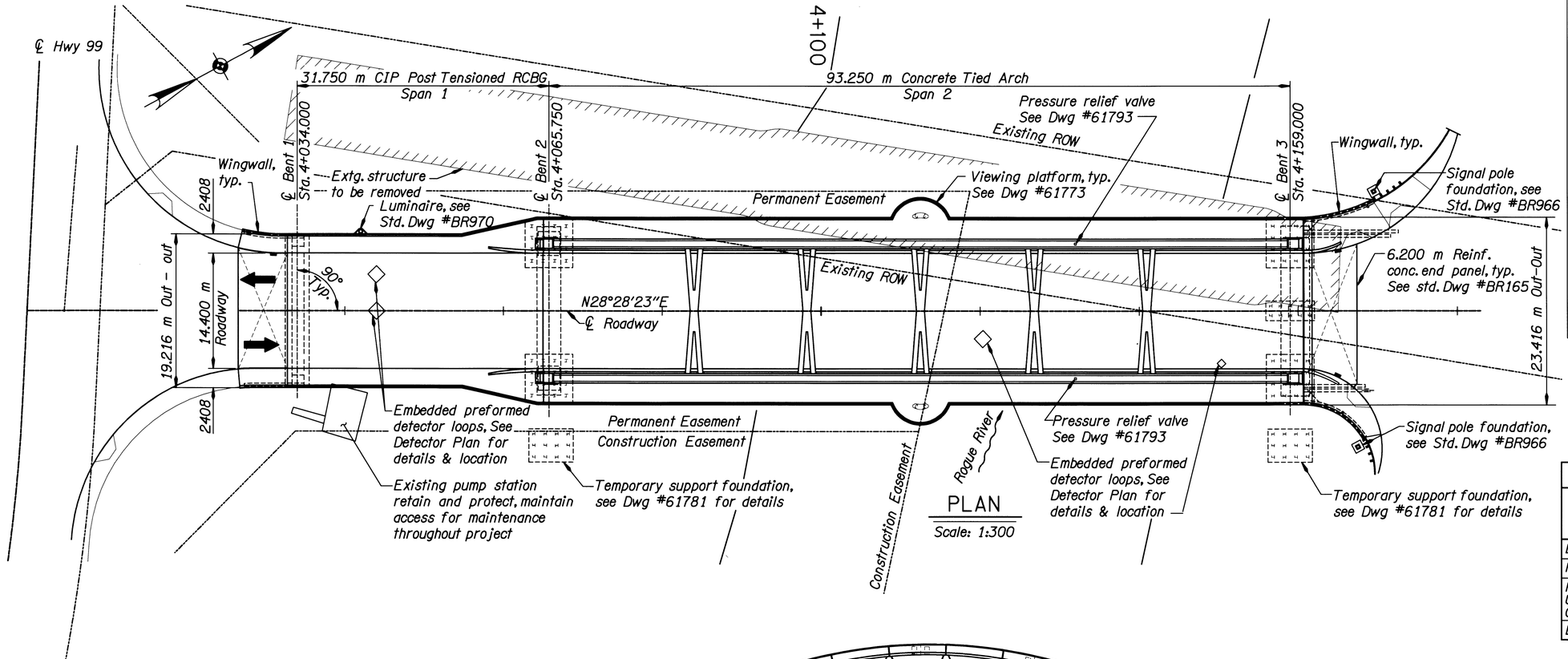
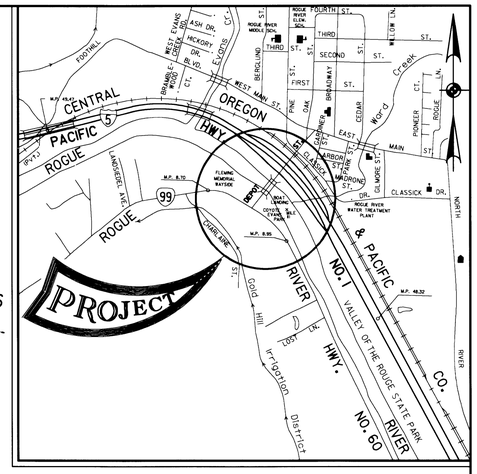
P:\JACK0006\BR\DLV\J006b001.dlv jxc 11/25/02 12:10:02 PM



PLAN

Scale: 1:300



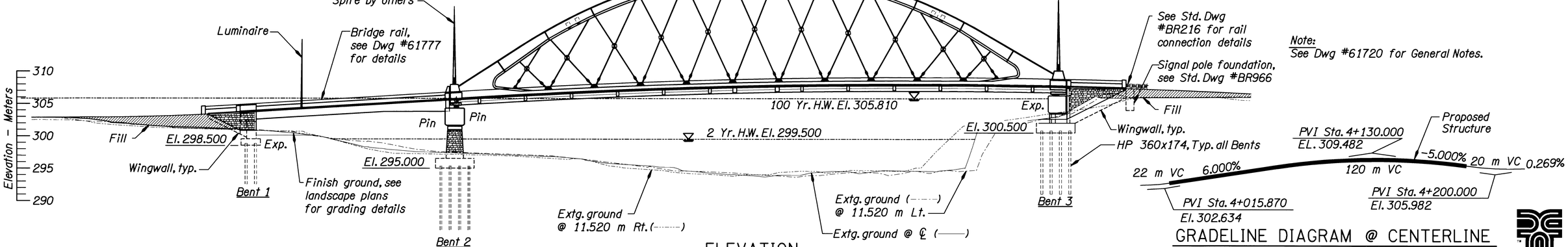
SEC. 21, T. 36 S., R. 4 W., W.M.

LOCATION MAP

No Scale

HYDRAULIC DATA

	DESIGN BASE FLOOD	MAXIMUM PROBABLE FLOOD
DISCHARGE (cms)	3402.7	5735.3
FREQUENCY (yrs)	100	500
H.W. ELEVATION AT UPSTREAM FACE OF BRIDGE	305.81	308.42
BACKWATER (m)	0.17	0.14



ELEVATION

Scale: 1:300

GRADELINE DIAGRAM @ CENTERLINE

No Scale

Note:
See Dwg #61720 for General Notes.

Note:
Elevations shown are based on the National Geodetic Vertical Datum (M.S.L. = 0.0).

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

ACCOMPANIED BY DWGS.
RD333, RD336, RD364, RD500 & TM409

Co. Br. No. 06970

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: A. Mitchell
CHECKED: Kent Corditz
REVIEWED: Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 14,262 OREGON MAY 19, 1994 SCOTT M. NETTLETON
EXPIRES: 12-31-04

BRIDGE ENGINEER
REVIEWED:

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

ACCOMPANIED BY DWGS. 61720-61799, BR135, 136, 140, 141 BR145, 165, 200, 203, 206, 216, 233, 273, 286, 966 & 970

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE
ROGUE RIVER BRIDGE SECTION
JACKSON COUNTY

PLAN AND ELEVATION

FEDERAL HIGHWAY ADMINISTRATION | PROJECT NUMBER
REGION 10 | OREGON DIVISION

SHEET 1 OF 81

DRAWING NO. 61719

GENERAL NOTES:

Provide all materials and perform all work according to the 1996 Standard Specifications for Highway Construction and the 1998 Supplemental Standard Specifications of the Oregon Department of Transportation.

Bridge is designed for HL-93 loading with an allowance of 1.2 kN/m2 for future wearing surface.

Concrete members are designed by the Load and Resistance Factor Design Method of AASHTO LRFD Bridge Design Specification, Second Edition, as ammended.

Bridge Hanger Cable Assemblies have been designed with a minimum factor of saftey of 4.0 vs. calculated maximum service loads.

Seismic design is by single-mode analysis in accordance with the AASHTO Division I-A, Seismic Design of the "Standard Specifications for Highway Bridges". 16th Edition, as ammended. The site peak bedrock acceleration coefficient (A) is 0.23 (500 Yr) and the assumed site coefficient (S) is 1.0. The response modification factors are: R=5.0 for column moment, R=0.8 for abutments and R=1.0 for other components.

Spiral column reinforcement shall conform to ASTM specification A706, AASHTO specification M31 (ASTM A615M) grade 420, AASHTO M226M (ASTM A496), or AASHTO M32M (ASTM A82).

Provide all reinforcing steel according to ASTM Specification A706M or AASHTO M31M (ASTM A615M) Grade 420. Provide field bent bars according to ASTM Specification A706M. Use the following splice lengths unless shown otherwise:

Reinforcing Splice Lengths (Class B) Grade 420 (mm)											
Bar Size	#10	#13	#16	#19	#22	#25	#29	#32	#36	#43	#57
Uncoated	300	325	425	600	825	1075	1350	1700	2100	Not Permitted	

Splice reinforcing steel at alternate bars, staggered at least one splice length or as far as possible, unless shown otherwise.

Do not fabricate reinforcing steel for columns and Bent walls until final footing elevations have been determined in the field.

Place bars 50 mm clear of the nearest face of concrete unless shown otherwise.

Provide prestressing steel according to the detail plans.

Provide Class 35-19 concrete in all superstructure elements including the arch ribs, Tie Girder, Span 1 Box Girder, Floor beams, Stringers, Span 2 End Slabs, and Bent 2 Cross Beam.

Provide Class 35-19 microsilica modified concrete for all decks.

Provide Class 25-10 (pea gravel) concrete, sutable for exposed aggregate finish in all sidewalks, Spans 1 & 2.

Concrete for reinforced concrete end panels in accordance w/ the detail plans.

All other concrete Class 25 - 38, 25 or 19.

Support bottom mat of reinforcing steel on precast mortar blocks @ 900 mm max. centers each way, support top mat from bottom mat with reinforcing bar supports by Dayton Superior Co. (SBU, BBU, or CHW) or approved equal @ 900 mm centers each way.

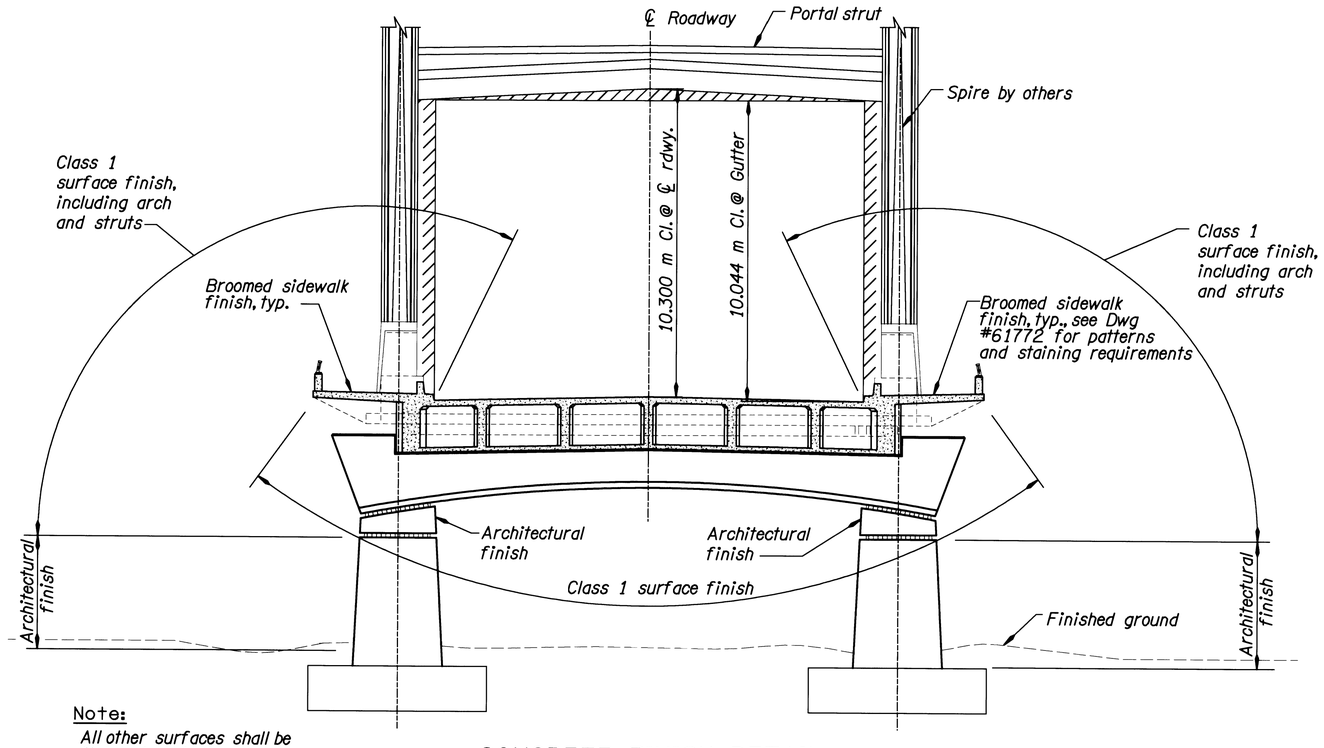
Fabricated steel to be hot dip galvanized, control silicon - according to specification 02530

All steel pipe to be ASTM A53 Grade B or ASTM A501, hand selected to ensure consistent and true inside diameter, test as req'd for fit of top cable anchor block.

Hanger Cable Assembly materials shall be in accordance with the detail plans.

Seismic restraint cables shall meet ASTM A603 w/ Class C galvanized coating.

Steel handrail to be finished according to specification 00587.



Note:
All other surfaces shall be finished as indicated in Special Provisions.

CONCRETE FINISH DETAIL
No Scale

All permanent piling to be HP360x174, AASHTO M270M, grade 345 (ASTM A572) w/ cast driving shoe driven to an ultimate capacity of 3000 kN per pile.

All temporary piling, in the horizontal jacking system footings, to be HP360x174, AASHTO M270M, grade 345 (ASTM A572) w/ cast driving shoe driven to an ultimate capacity of 3000 kN per pile.

All permanent piling to be prebored to the elevation shown. Minimum prebored hole diameter is 600 mm. Prebored holes filled after piles have been driven. See special provisions.

Pile tip for min. penetration shall be Elevation 290.0 for Bent 1, Elevation 285.5 for Bent 2 and Elevation 291.0 for Bent 3, and Elevation 290.5, Elevation 296.0 for temporary foundation piles at Bents 2 & 3, respectively.

All permanent piling to be driven to the ultimate capacity using criteria developed from a Wave equation analysis with a minimum hammer energy rating of 135 kJ.

