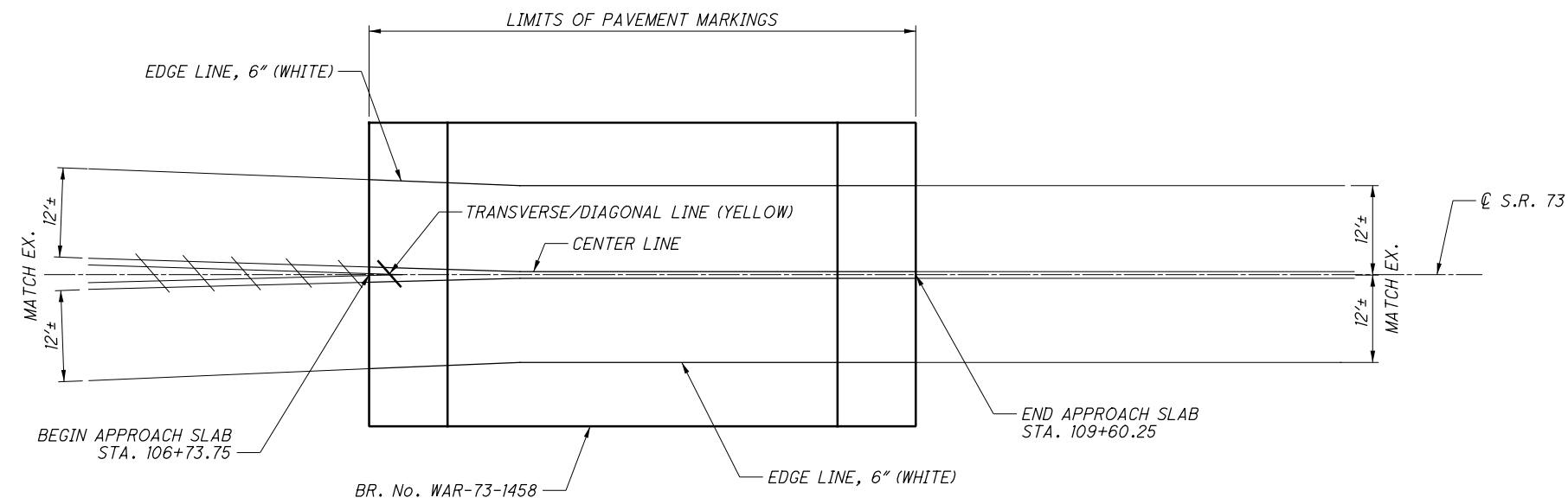
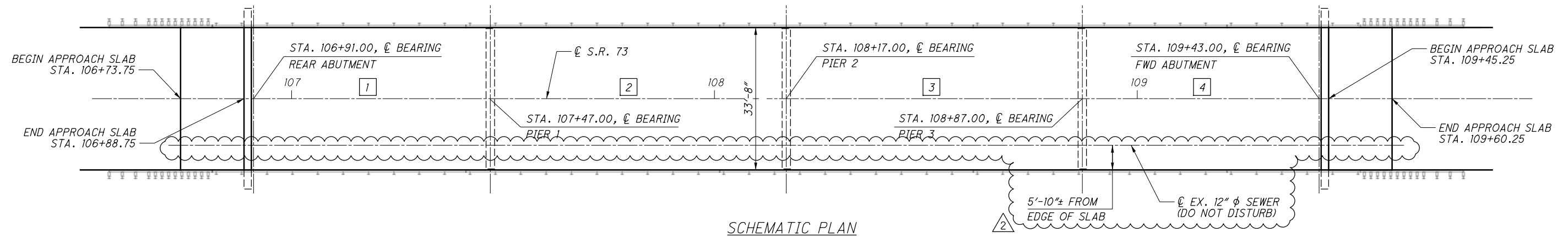


ISSUE RECORD:		
NO.	DATE	DESCRIPTION
1	7/21/23	REVISED OVERLAY
2	7/28/23	ADDED EX. STORM



LEGEND
 [1] = SPAN NUMBER

NOTES:
 100 YEAR FLOOD ELEVATIONS:
 ELEV. 721.9 (UPSTREAM)
 ELEV. 721.3 (DOWNSTREAM)

