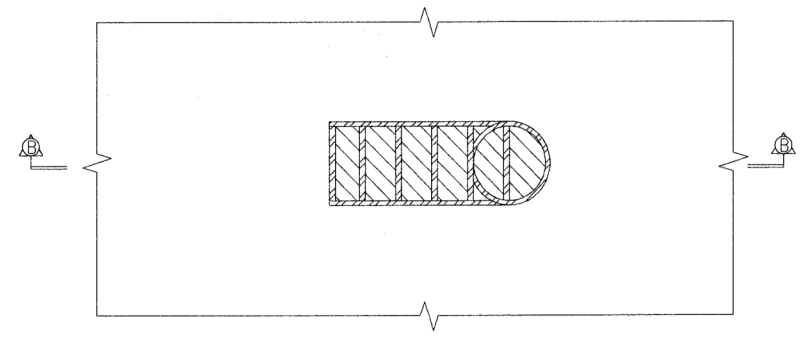


LIMITS OF SEALING OF CONCRETE SURFACES, EPOXY URETHANE (TYP. EACH PARAPET)

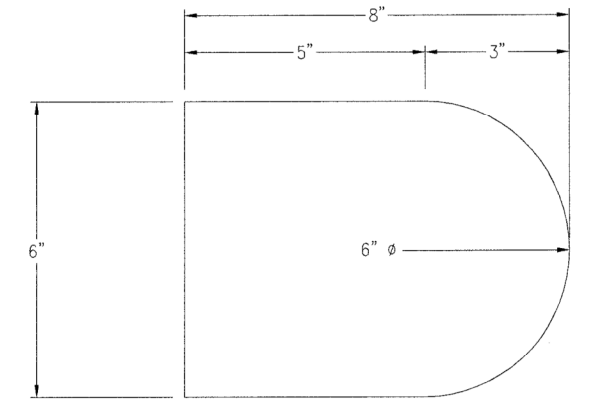
PREPARED BY: JANSSEN & SPANNS ENGINEERING, INC. 9155 HARRISON PARK COURT INDIANAPOLIS, IN 46220	DATE: 09/18/01	REVIEWED: LS	STRUCTURE FILE NUMBER: 1305352	DRAWN: JJP	REVISIONS: (None listed)
FRAMING PLAN BRIDGE NO. CLE-275-0043 BRANCH HILL-MIAMIVILLE ROAD OVER I-275					
DESIGNED: JJP	CHECKED: JDL				
I.R.-275-32.27/0.000					
10/11					
983 1015					