CONSTRUCTION NOTES:

Span 2 support falsework

Longitudinal post-tensioning of tie girders will result in no uplift of the structure. Transverse post-tensioning of the deck system will result in unloading of deck falsework, transferring loads to the tie girder support system. Contractor to design falsework support under the tie girder to support all dead and construction live loads. Falsework shall not constrict shortening of the span in either direction due to application of post-tensioning. Falsework under the tie girders will be under significant load at time of removal.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: J. Culpepper
CHECKED: Kent Cordtz
REVIEWED: Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 17,262 OREGON MAY 19, 1994 SCOTT M. NETTLETON
EXPIRES: 12-31-04

DAVID EVANS AND ASSOCIATES INC.
530 Center Street N.E., Suite 605
Salem Oregon 97301
Phone: 503.361.8635

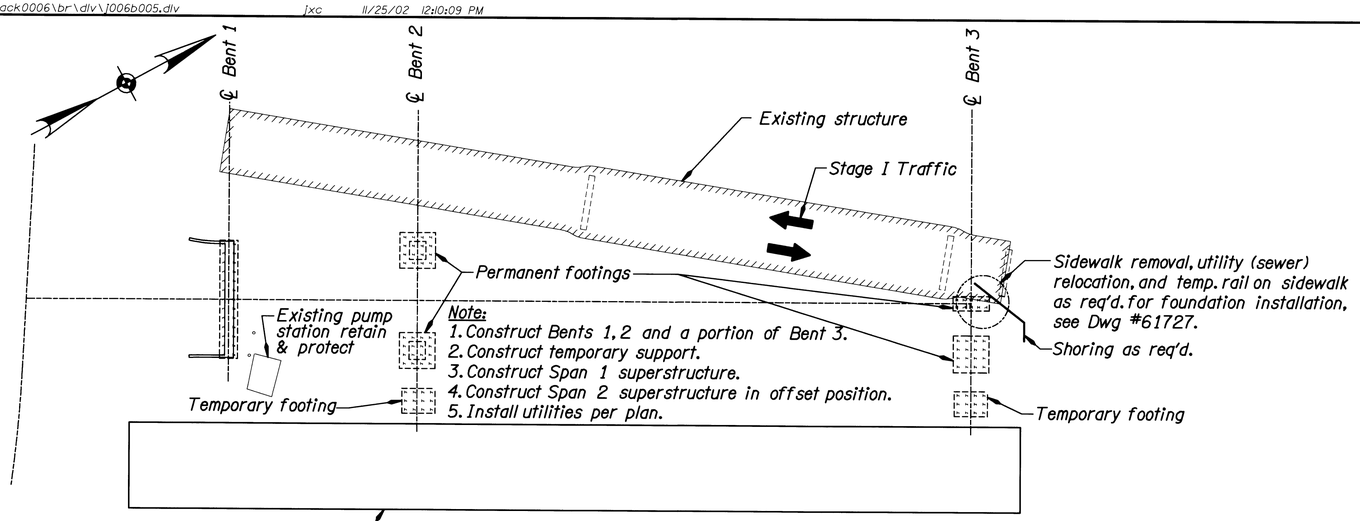
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

GENERAL NOTES

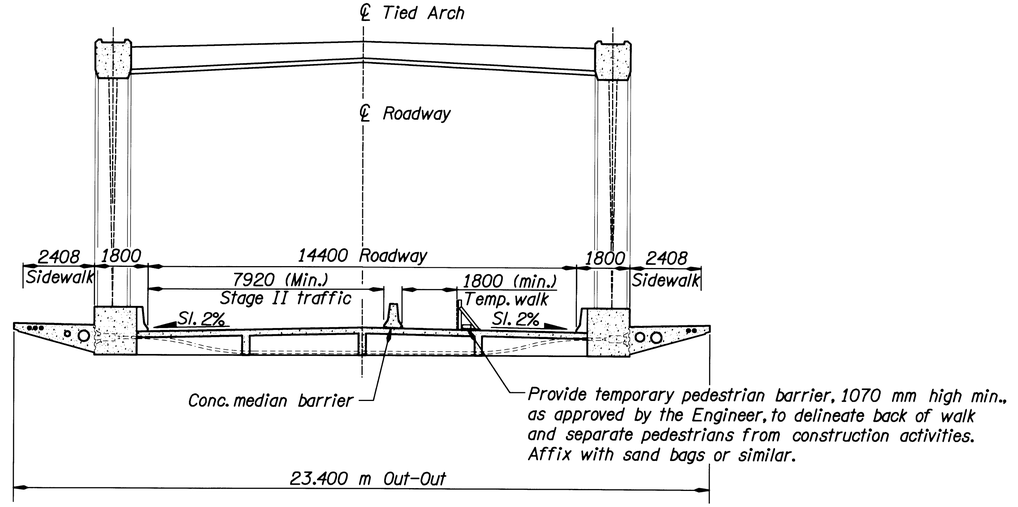
SHEET 2 OF 81
DRAWING NO. 61720



STAGE I CONSTRUCTION

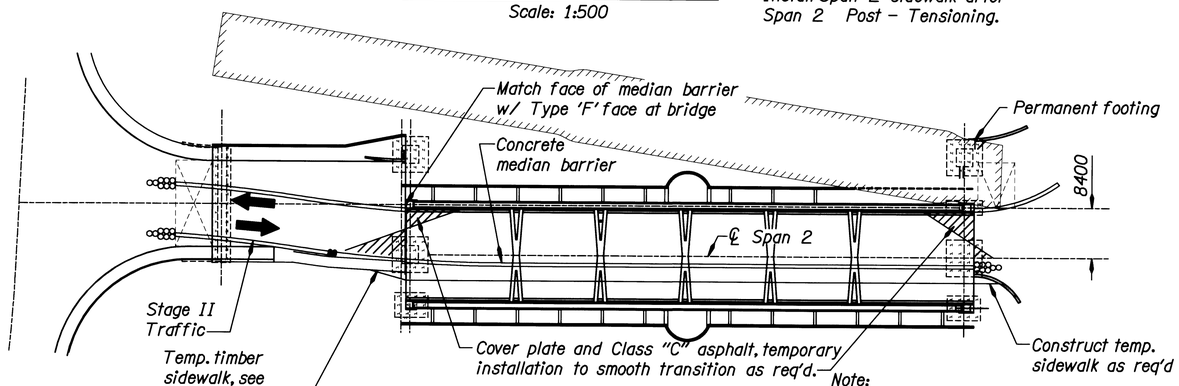
Scale: 1:500

Note:
Install Span 2 sidewalk after Span 2 Post – Tensioning.



STAGE II TRAFFIC SECTION

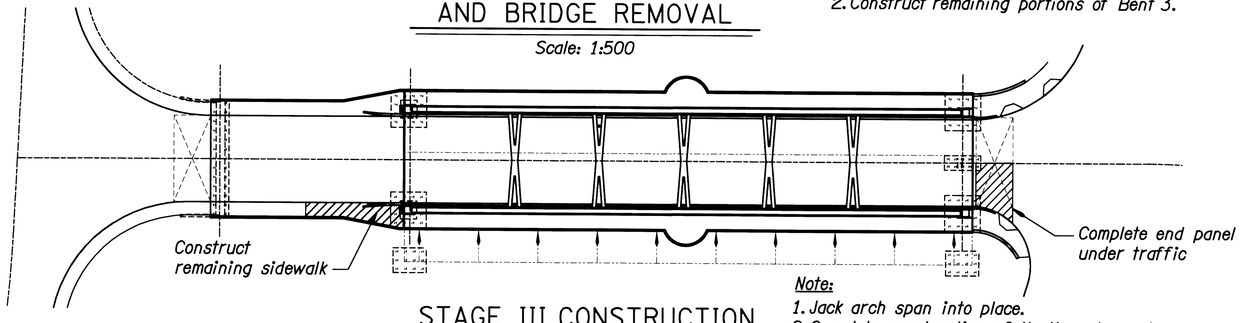
Scale: 1:400



STAGE II CONSTRUCTION AND BRIDGE REMOVAL

Scale: 1:500

Note:
1. Remove existing bridge.
2. Construct remaining portions of Bent 3.



STAGE III CONSTRUCTION

Scale: 1:500

Note:
1. Jack arch span into place.
2. Complete construction of North end panel.
3. Complete Span 1 sidewalk.
4. Install joint seals and Span 1 pylons.
5. Complete installation and connect utilities per plan.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: J. Culpepper
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11,262 OREGON JULY 19, 1994 SCOTT M. NETTLETON
EXPIRES: 12-31-04

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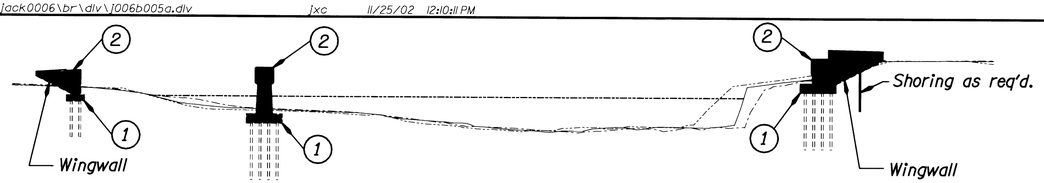
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

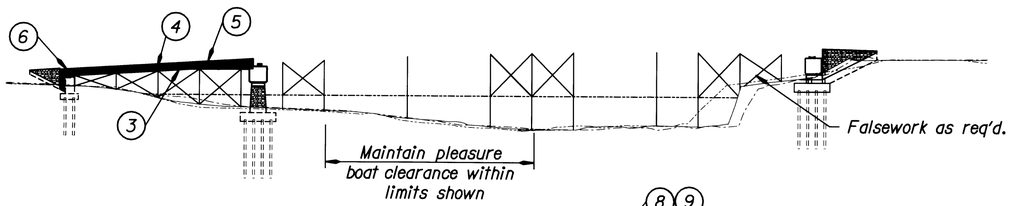
BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

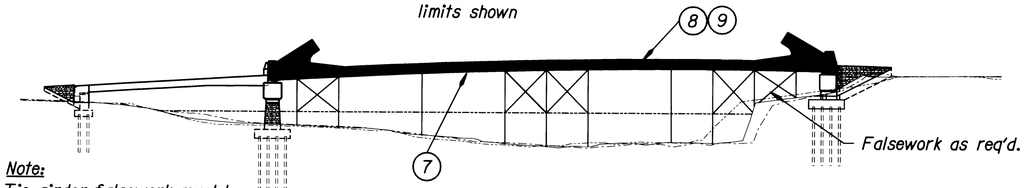
ROGUE RIVER (DEPOT STREET) BRIDGE

CONSTRUCTION STAGING DIAGRAM

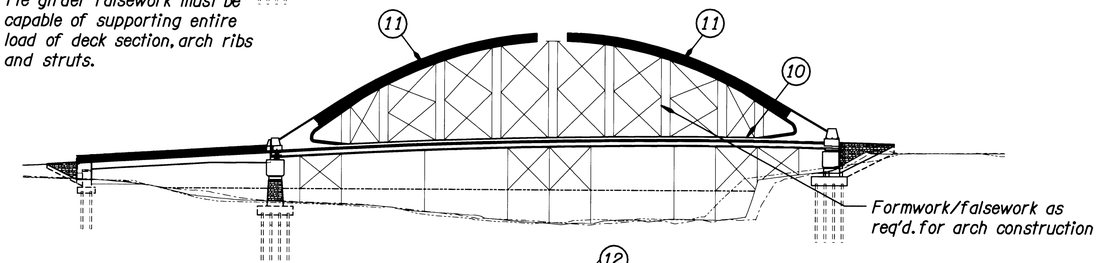
SHEET 5 OF 81
DRAWING NO. 61723

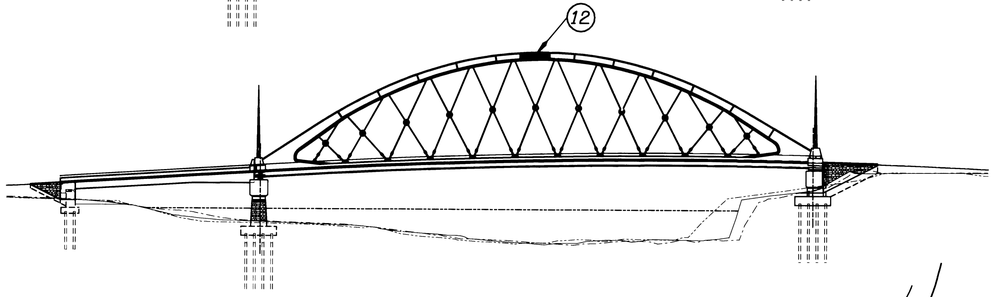


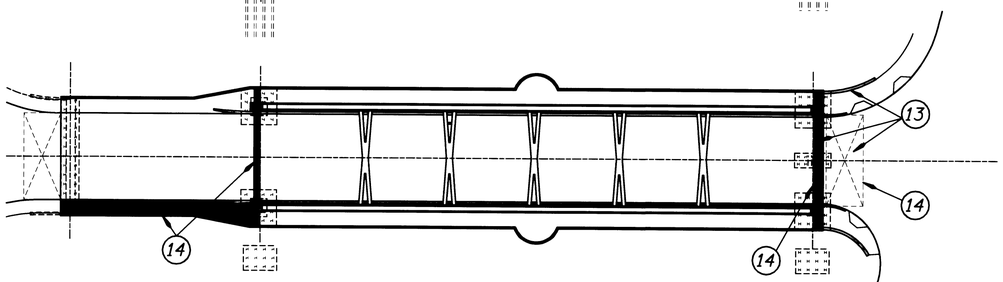




Note:
Tie girder falsework must be capable of supporting entire load of deck section, arch ribs and struts.







CONCRETE PLACEMENTS

(1) Pile Caps, All Bents

(2) Columns, Abutment Walls, Wingwalls and Bent X-Beams
-Post-Tension Bent 2 Cross beam

(3) Span 1 Bottom slab

(4) Span 1 Stems and End Beams

(5) Span 1 Deck
-Post-Tension Span 1-

(6) Install End Panel support/girder end block @ Bent 1, sidewalks and Rails to extent allowed by Stage II Traffic Alignment

(7) Span 2 Tie Girders

(8) Span 2 Floor beams and stringers

(9) Span 2 Deck

To facilitate schedule the contractor may elect to make placements 7, 8 and 9 in portions. Placement sequence and joint location must be submitted to the Engineer for approval prior to beginning work. 3 Days minimum waiting period between placements will be required. Placements 8 & 9 may be combined (microsilica concrete req'd.)

Post-tensioning sequence
-Post-Tension Span 2 Solid Slab Regions, transverse-
-Post-Tension Tie Girders Longitudinal-
-Post-Tension Floor beams (may be completed- prior to Tie Girder @ contractors option)

(10) Install Type "F" Traffic Barrier, Span 2, after longitudinal Post-Tensioning.

(11) Arch Rib placement, cure 7 days min.

(12) Arch Crown placement

Note:
Arch Crown placement to cure a minimum of 7 days and attain 28 day strength prior to hanger cable tensioning.

Install and Tension Hanger Strands
Release/Remove Falsework, Span 2, see special provisions

Stage II Traffic

(13) Complete Bent 3

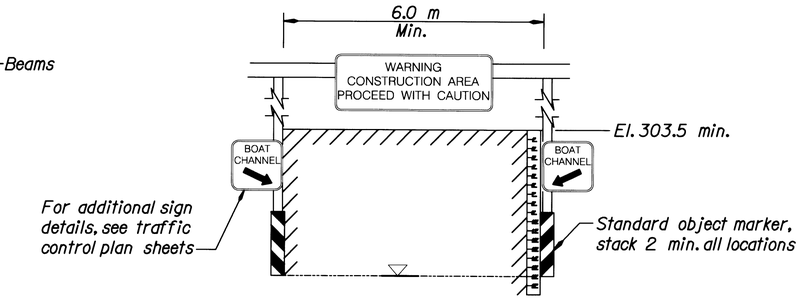
Stage III Phase 1 Traffic

Move Span 2 into final position

Stage III Phase 2 Traffic

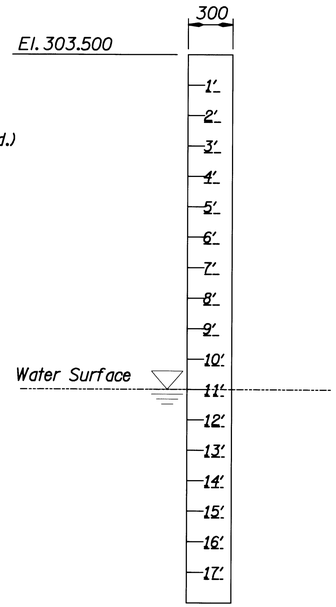
(14) Complete Bent 3 End Panel, Span 1 sidewalk, and expansion joint seal installation and Span 1 pylon.

Sidewalks on Span 2 may be constructed at any time after application of Post-Tensioning on Span 2 Tie Girder and post-tensioning of floor beams.



PLEASURE BOAT CLEARANCE DIAGRAM

Scale: 1:100



CLEARANCE INDICATOR

No Scale

CLEARANCE INDICATOR NOTES

Background color shall be white.

Lettering shall be min. of 100 mm in height and black in color.

Markings shall be at least one foot increments and black in color.