EXISTING STRUCTURE DATA

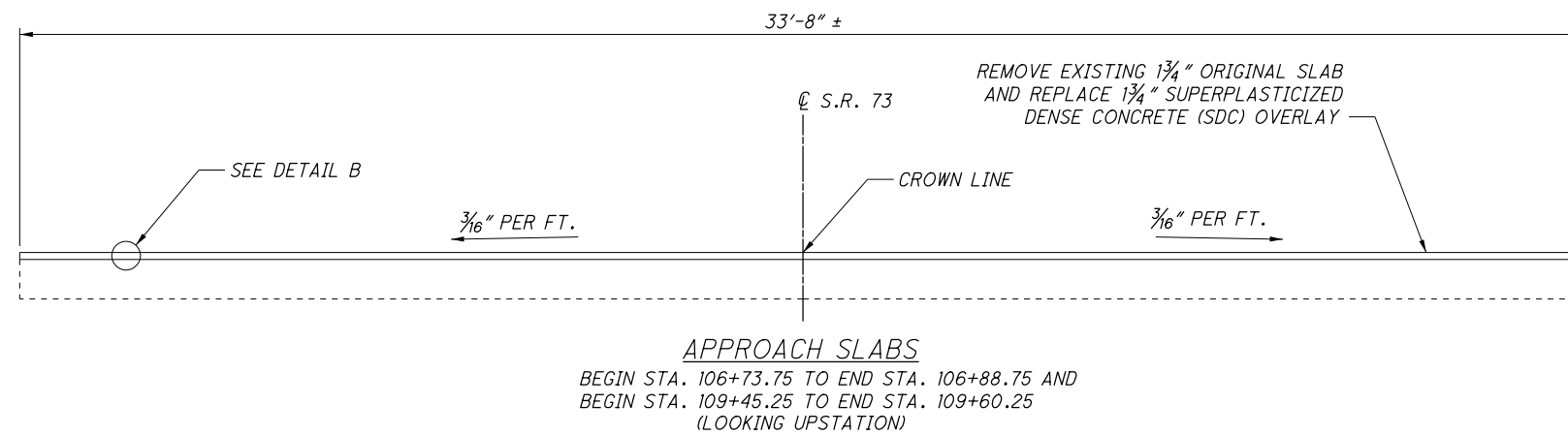
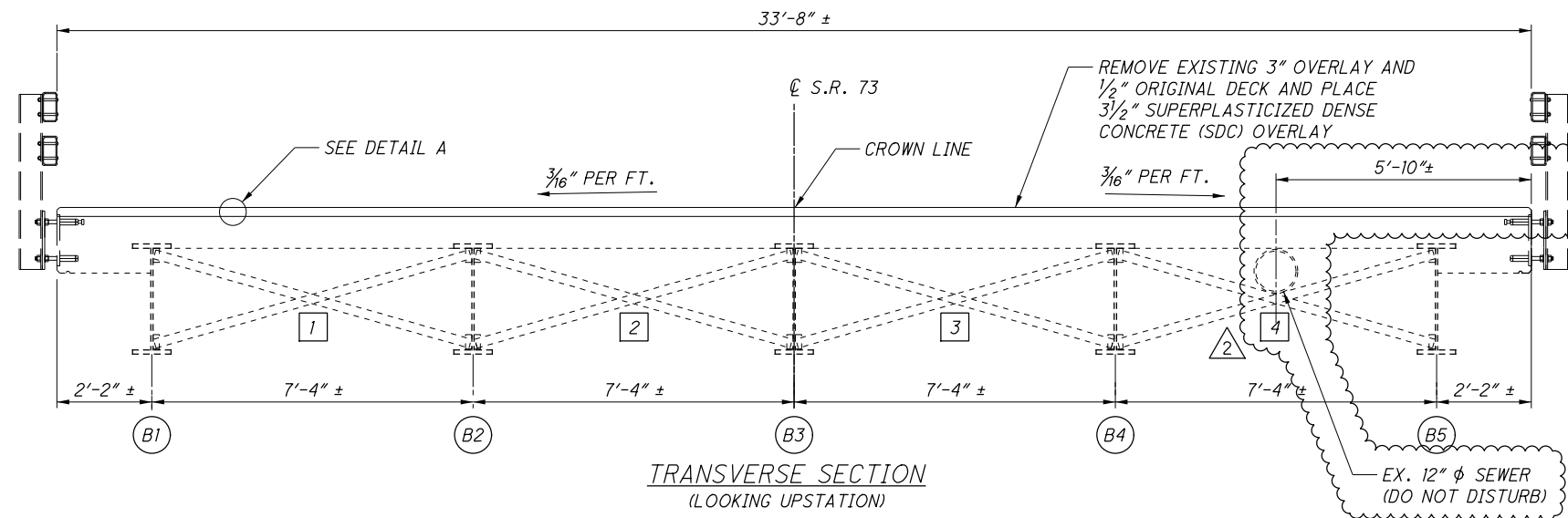
SFN: 8302855
 TYPE: FOUR SPAN CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND CONCRETE SUBSTRUCTURE.
 SPANS: 56'+/-, 70'+/-, 70'+/-, 56' +/-, C/C BEARINGS
 ROADWAY: 33'-8" F/F RAILS
 LOADING: S-15
 WEARING SURFACE: CONCRETE OVERLAY
 APPR. SLABS: 15' LONG
 ALIGNMENT: TANGENT