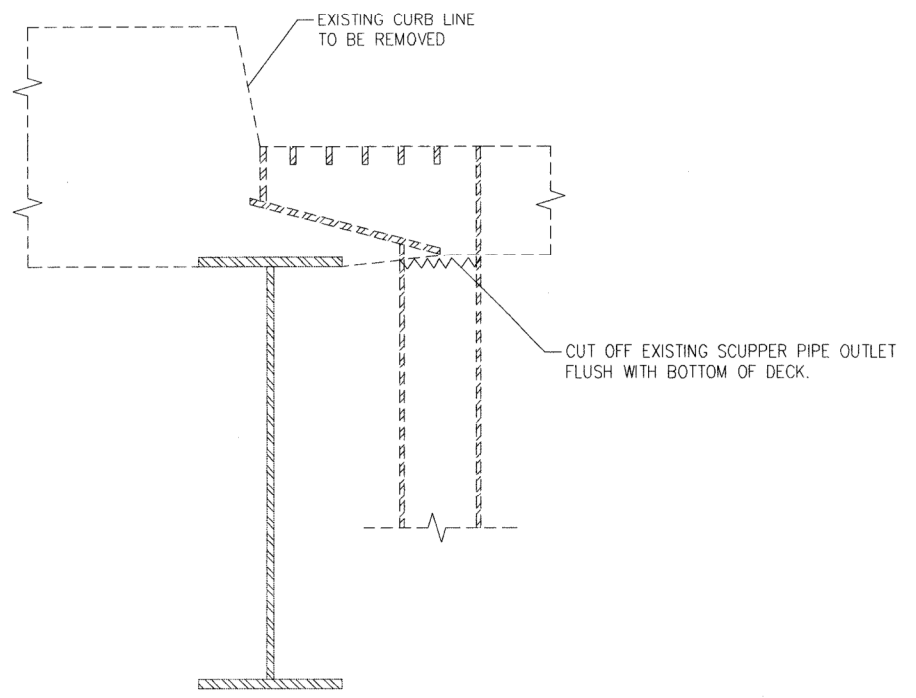
PLAN VIEW
EXISTING SCUPPER DETAIL



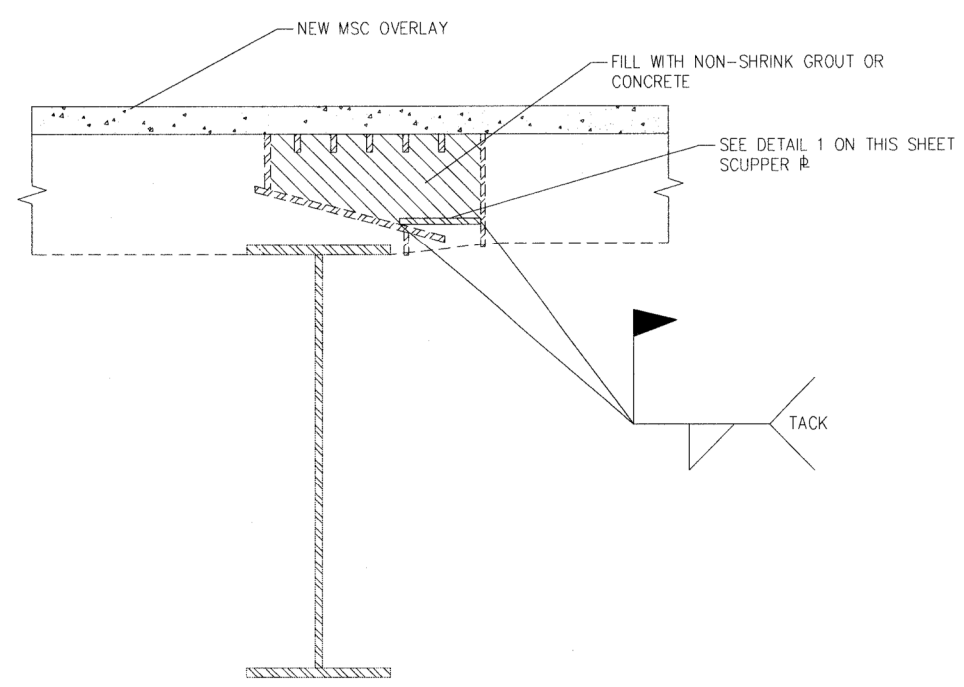
PLAN VIEW
PROPOSED SCUPPER DETAIL



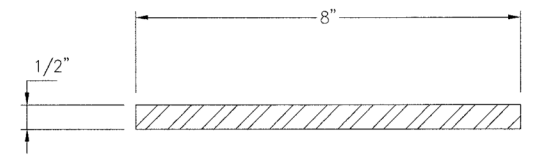
DETAIL 1 PLAN VIEW
SCUPPER PLATE



SECTION A-A
EXISTING SCUPPER ELEVATION DETAIL



SECTION B-B
PROPOSED SCUPPER ELEVATION DETAIL



DETAIL 1 ELEVATION VIEW
SCUPPER PLATE

NOTES:

1. CUT THE EXISTING SCUPPER PIPE OUTLET FLUSH WITH THE BOTTOM OF THE DECK.
2. TACK WELD THE SCUPPER PLATE TO THE EXISTING SCUPPER PIPE OUTLET
3. PLACE NON-SHRINK GROUT OR CONCRETE IN EXISTING SCUPPER.
4. AN MSC OVERLAY WILL BE PLACED ON THE BRIDGE DECK.

c:/Projects/Projects-00/004-00/branch rtm/design/fig 12 Scupper

PREPARED BY:
JANSSEN & SPAANS ENGINEERING, INC.
9155 HARRISON PARK COURT
INDIANAPOLIS, IN 46220

DATE	09/19/01
REVIEWED	LS
STRUCTURE FILE NUMBER	1305352
DRAWN	JJP
REVISION	REVISED
DESIGNED	JJP
CHECKED	JDL

SCUPPER DETAIL
BRIDGE NO. CLE-275-0043
BRANCH HILL-MIAMIVILLE ROAD OVER I-275

I.R.-275-32.27/0.000
11/11

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1015