Contractor may paint "Clearance Indicator" and stripes directly on falsework, with approval from the Engineer.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: J. Culpepper
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11,262 OREGON JULY 19, 1996 SCOTT M. NETTLETON
EXPIRES: 12-31-04

DAVID EVANS AND ASSOCIATES INC.
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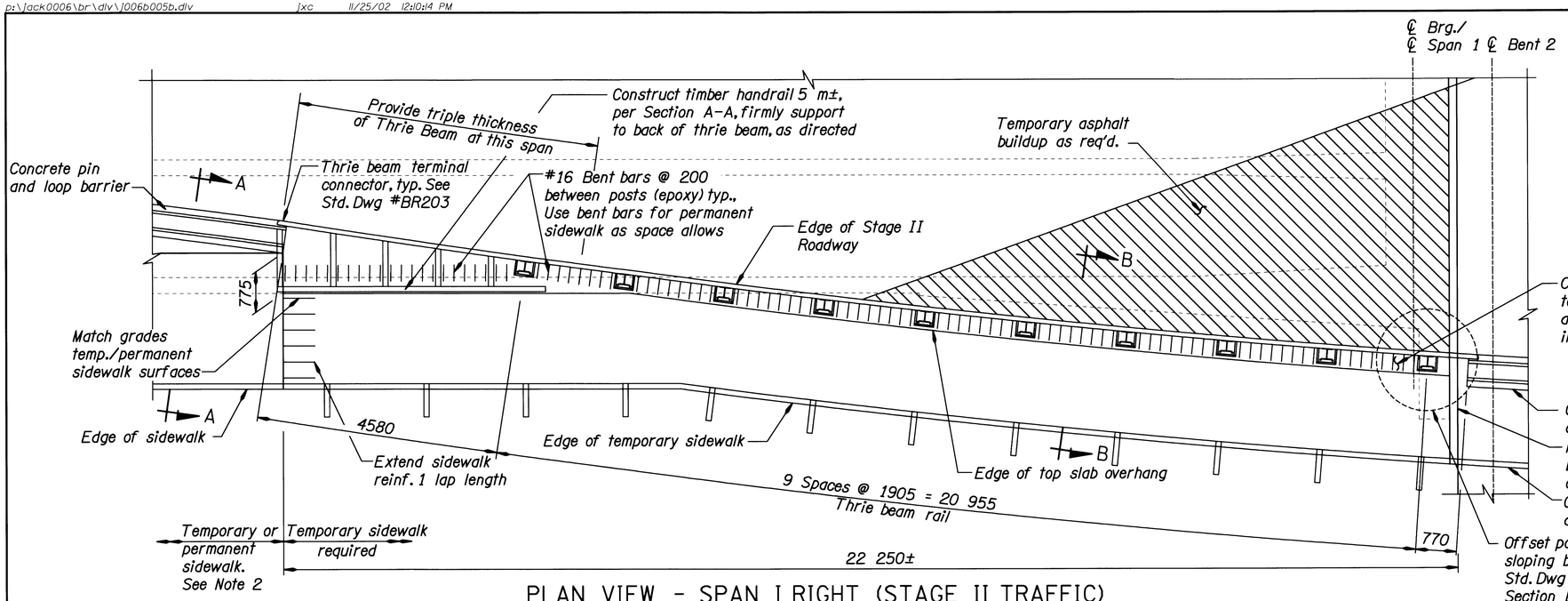
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

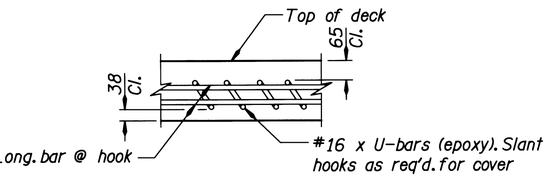
CONSTRUCTION SEQUENCE AND DETAILS

SHEET 6 OF 81
DRAWING NO. 61724



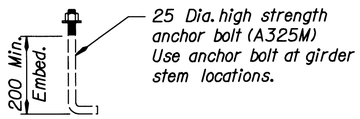
PLAN VIEW - SPAN I RIGHT (STAGE II TRAFFIC)

Scale : 1:50



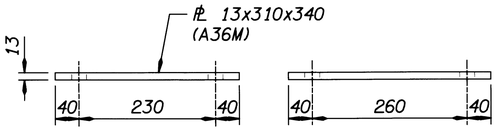
SLANT BAR DETAIL

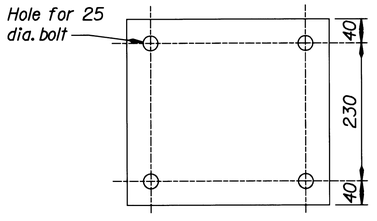
Scale : 1:10



ALTERNATE ANCHOR BOLT

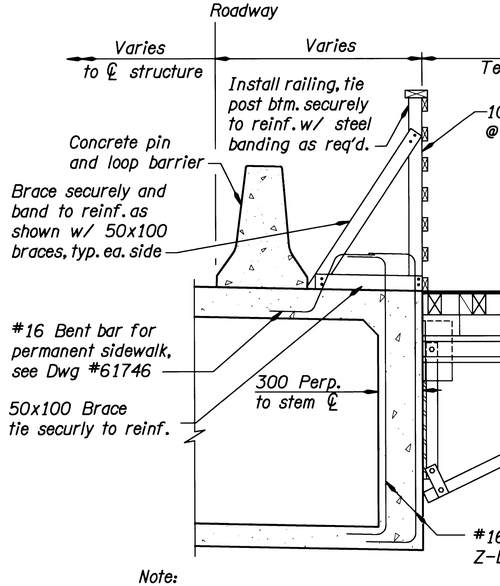
Scale : 1:10





BOLT PLATE DETAIL

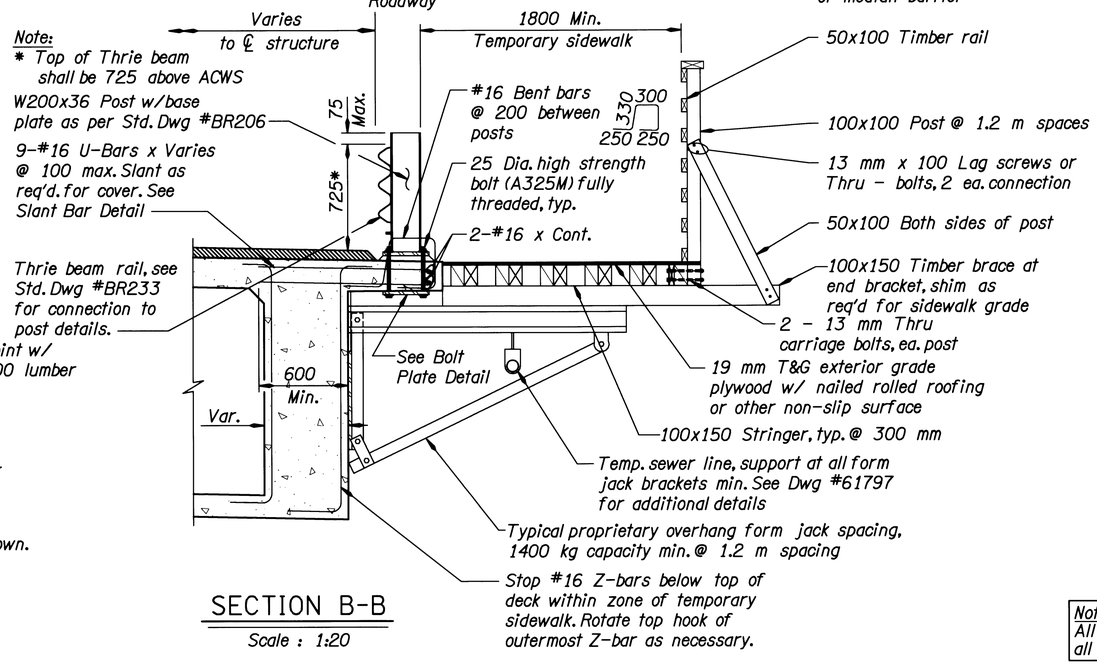
Scale : 1:5



Note:
This detail to be employed at the contractors option, see Note 2

SECTION A-A

Scale : 1:20



SECTION B-B

Scale : 1:20

Notes:

1. For details not shown, see Std. Dwgs #BR233, #BR203, #BR206, & #RD500
2. In the zone where the outside edge of median barrier is greater than 775 mm from the edge of the girder, then temporary sidewalk (as shown) or permanent sidewalk (Dwg #61746) may be constructed at contractors option.
3. Sidewalk grade req'd. to match, shall not exceed 6%

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: R. Elwood
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER OREGON JULY 19, 1994 SCOTT M. NETTLETON
EXPIRES: 12-31-04

DAVID EVANS AND ASSOCIATES INC.
530 Center Street N.E., Suite 605
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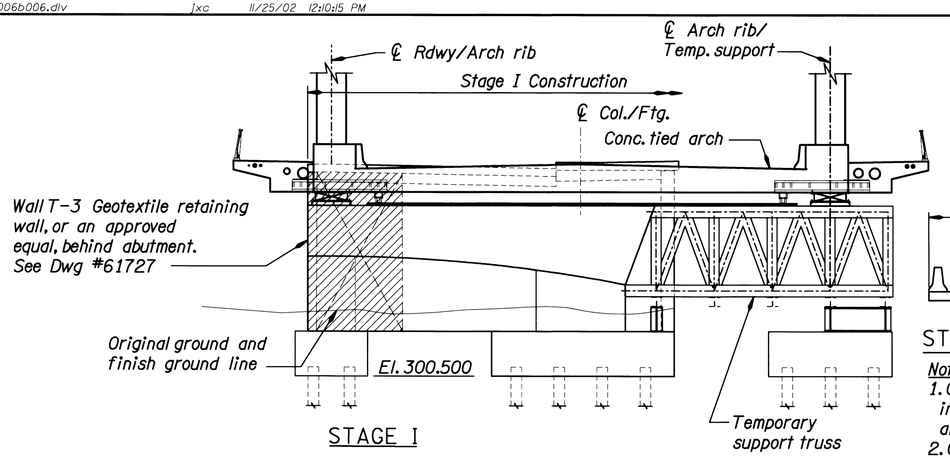
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

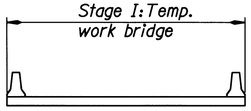
ROGUE RIVER (DEPOT STREET) BRIDGE

TEMPORARY TRAFFIC DETAILS

SHEET 7 OF 81
DRAWING NO. 61725

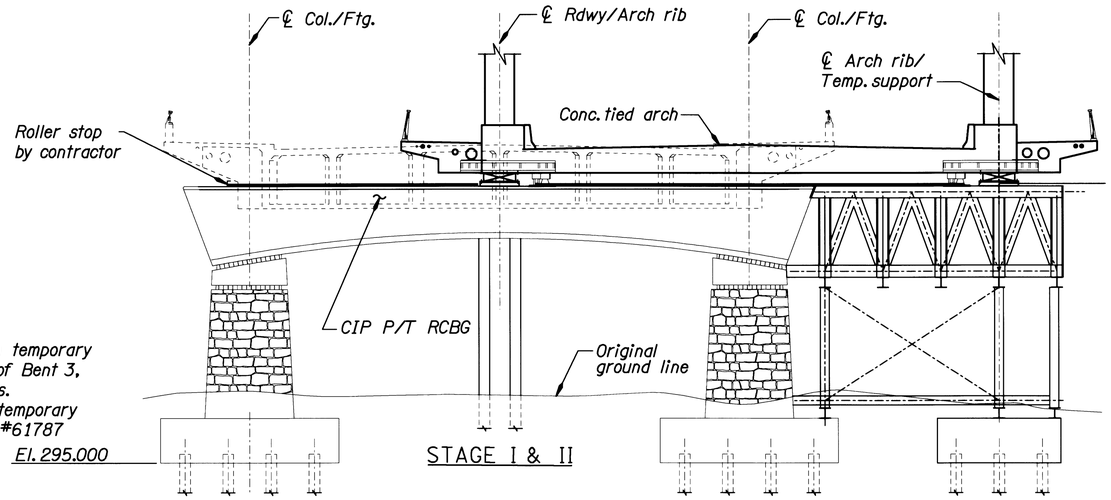


STAGE I

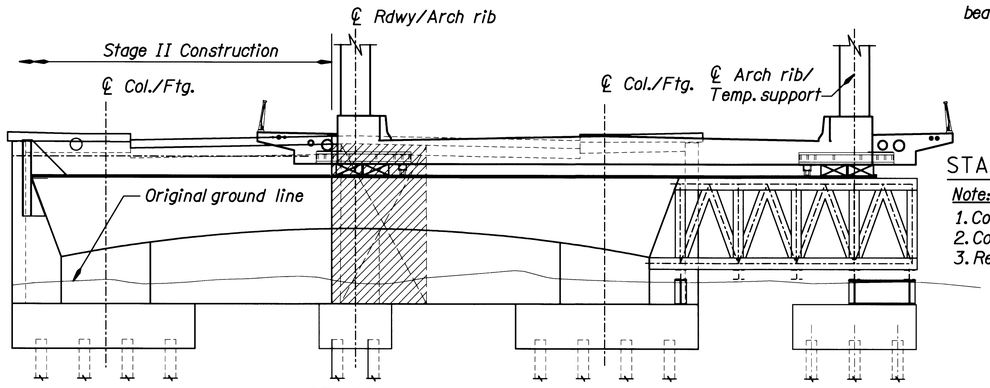


STAGE I:

Note:
1. Construct Bent 2 cross-beam temporary intermediate support, portion of Bent 3, and temporary support trusses.
2. Construct arch structure on temporary bearings, for details, see Dwg #61787



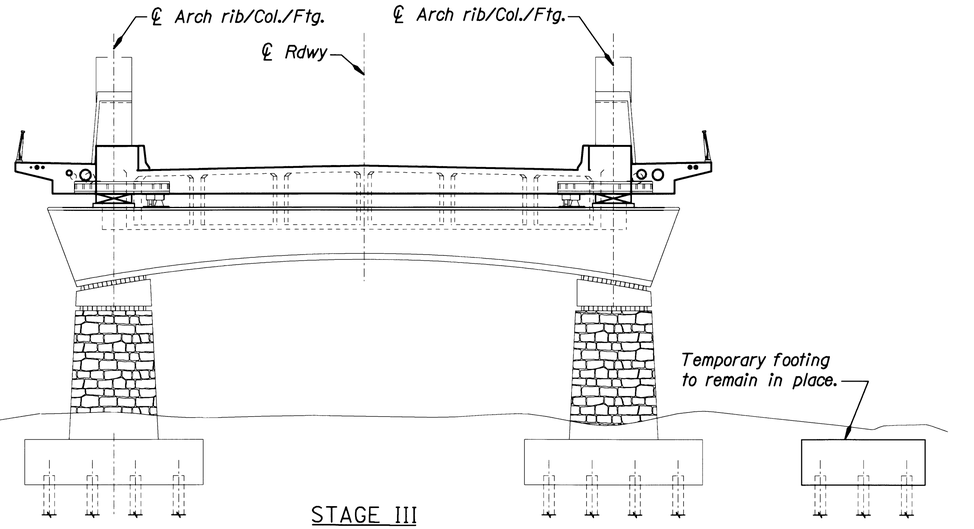
STAGE I & II



STAGE II

STAGE II:

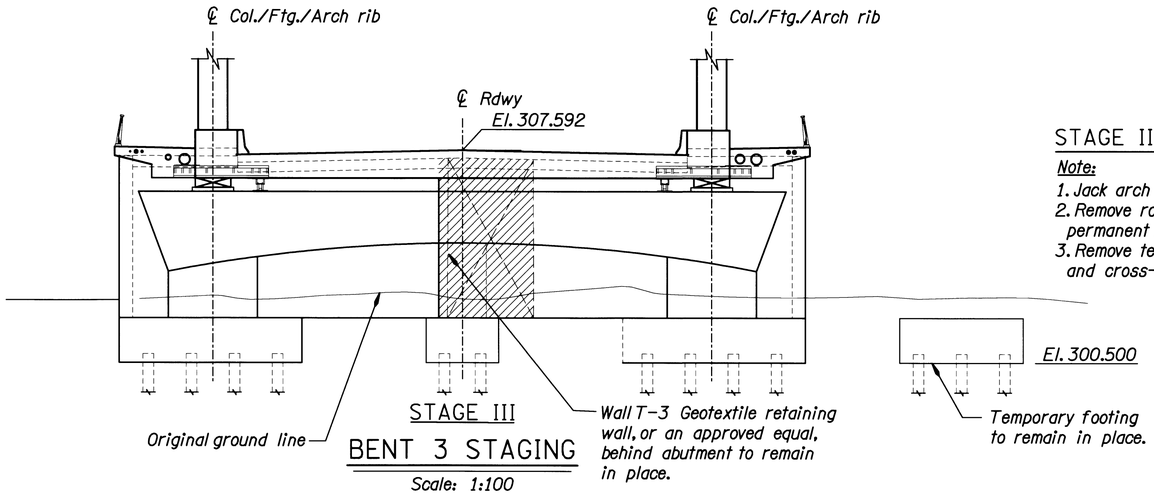
Note:
1. Construct remaining portions of Bent 3.
2. Construct jacking system.
3. Remove bearings and install rollers.



STAGE III

BENT 2 STAGING

Scale: 1:100



STAGE III

BENT 3 STAGING

Scale: 1:100

STAGE III:

Note:
1. Jack arch bridge in place.
2. Remove rollers and construct permanent bearings.
3. Remove temporary support trusses and cross-beam intermediate support.

Note:
See Dwgs #61779 thru #61786 for temporary support truss details.