PROPOSED STRUCTURE

PROPOSED WORK: REMOVE EXISTING 3" OVERLAY AND 1/2" ORIGINAL DECK AND REPLACE WITH 3 1/2" SUPERPLASTICIZED DENSE CONCRETE (SDC) OVERLAY ON DECK. REMOVE 1 3/4" OF EXISTING APPROACH SLABS AND REPLACE WITH 1 3/4" OF SUPERPLASTICIZED DENSE CONCRETE (SDC) OVERLAY. REPLACE ABUTMENT BEARINGS WITH NEW ELASTOMERIC BEARINGS. PATCH SUBSTRUCTURE WITH 519 PATCHING.
 SFN: 8302855
 TYPE: FOUR SPAN CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND CONCRETE SUBSTRUCTURE.
 SPANS: 56'+/-, 70'+/-, 70'+/-, 56' +/-, C/C BEARINGS
 ROADWAY: 33'-8" F/F RAILS
 LOADING: HS-15
 WEARING SURFACE: 3 1/2" CONCRETE OVERLAY (MACRO-FIBERS)
 APPR. SLABS: 15' LONG
 ALIGNMENT: TANGENT

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

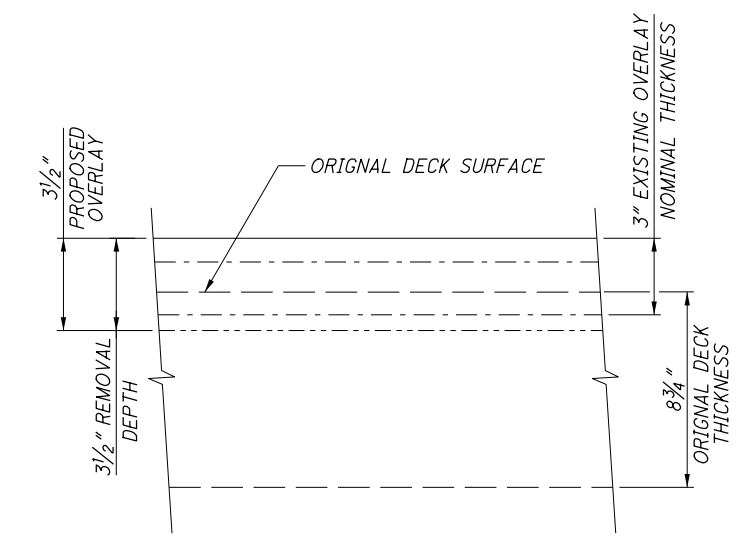
ITEM 646	EDGE LINE, 6" (WHITE)	2(STA. 106+73.75 TO STA. 109+60.25) ÷ 5280	= 0.11 MILE
ITEM 646	CENTER LINE	(STA. 106+73.75 TO STA. 109+60.25) ÷ 5280	= 0.06 MILE
ITEM 646	TRANSVERSE/DIAGONAL LINE (YELLOW)	STA. 106+73.75 TO STA. 106+78.00	= 6 FEET