For bearing and roller staging, See Dwg #61787.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: J. Culpepper
CHECKED: Kent Cordtz
REVIEWED: Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 15, 1982 GUIDO A. PORTIER
EXPIRES: 12-31-04

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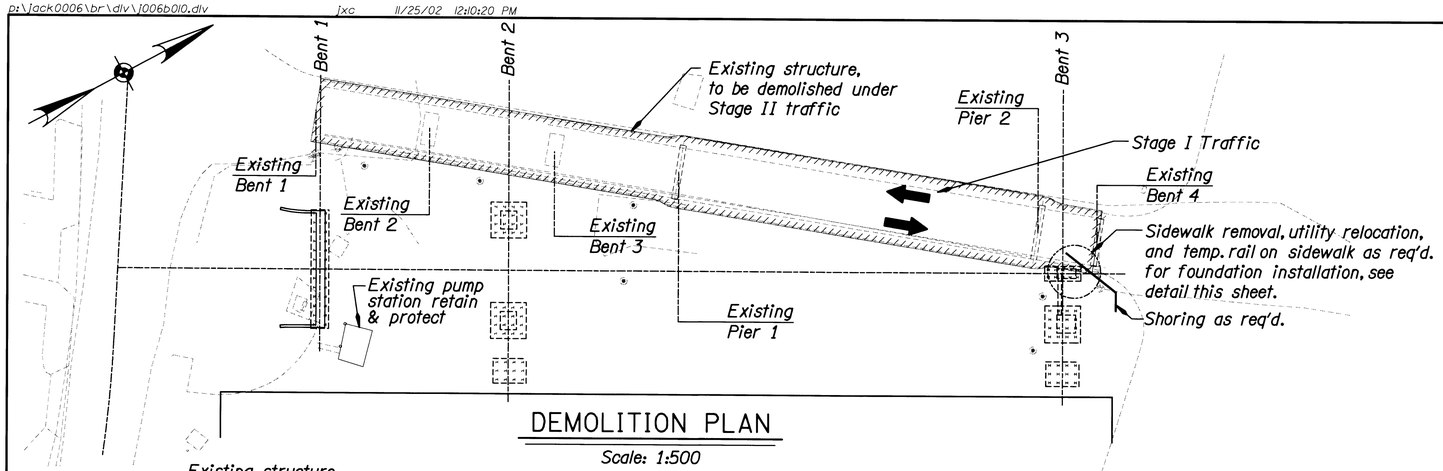
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

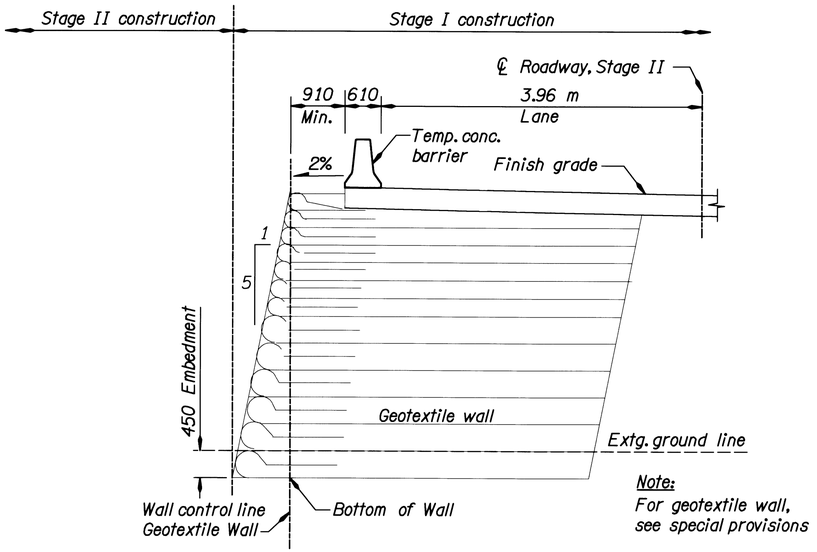
CONSTRUCTION STAGING SECTIONS

SHEET 8 OF 81
DRAWING NO. 61726



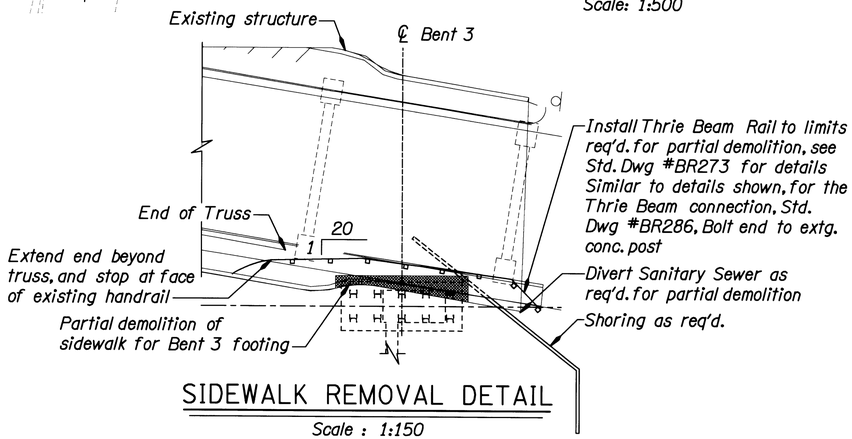
DEMOLITION PLAN

Scale: 1:500



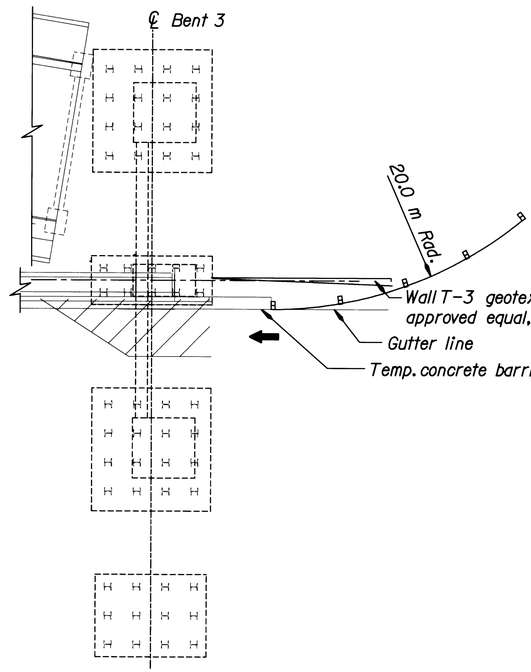
WALL T-3 GEOTEXTILE RETAINING WALL

Scale : 1:50



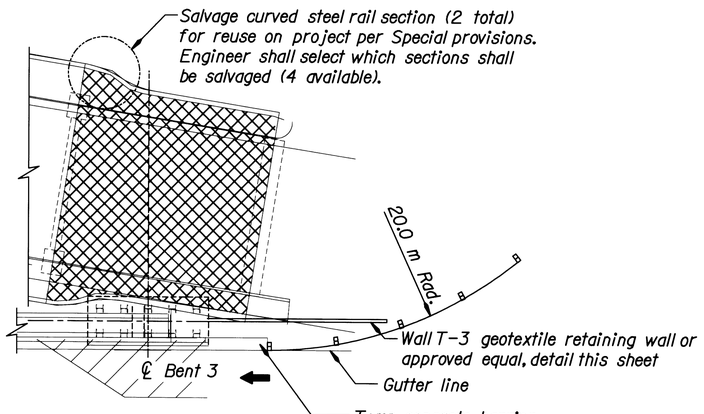
SIDEWALK REMOVAL DETAIL

Scale : 1:150



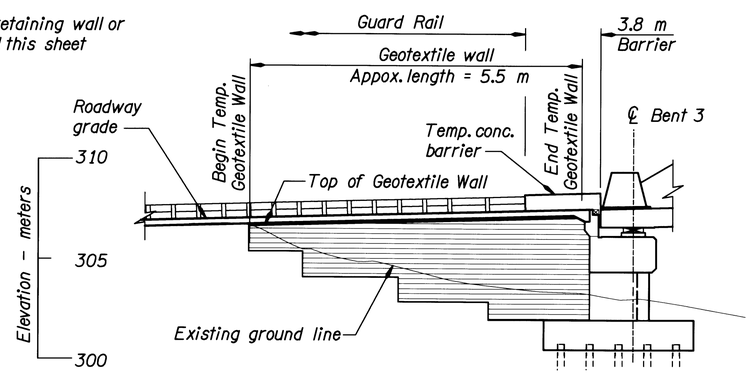
STAGE III - FINAL REMOVAL DETAIL

Scale : 1:150



SPAN REMOVAL DETAIL

Scale : 1:150



ELEVATION - WALL T-3 GEOTEXTILE WALL

Scale : 1:150

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: J. Culpepper
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 15, 1982 GUIDO A. PORTER
EXPIRES: 12-31-04

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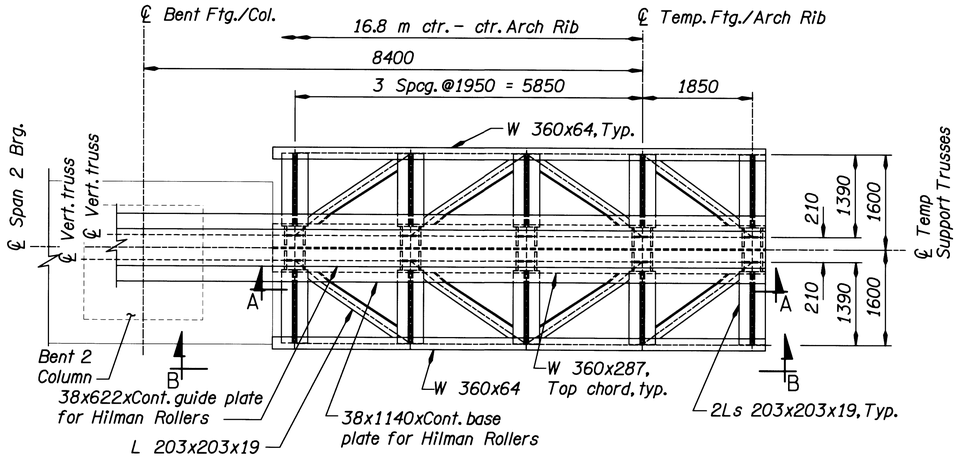
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

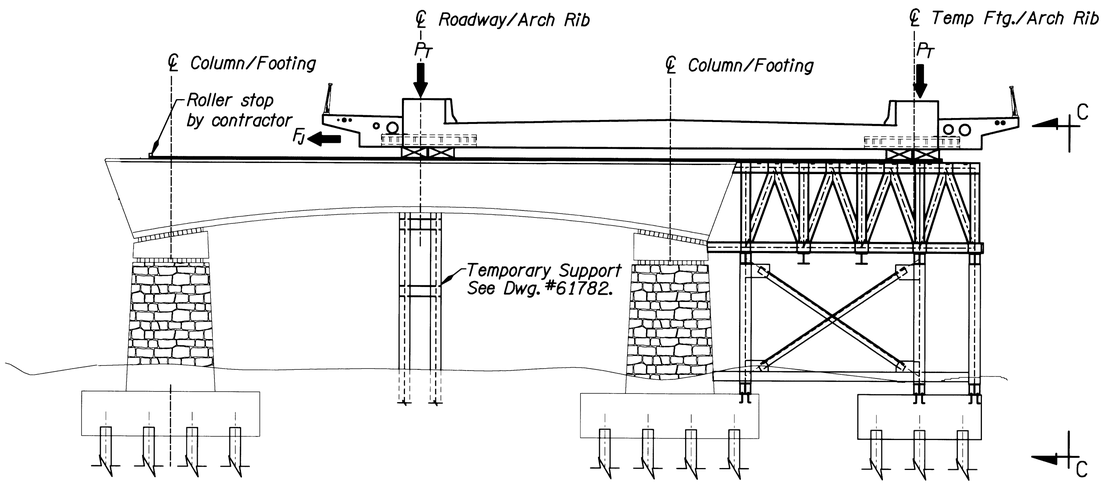
DEMOLITION PLAN AND WALL T-3

SHEET 9 OF 81
DRAWING NO. 61727



PLAN - TEMPORARY SUPPORT TRUSS BENT 2 SHOWN (BENT 3 SIMILAR)

Scale : 1:50



HORIZONTAL JACKING DIAGRAM (BENT 2 SHOWN, BENT 3 SIMILAR)

Scale : 1:100

Note:
For bearing staging sequence, see Dwg #61787.

For jacking support beam detail, see Dwg #61767.

For temporary support trusses, see Dwgs #61780-#61784.

Horizontal Jacking System Loading:

P_{DL} = 11,600 kN Tied Arch Dead Load/Bearing

P_{LL} = 1520 kN HL-93 Loading/Bearing

$P_T = P_{DL} + P_{LL}$ = 13,120 kN Total Load/Bearing

F_j = 2300 kN Horizontal Jacking Force/Bent for PT strands, HS bars or cables.

F_{JR} = 1160 kN Break free force of 5% per Hilman rollers or approved equal at each Bent.

Maximum rate of movement = 0.600 m/min. during horizontal jacking.

Design:
Horizontal load to be resisted in any direction is 15% of the dead load.

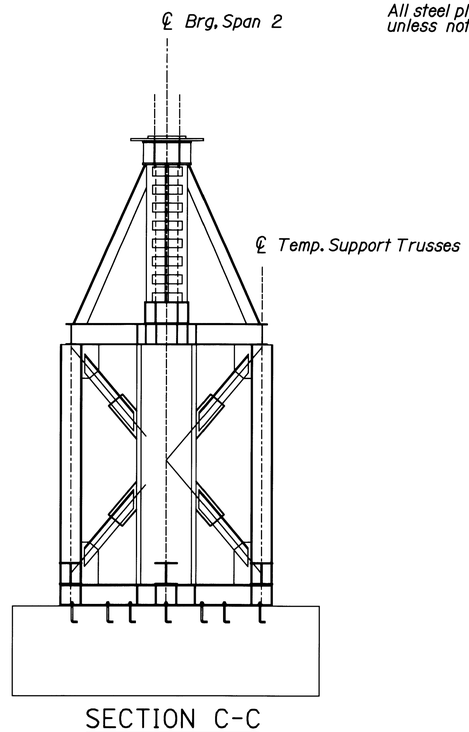
Alternate design of the Horizontal Jacking System will be accepted according to the requirements listed in the Special Provisions.

The horizontal jacking system method for jacking the bridge in place, i.e. cables, HS bars or PT strands are by contractor, and must be submitted for review as required in the Special Provisions.

For general notes not shown, see Dwg #61720.

All steel beams and columns to be ASTM A572 Gr. 50 unless noted otherwise.

All steel plates and angle sections to be ASTM A36M unless noted otherwise.



SECTION C-C

Scale : 1:50

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: M.C. Young
CHECKED: Kent Cordtz
REVIEWED: Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 1182 OREGON JULY 15, 1992 GUIDO A. PORTIER
EXPIRES: 12-31-04

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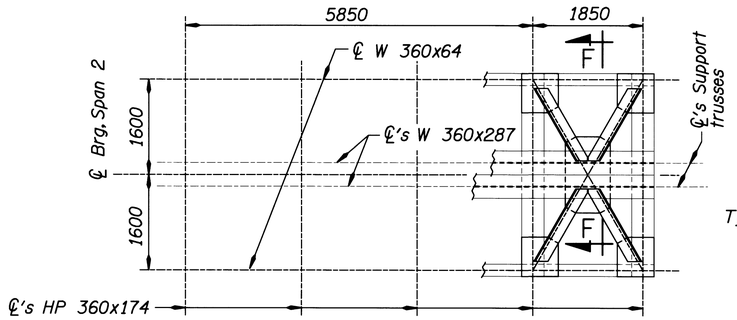
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

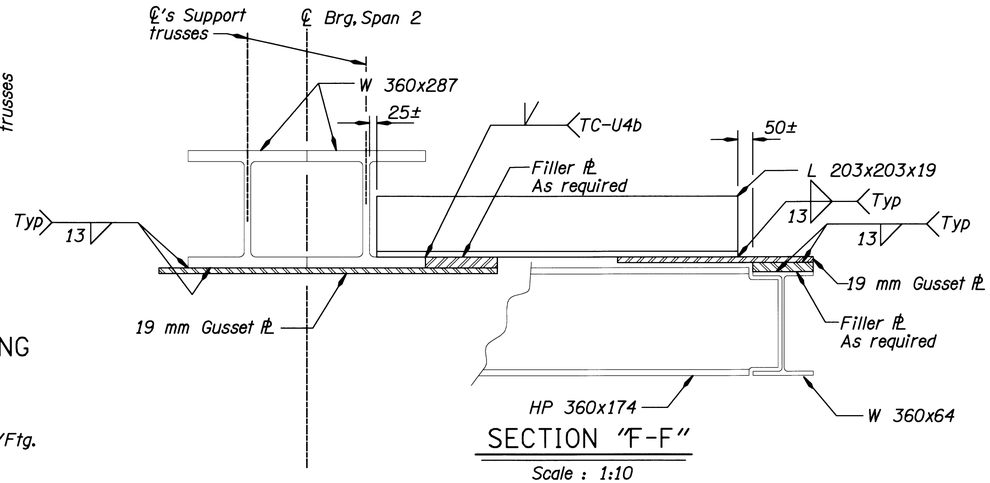
HORIZONTAL JACKING SYSTEM FORCE DIAGRAM

SHEET 61 OF 81
DRAWING NO. 61779



SECTION "E-E" - PLAN - HORIZONTAL BRACING BOTTOM OF VERTICAL TRUSS

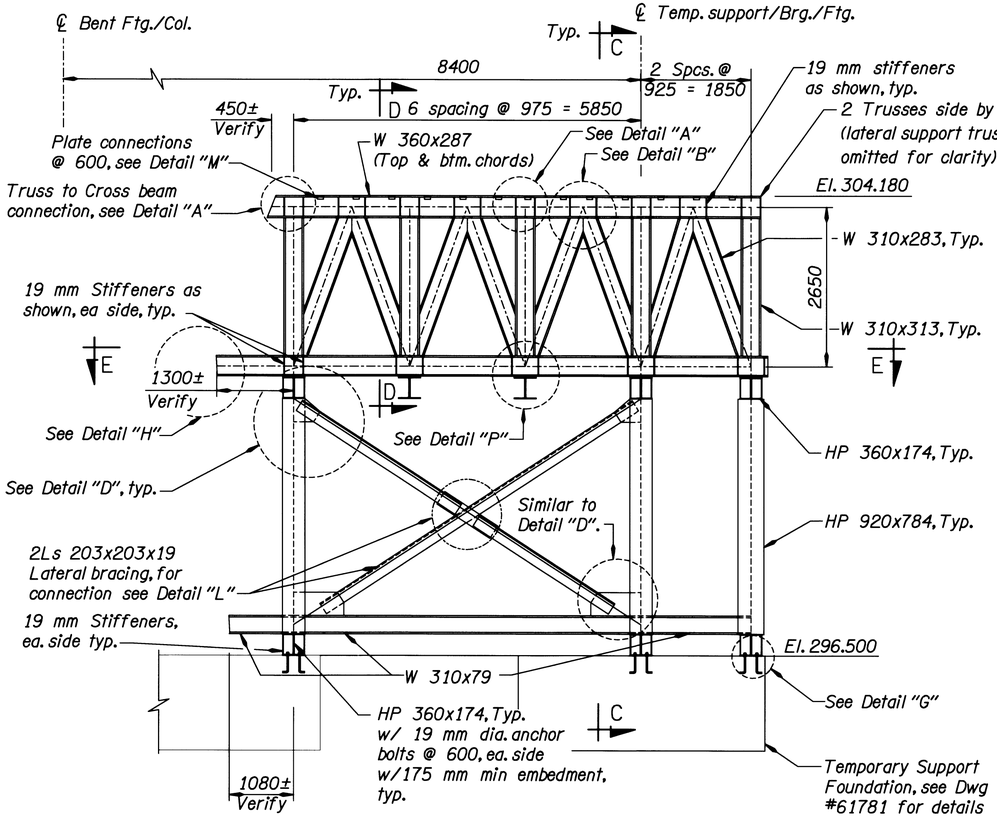
Scale : 1:50



SECTION "F-F"

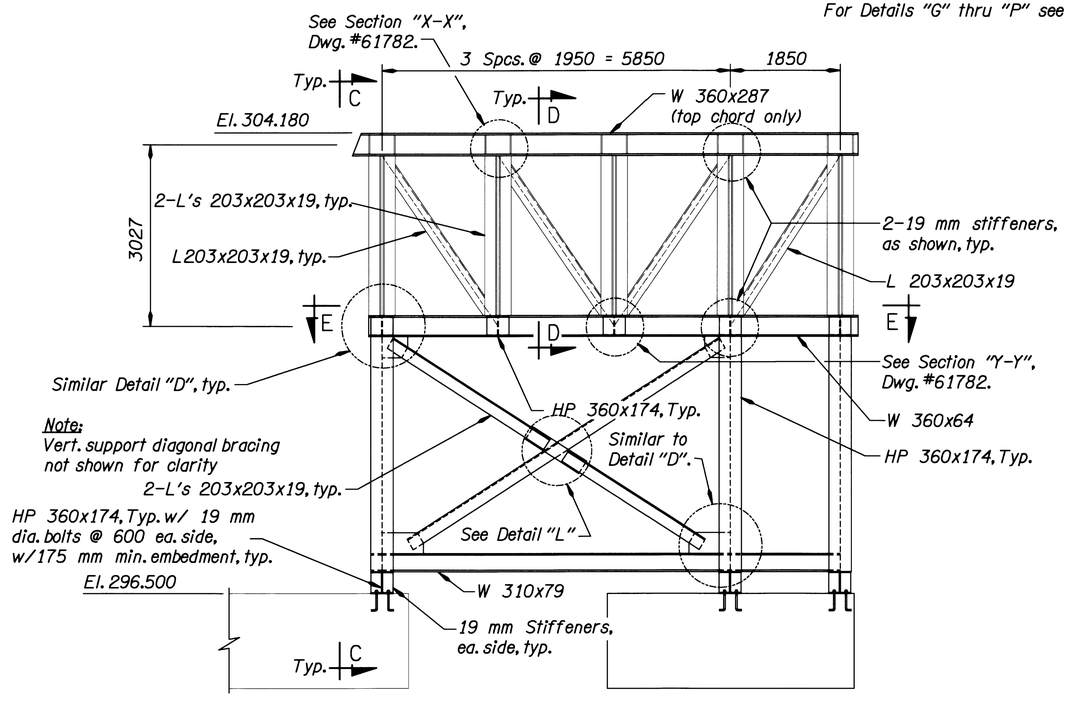
Scale : 1:10

Note:
Connections for Bearing and Bearing Guide to Support Truss are by contractor.
See Dwg. #61779 for location of Sections A-A and B-B.
For sections "C-C" and "D-D" see Dwg #61782
For Details "A" thru "F", see Dwg #61783
For Details "G" thru "P" see Dwg #61784



SECTION A-A (BENT 2 TEMPORARY SUPPORT TRUSS)
ELEVATION AT CENTER TRUSS

Scale : 1:50



SECTION B-B (BENT 2 TEMPORARY LATERAL SUPPORT TRUSS)
ELEVATION AT EXTERIOR TRUSS

Scale : 1:50

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: C. Schreiner
CHECKED: Kent Cordtz
REVIEWED: Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 16, 1982 GUIDO A. PORTIER
EXPIRES: 12-31-04

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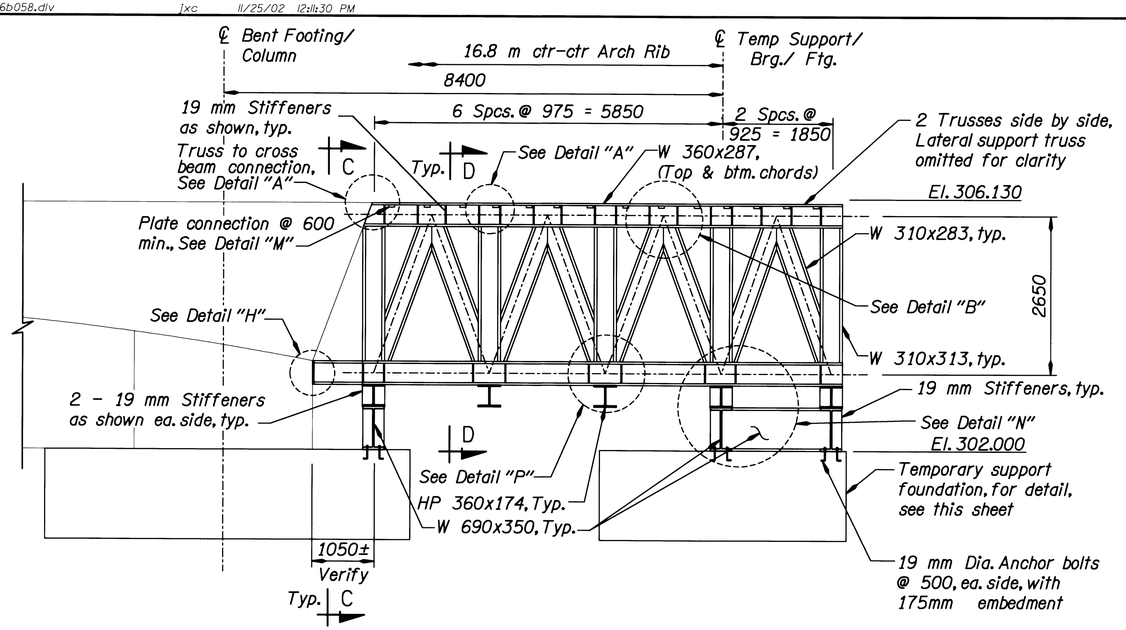
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

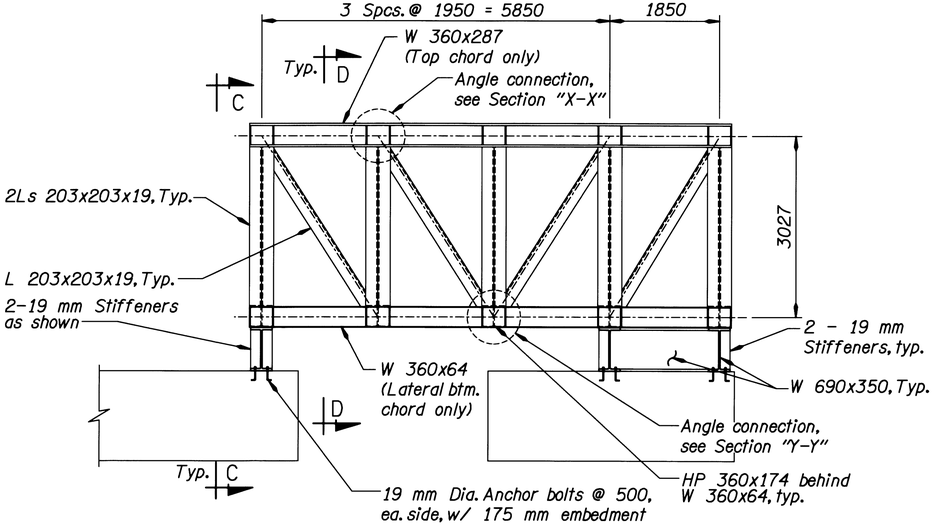
TEMPORARY SUPPORT TRUSS

SHEET 62 OF 81
DRAWING NO. 61780



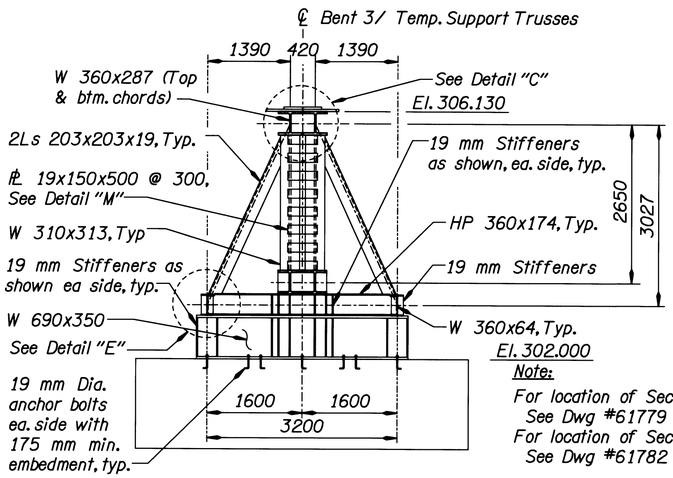
SECTION A-A (BENT 3 TEMPORARY SUPPORT TRUSS EL.)

(Elevation At Center Truss)
Scale : 1:50



SECTION B-B (BENT 3 TEMPORARY LATERAL SUPPORT TRUSS EL.)

(Elevation At Exterior Truss)
Scale : 1:50



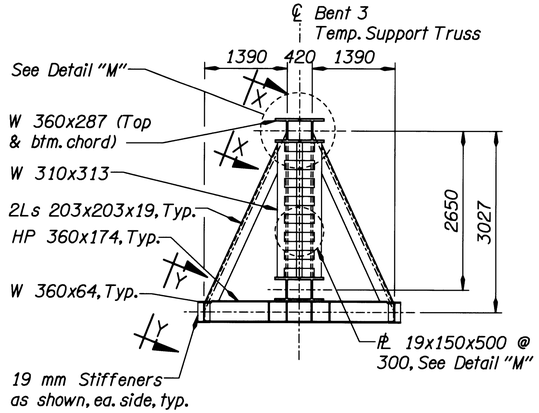
SECTION C-C

Scale : 1:50

Note:
For location of Sections A-A & B-B, See Dwg #61779
For location of Sections X-X & Y-Y See Dwg #61782

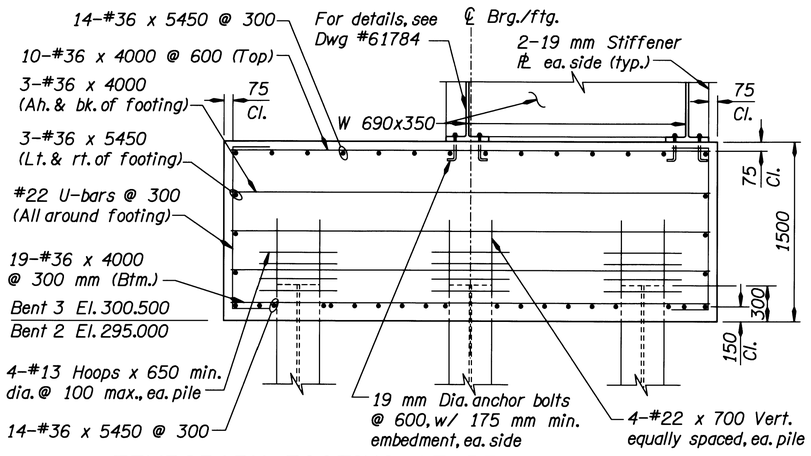
Connections for Bearing and Bearing Guide to Support Truss are by contractor.

For Details "A" thru "F", see Dwg #61783.
For Details "G" thru "P" see Dwg #61784.