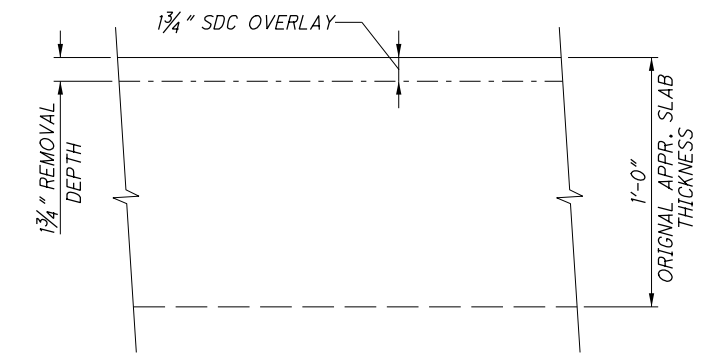
ISSUE RECORD:		
NO.	DATE	DESCRIPTION
1	7/21/23	REVISED OVERLAY
2	7/28/23	ADDED EX. STORM

NOTES:

- CONTRACTOR SHALL PROTECT THE EXISTING EXPANSION JOINT GLAND AND JOINT ARMOR DURING THE REMOVAL OF EXISTING 3" DECK OVERLAY AND 1/2" OF APPROACH SLAB AND PLACEMENT OF NEW OVERLAY. ANY DAMAGE TO THE EXPANSION JOINT GLAND AND/OR EXPANSION JOINT ARMOR SHALL BE REPAIRED OR REPLACED AT NO EXPENSE TO THE DEPARTMENT.