SECTION D-D

Scale : 1:50



TEMPORARY FOOTING AT BENT 3 (BENT 2 SIMILAR)

Scale : 1:25

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: C. Schreiner
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 15, 1982 GUIDO A. PORTIER
EXPIRES: 12-31-04

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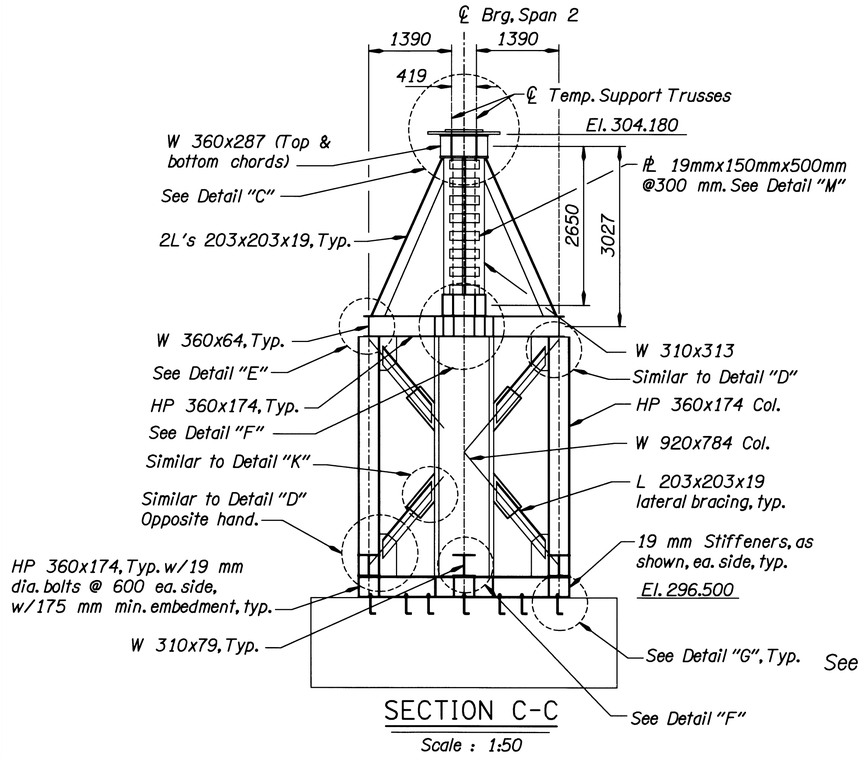
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

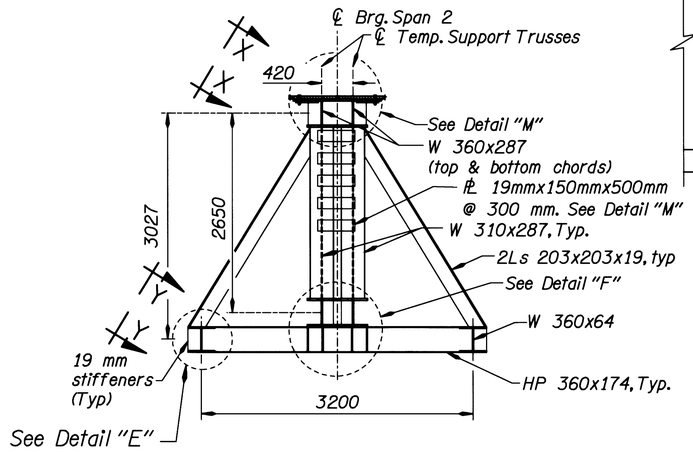
BENT 3 TEMPORARY SUPPORT TRUSS

SHEET 63 OF 81
DRAWING NO. 61781



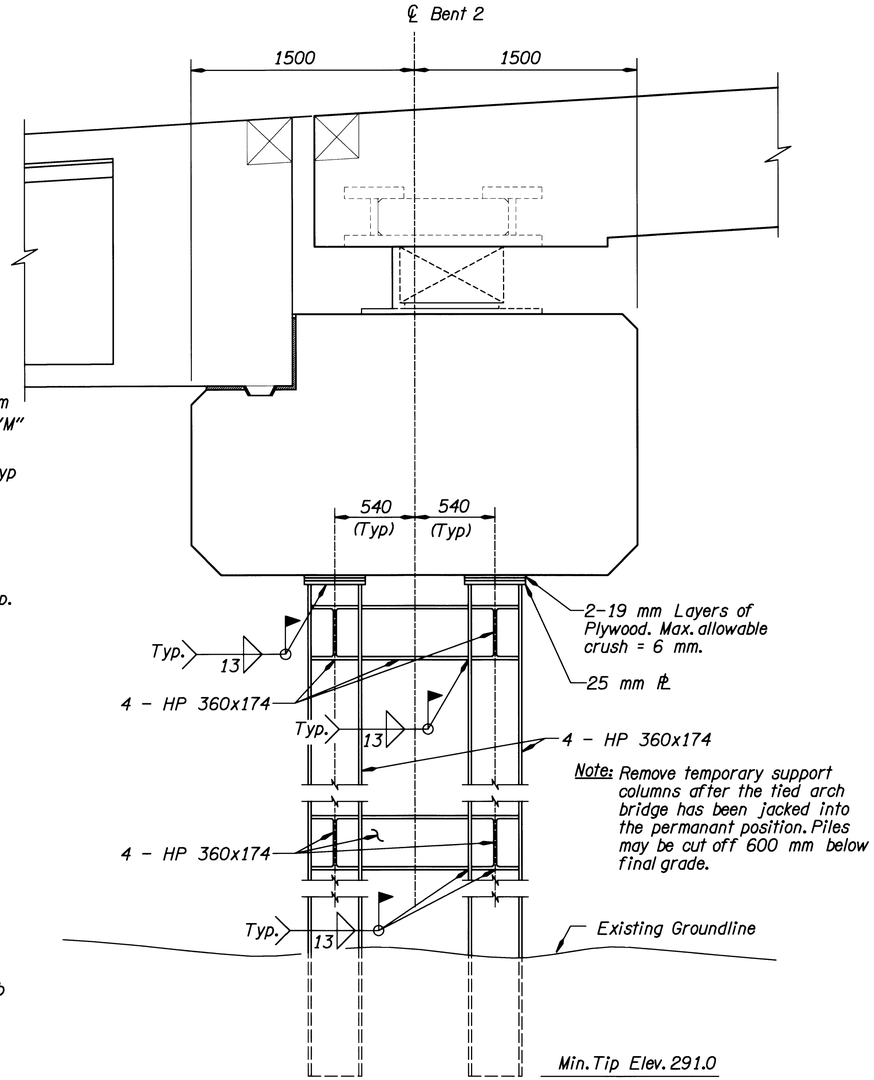
SECTION C-C

Scale : 1:50



SECTION D-D

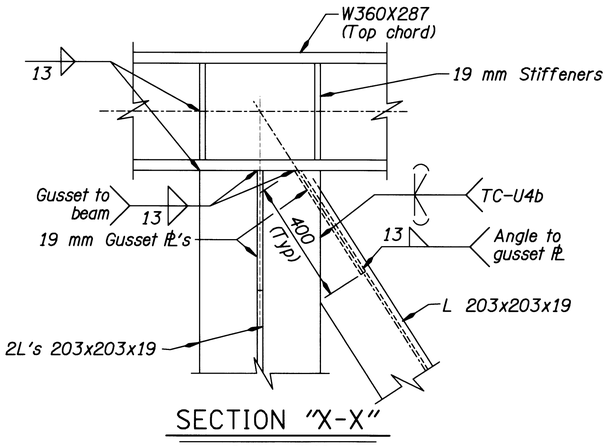
Scale : 1:40



BENT 2 TEMPORARY CROSSBEAM SUPPORT COLUMN

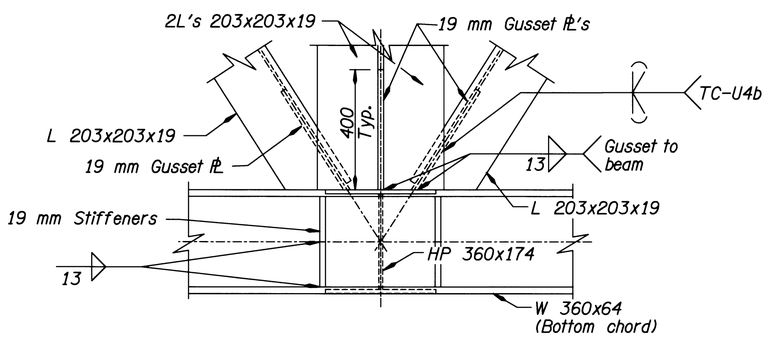
Scale : 1:20

Note: Remove temporary support columns after the tied arch bridge has been jacked into the permanant position. Piles may be cut off 600 mm below final grade.



SECTION "X-X"

Scale : 1:10



SECTION "Y-Y"

Scale : 1:10

Note:
For section locations, see Dwg #61780.
For Details "A" thru "F", see Dwg. #61783.
For Details "G" thru "N", see Dwg. #61784.
For Bent 2 Temporary Crossbeam Support Columns, see Dwg. #61726 and #61779.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

	DATE	REVISION	BY
1	03/08	AS CONSTRUCTED	AVS

DRAFTED: C. Schreiner
CHECKED: Kent Cordtz
REVIEWED: Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 15, 1997 GUIDO A. PORTIER
EXPIRES: 12-31-04

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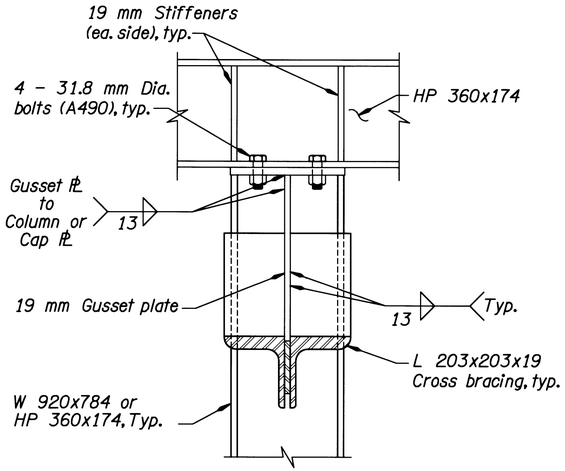
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

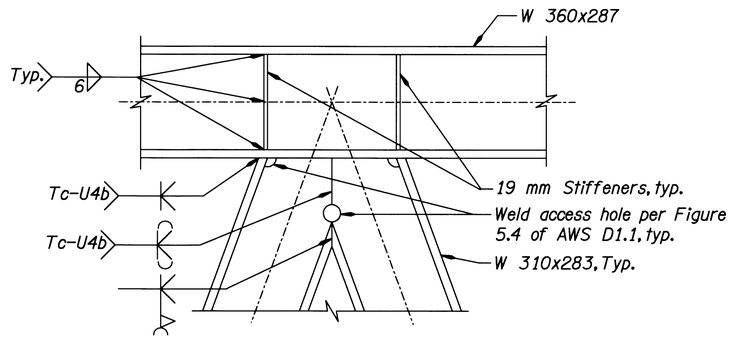
TEMPORARY SUPPORT TRUSS SECTIONS

SHEET 64 OF 81
DRAWING NO. 61782



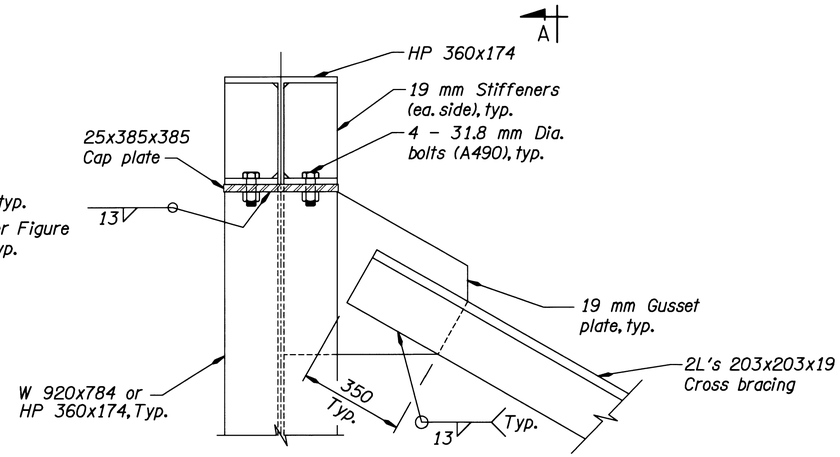
SECTION A-A

Scale : 1:10



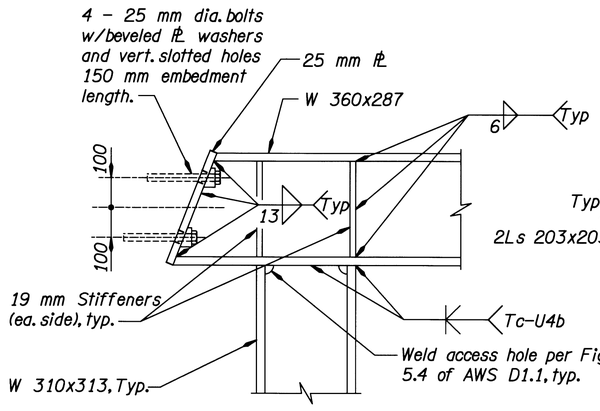
DETAIL "B"

Scale : 1:10



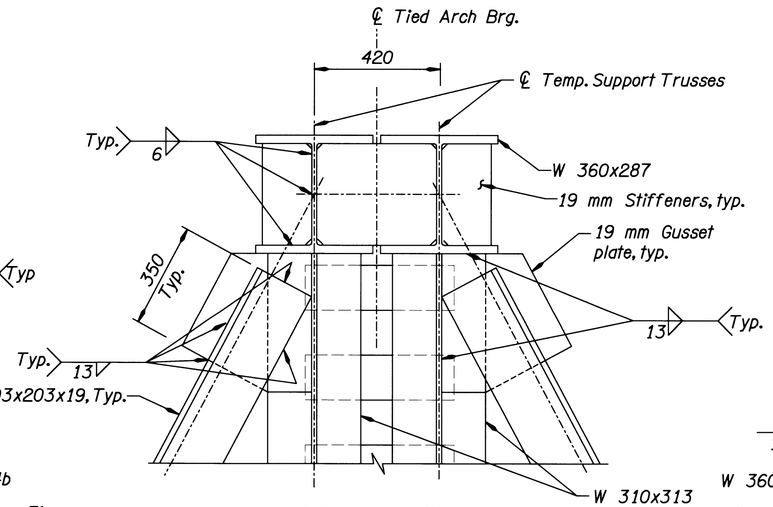
DETAIL "D"

Scale : 1:10



DETAIL "A"

Scale : 1:10

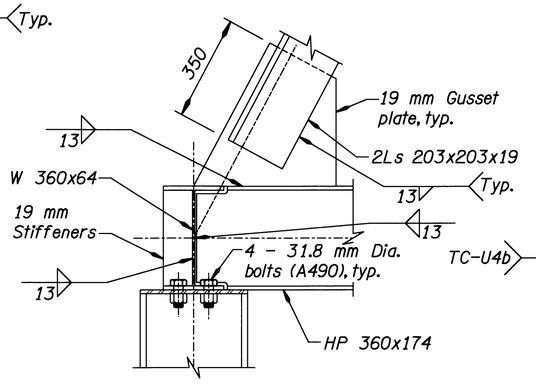


DETAIL "C"

Scale : 1:10

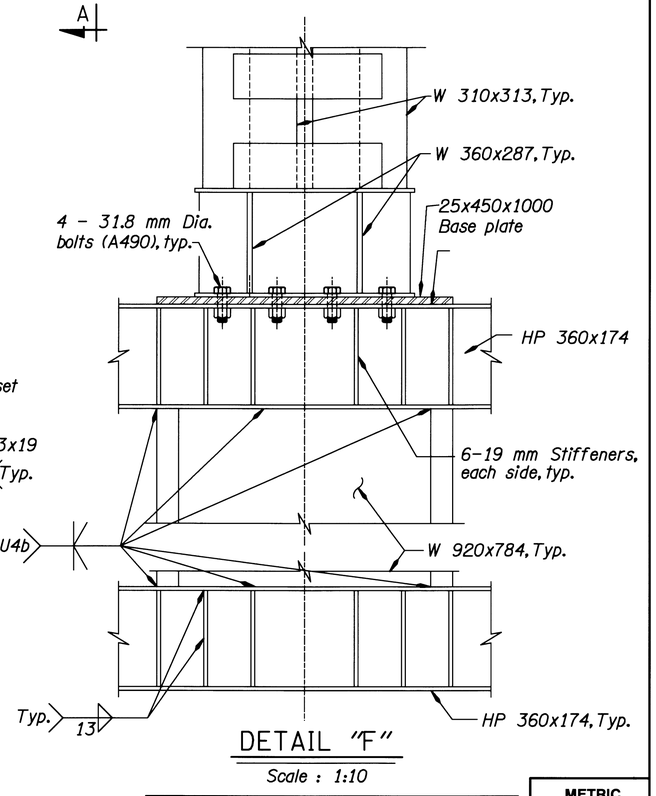
Note:
For diagonal L's 203x203x19 connection details, see Section "X-X", Dwg. #61782.

For detail locations see Dwgs #61780, #61781, & #61782



DETAIL "E"

Scale : 1:10



DETAIL "F"

Scale : 1:10

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: C. Schreiner

CHECKED: Kent Cordtz — Kent Cordtz

REVIEWED: Terry Shike — Terry Shike

DESIGNER

REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 16, 1982 GUIDO A. PORTIER

EXPIRES: 12-31-04

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OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273

DATE Nov. 2002

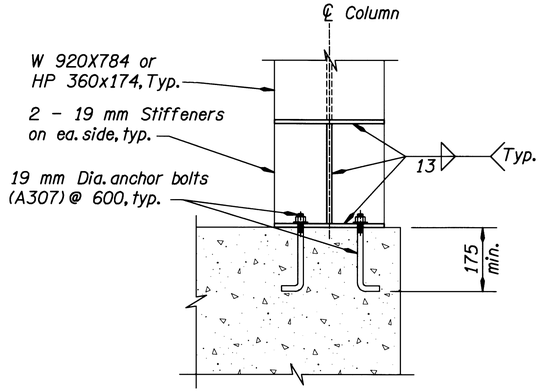
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

TEMPORARY SUPPORT TRUSS DETAILS

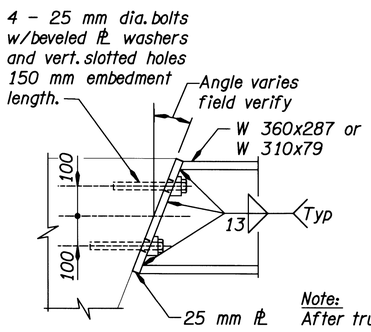
SHEET 65 OF 81

DRAWING NO. 61783



DETAIL "G"

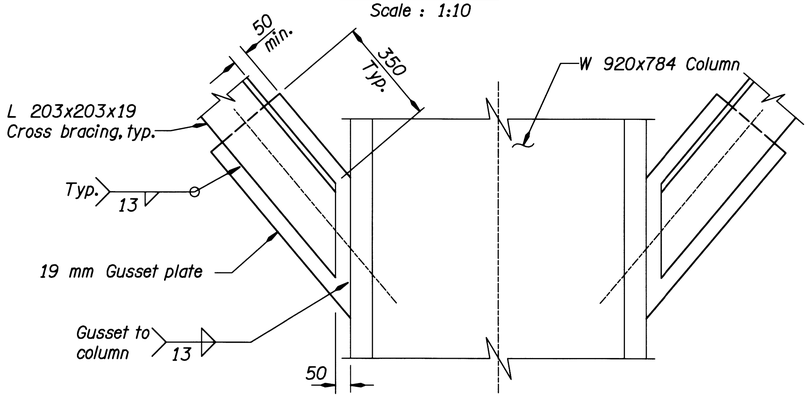
Scale : 1:10



DETAIL "H"

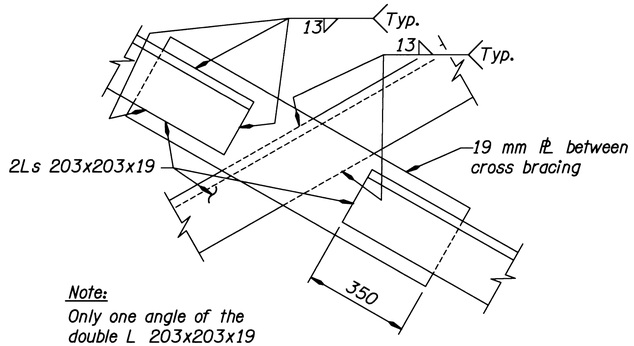
Scale : 1:10

Note:
After trusses have been removed, remove bolts and plug holes.



DETAIL "K"

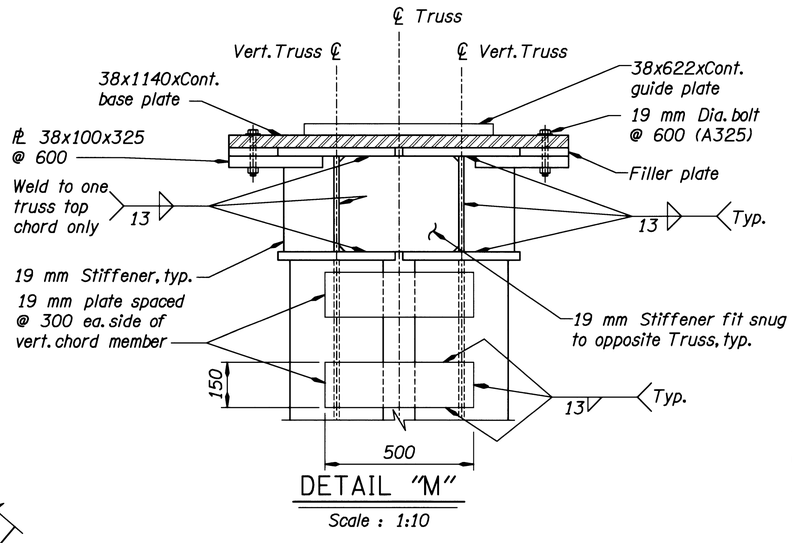
Scale : 1:10



Note:
Only one angle of the double L 203x203x19 is shown, for clarity.

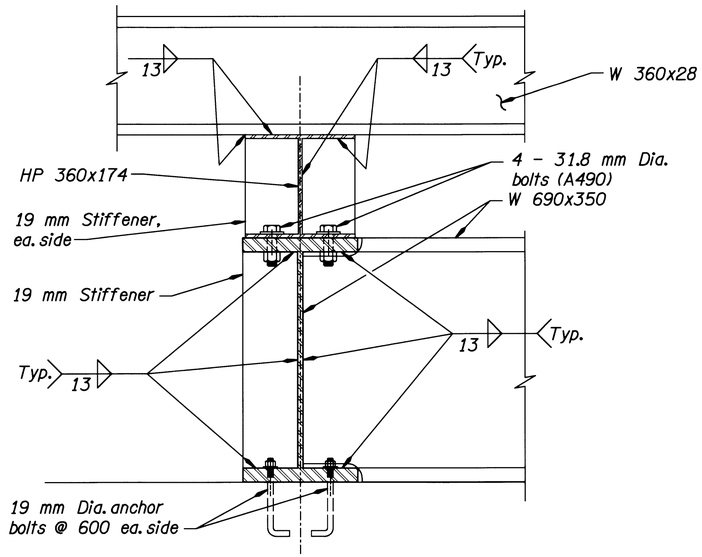
DETAIL "L"

Scale : 1:10



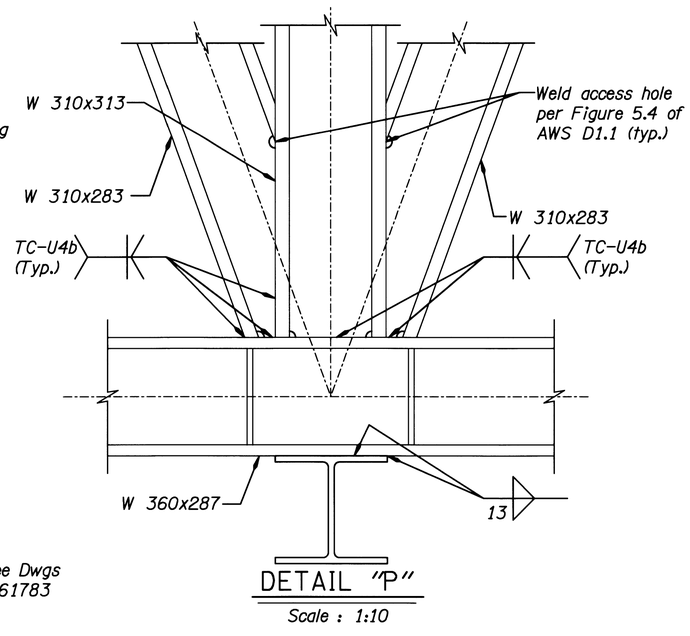
DETAIL "M"

Scale : 1:10



DETAIL "N"

Scale : 1:10



DETAIL "P"

Scale : 1:10

Note:
For Detail locations, see Dwgs #61780, #61781, & #61783

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: C. Schreiner

CHECKED: Kent Cordtz — Kent Cordtz

REVIEWED: Terry Shike — Terry Shike

DESIGNER

REGISTERED PROFESSIONAL ENGINEER OREGON 11821 JULY 16, 1982 GUIDO A. PORTIER

EXPIRES: 12-31-04

DAVID EVANS AND ASSOCIATES INC.
530 Center Street N.E., Suite 605
Salem Oregon 97301
Phone: 503.361.8635

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273

DATE Nov. 2002

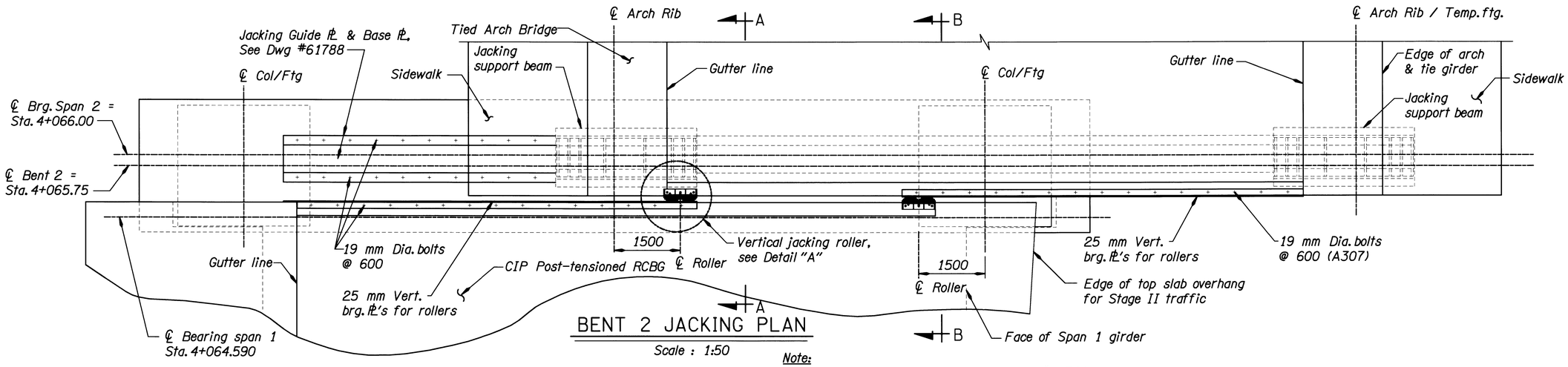
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

TEMPORARY SUPPORT TRUSS DETAILS

SHEET 66 OF 81

DRAWING NO. 61784



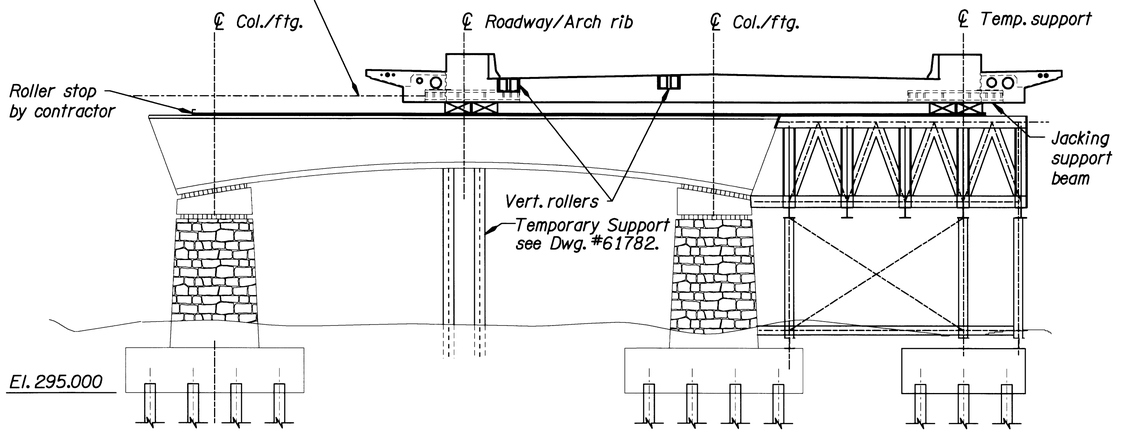
BENT 2 JACKING PLAN

Scale : 1:50

Note:

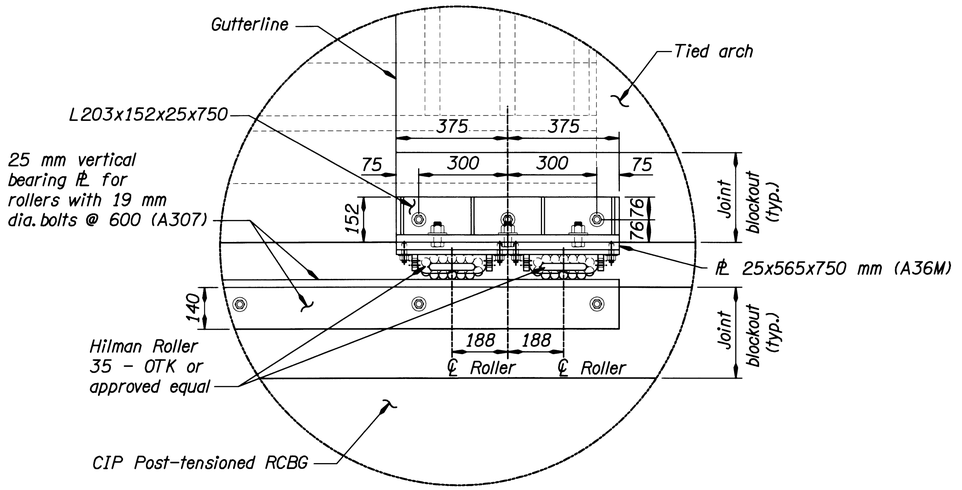
1. For Section "A-A" & "B-B", see Dwg #61786.
2. For Bearing Staging Sequence, see Dwg #61787.
3. For Jacking Support Beam Detail, see Dwg #61767.
4. For Jacking Force Diagram, see Dwg #61779

Connection for jacking to bridge using P/T strands, high strength threaded bar or cables by contractor. See Dwg #61779 for loading requirements. Bent 3 is similar.



JACKING INTO FINAL ALIGNMENT (BENT 2 SHOWN)

Scale : 1:100



DETAIL "A"

Scale : 1:10

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: R. Stone
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 15, 1982 GUIDO A. PORTIER
EXPIRES: 12-31-04

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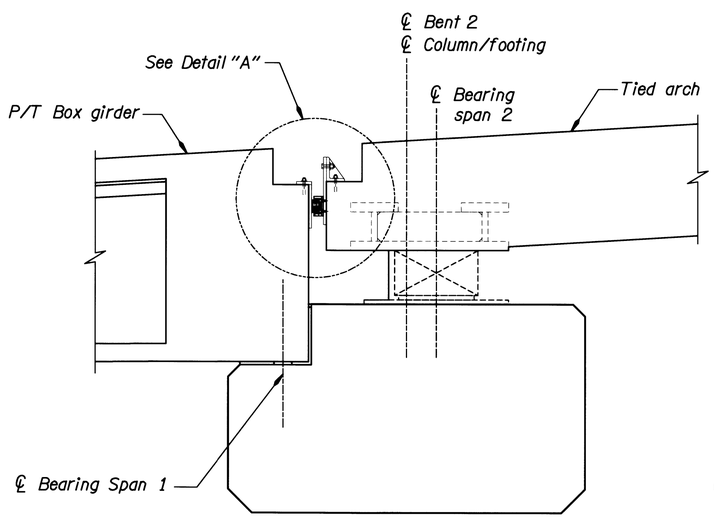
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

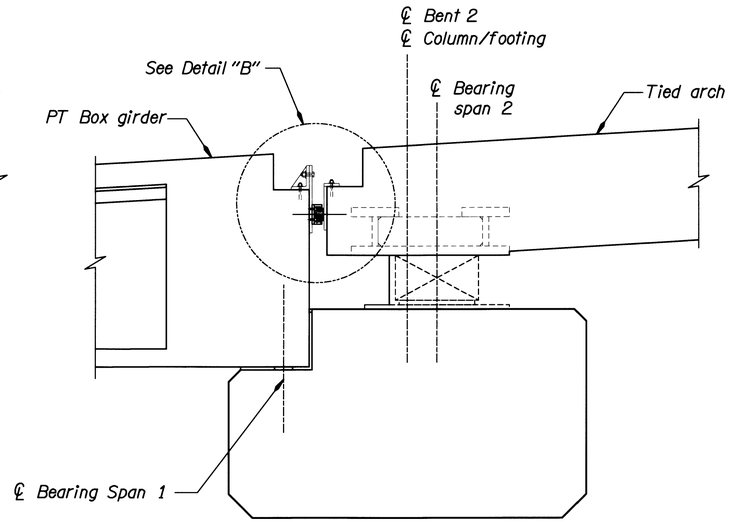
JACKING DETAILS

SHEET 67 OF 81
DRAWING NO. 61785



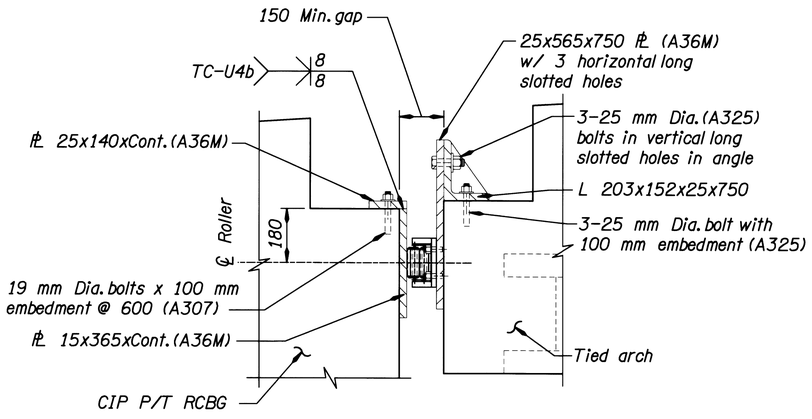
SECTION A-A
ROLLER DETAIL AT TIED ARCH

Scale : 1:25



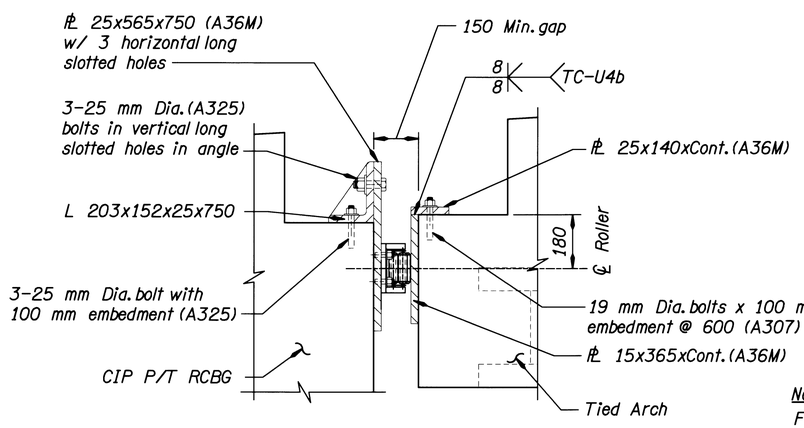
SECTION B-B
ROLLER DETAIL AT P/T BOX GIRDER

Scale : 1:25



DETAIL "A"

Scale : 1:10



DETAIL "B"

Scale : 1:10

Note:
For plan view and roller details, see Dwg #61785.