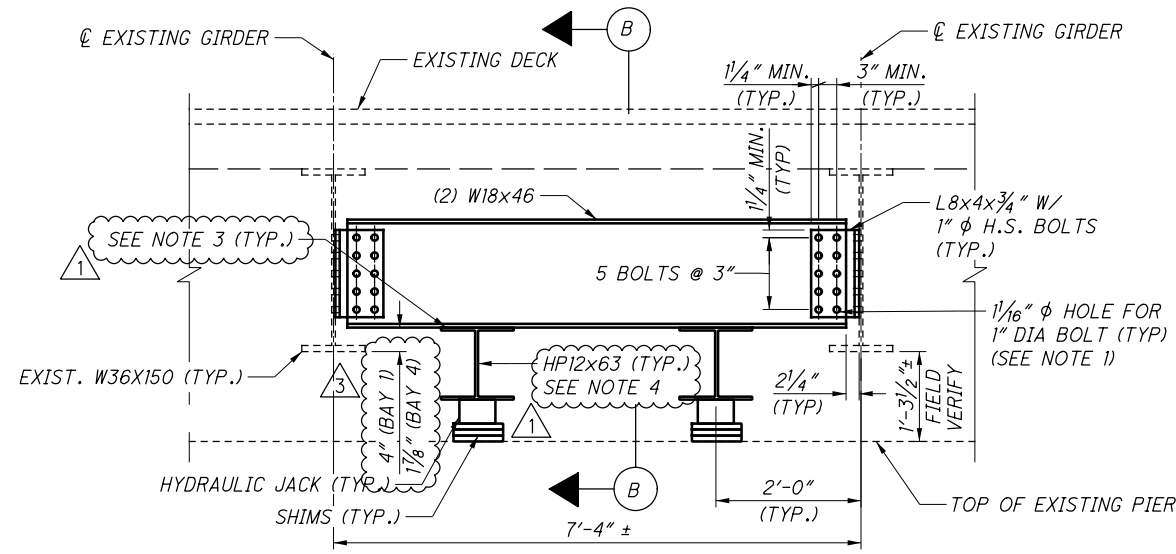
DETAIL A



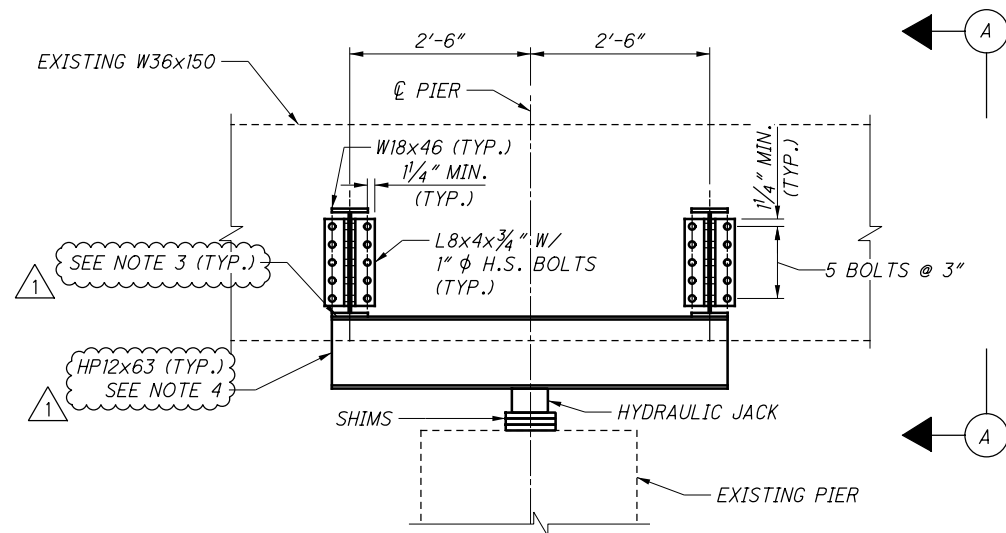
DETAIL B

LEGEND

1 = BAY #



(A) JACKING FRAME ELEVATION
 (EXTERIOR BAY SHOWN, INTERIOR BAYS SIMILAR)



(B) SECTION

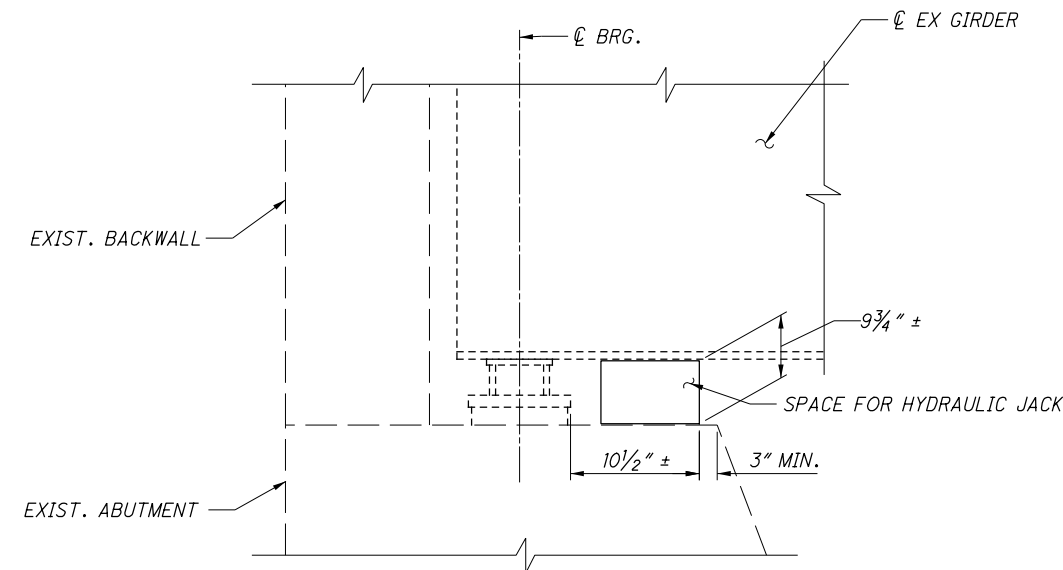
ISSUE RECORD:		
NO.	DATE	DESCRIPTION
1	7/12/23	ADDED BOLT LOCATIONS AND NOTES
2	7/21/23	UPDATED NOTE 4
3	7/28/23	SEPARATED DIMENSIONS BY BAY

JACKING FRAME DATA TABLE		
DESIGN LOAD		WEIGHT OF STEEL PER JACKING FRAME (LBS)
DL (KIPS)	LL+I (KIPS)	
57	57	1,467

NOTE: DESIGN LOADS ARE UNFACTORED AT EACH JACKING POINT.