For Section "A-A" & "B-B" locations, see Dwg #61785.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: R. Elwood
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11827 OREGON JULY 16, 1982 GUIDO A. PORTER
EXPIRES: 12-31-04

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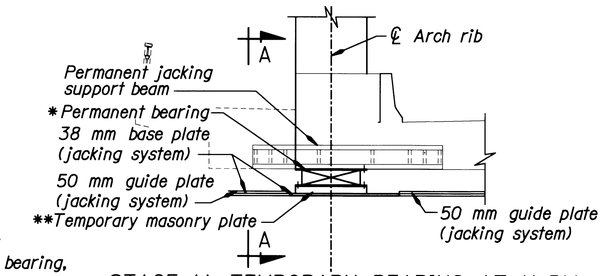
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

BENT 2 - VERTICAL ROLLER

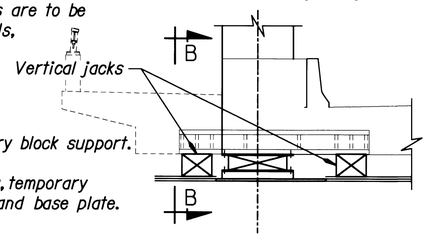
SHEET 68 OF 81
DRAWING NO. 61786



STAGE 1A TEMPORARY BEARING AT X-BM.
(Prior to horizontal jacking)

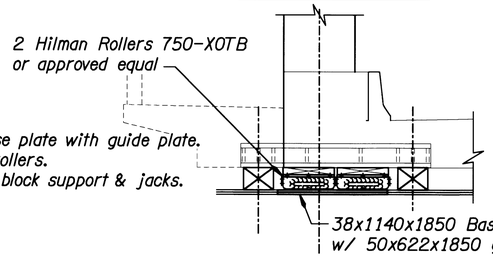
* Permanent bearing may be used for temporary bearing, see special provisions.

** Weld temporary masonry plate to jacking system base plate. All conections are to be preqalified full penetration welds, full length, joint designation TC-U4 or TC-U5 at the contractors option



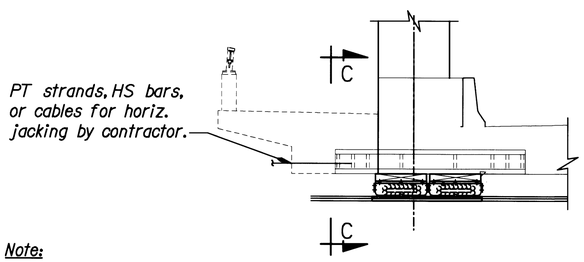
Note:
1. Install temporary block support.
2. Remove bearing, temporary masonry plate, and base plate.

STAGE 1B TEMPORARY JACKS AT X-BM.
JACK LOCATIONS.



Note:
1. Add base plate with guide plate.
2. Install rollers.
3. Remove block support & jacks.

STAGE 1C TEMPORARY JACKS AT X-BM.
INSTALL ROLLERS.

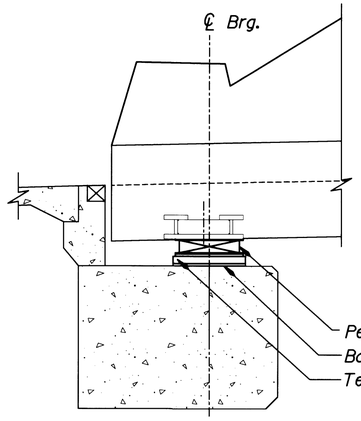


Note:
1. Install horizontal jacking equipment to jacking support beam.
2. Enclose openings in conc. after horizontal jacking has been completed.

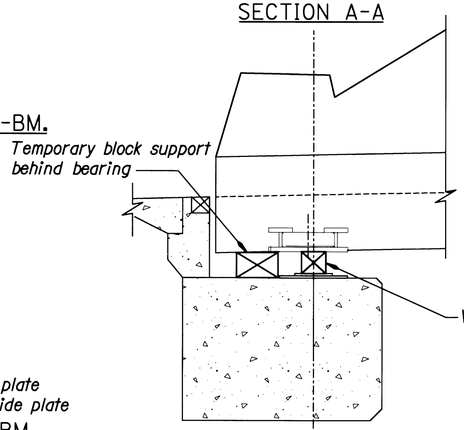
STAGE 2 ROLLERS AT X-BM.

STAGES 1 & 2 AT BENT 3 (BENT 2 SIMILAR)

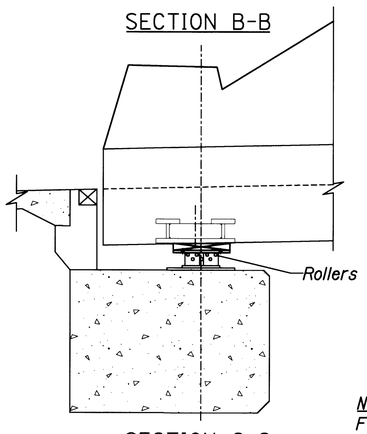
Scale : 1:50



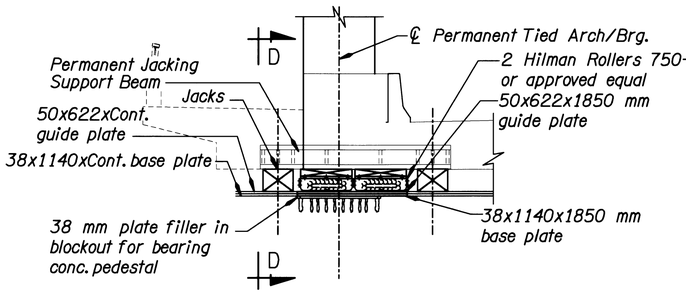
SECTION A-A



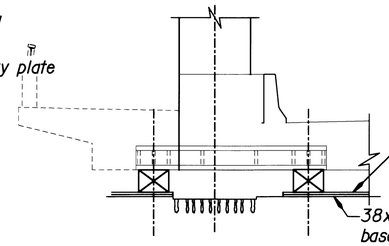
SECTION B-B



SECTION C-C

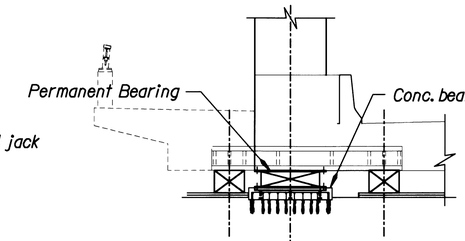


STAGE 3A INSTALL TEMPORARY JACKS AT X-BM.



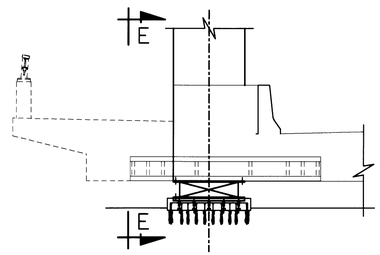
Note:
1. Install jacks and temporary blocks.
2. Remove rollers, guide plate and base plate.

STAGE 3B REMOVE ROLLERS AT X-BM.



Note:
1. Install concrete pedestal.
2. Install bearing.

STAGE 3C INSTALL PERMANENT BEARING AT X-BM.

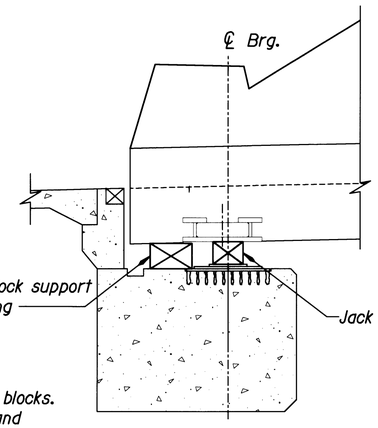


Note:
1. Remove block support.
2. Remove jacks.

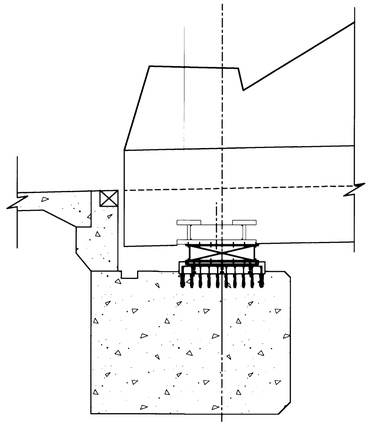
STAGE 3D PERMANENT BEARING AT X-BM.

STAGE 3 AT BENT 3 (BENT 2 SIMILAR)

Scale : 1:50



SECTION D-D



SECTION E-E

Note:
For bearing details not shown, see Dwg #61768.
For Jacking Support beam details, see Dwg #61767.
For Roller Details, see Dwg #61785.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	

DRAFTED: C. Schreiner
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 11821 OREGON JULY 16, 1982 GUIDO A. PORTIER
EXPIRES: 12-31-04

DAVID EVANS AND ASSOCIATES INC.
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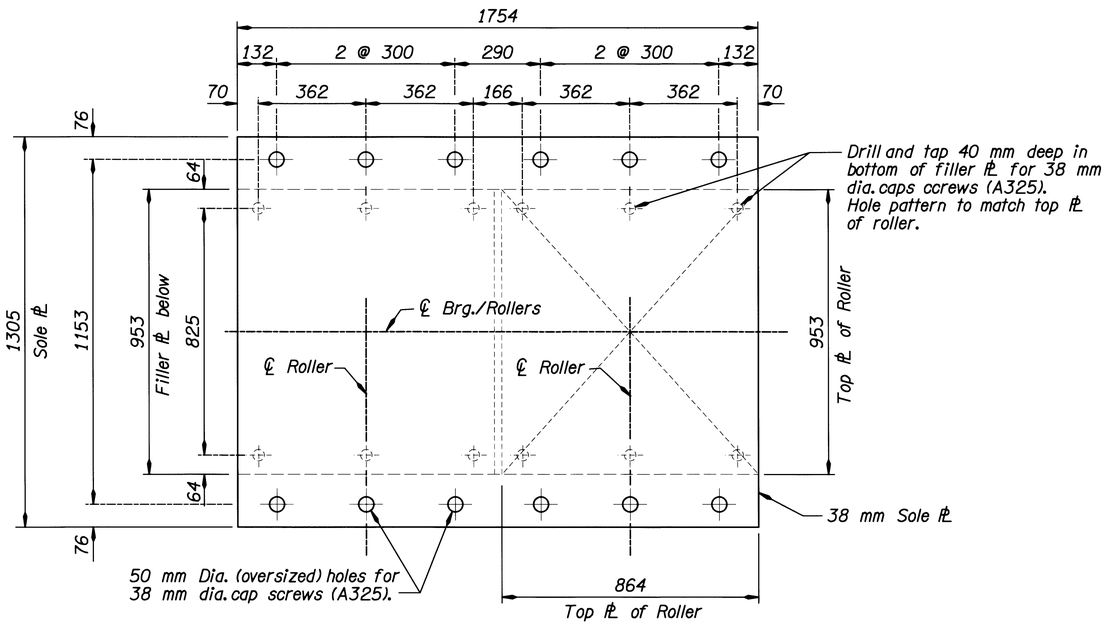
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

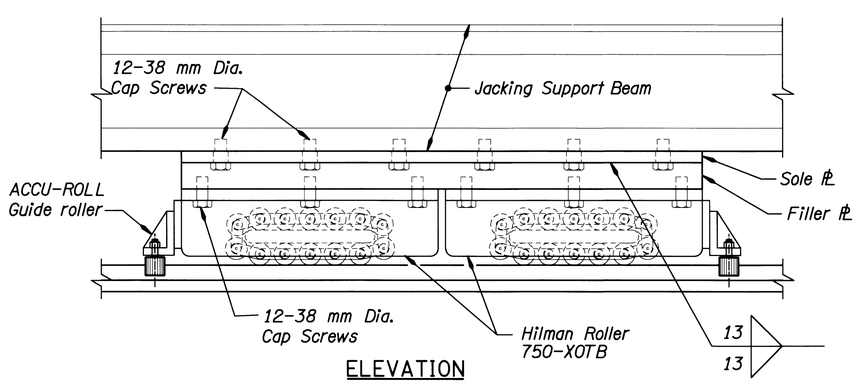
ROGUE RIVER (DEPOT STREET) BRIDGE

BEARING INSTALLATION SEQUENCE

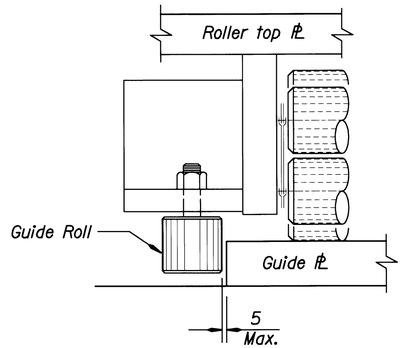
SHEET 69 OF 81
DRAWING NO. 61787



PLAN

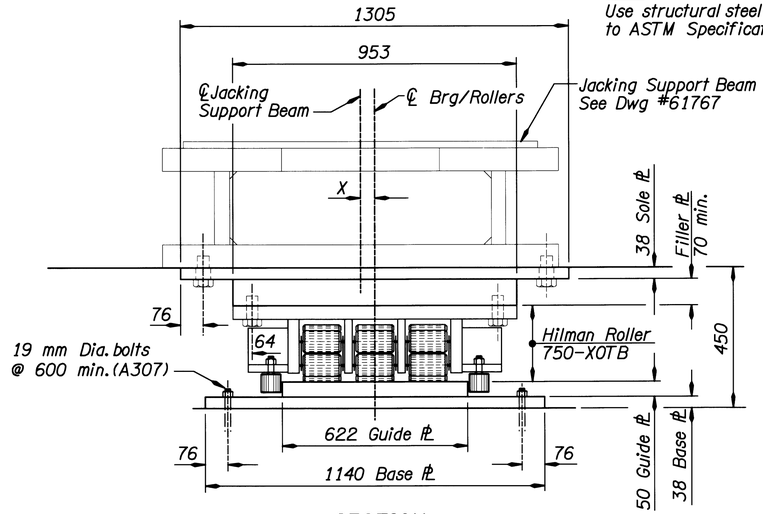


ELEVATION



GUIDE ROLLER DETAIL

No Scale



SECTION

ROLLER DETAILS

Scale : 1:10

Note:
Use structural steel conforming to AST M Specification A36M.

Note:
For Construction Staging Section, see Dwg #61726.

For Bearing Staging Sequence, see Dwg #61787.

For Jacking Support Beam, see Dwg #61767.

For initial offset (X), See Dwg. #61768.

Note:
All dimensions are in millimeters (mm) and all elevations are meters (m) except as noted.

METRIC

△	DATE	REVISION	BY
	03/08	AS CONSTRUCTED	AVS

DRAFTED: R. Stone
CHECKED: Kent Cordtz — Kent Cordtz
REVIEWED: Terry Shike — Terry Shike

DESIGNER
REGISTERED PROFESSIONAL ENGINEER 17,262 OREGON MAY 19, 1995 SCOTT M. NETTLETON
EXPIRES: 12-31-04

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OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE ENGINEERING SECTION

BRIDGE NO. 19273
DATE Nov. 2002
CALC. BOOK 5081

ROGUE RIVER (DEPOT STREET) BRIDGE

JACKING ROLLER DETAILS

SHEET 70 OF 81
DRAWING NO. 61788