NOTES:

- MATCH FIELD DRILL HOLES ARE REQUIRED ON ONE END OF THE W18x46 WEB TO ACCOUNT FOR FIELD CONDITIONS.
- SEE SHEET **[7/8]**, FOR NOTES.
- THE CONTRACTOR SHALL USE C CLAMPS TO TEMPORARILY FASTEN THE HP12x63 SUPPORTS TO THE W18x46 FRAME.
- THE HP12x63 SHALL BE REMOVED AT THE COMPLETION OF JACKING PROCEDURE. HP12x63 SHALL BE REMOVED BY AND REMAIN PROPERTY OF THE CONTRACTOR.



HYDRAULIC JACK AT ABUTMENTS
 CAPACITY OF JACK SHALL BE A MIN. OF 30 TONS

ISSUE RECORD:		
NO.	DATE	DESCRIPTION
1	7/12/23	UPDATED NOTES
2	7/21/23	UPDATED NOTES
3	7/28/23	UPDATED NOTES

NOTES:

- ALL STEEL FOR JACKING FRAMES AND CONNECTIONS SHALL BE 50 KSI STEEL AND SHALL BE GALVANIZED PER C&MS 711.02.
- CONTRACTOR MAY USE SHIM PLATES AS NEEDED TO MAKE CONNECTION FIT UP.
- EXISTING CROSSFRAMES, EXCEPT FOR THOSE THAT SUPPORT THE EXISTING 12" Ø SEWER LINE IN BAY 4, ADJACENT TO JACKING FRAMES MAY BE TEMPORARILY REMOVED AND REINSTALLED AT THE APPROVAL OF THE ENGINEER. ANY REMOVED CROSSFRAMES SHALL BE REINSTALLED BEFORE JACKING OPERATIONS MAY COMMENCE. THE COST OF REMOVING AND REINSTALLING ADJACENT EXISTING CROSSFRAMES SHALL BE INCIDENTAL TO ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN.
- ALL BOLTS SHALL BE 1" DIA A325, TYPE 1, HIGH STRENGTH. PROVIDE PER C&M 513.20. ALL HOLES SHALL BE 1 1/16" DIA. ALL BOLTS SHALL BE GALVANIZED PER C&MS 711.02.
- THE CONTRACTOR IS TO SUBMIT A JACKING PLAN TO THE ENGINEER PER C&MS 501.05. THE CONTRACTOR MAY SUBMIT AN ALTERNATE SEQUENCE OF CONSTRUCTION FOR APPROVAL.
- ALTERNATIVE PERMANENT JACKING FRAME DESIGNS CAN BE SUBMITTED AFTER SALE AND WILL FOLLOW THE VALUE ENGINEERING PROCESS.

SEQUENCE OF CONSTRUCTION:

WORKING ONE PIER AT A TIME:

- REMOVE EXISTING CROSSFRAMES, AS REQUIRED. SEE NOTE 3 ABOVE.
- PREPARE SURFACE OF EXISTING BEAMS AT BOLTED CONNECTIONS TO PROVIDE CLASS A SLIP RESISTANCE (FAYING SURFACE).
- INSTALL PERMANENT JACKING FRAMES IN THE INTERIOR BAYS (1 AND 4) PER JACKING FRAME DETAILS.
- REPEAT STEPS 1-3 AT OTHER PIERS, ONE PIER AT A TIME, PRIOR TO PERFORMING ANY JACKING PROCEDURES.

SEE SHEET [6/8], FOR JACKING FRAME DETAILS.

PARSONS
 445 Hutchinsan Avenue, Suite 950
 Columbus, OH 43235

JACKING FRAME DETAILS - 2
 BRIDGE NO. WAR-73-1458
 OVER S.R. 73 OVER LITTLE MIAMI RIVER

WAR-73-14.58
 / 14.62
 PID No. 100827

DESIGNED: JRE
 CHECKED: JLW

DRAWN: MTW
 REVISED: JLW

REVIEWED: RWB
 DATE: 1-20

STRUCTURE FILE NUMBER: 8302855

7 / 8

36
 81