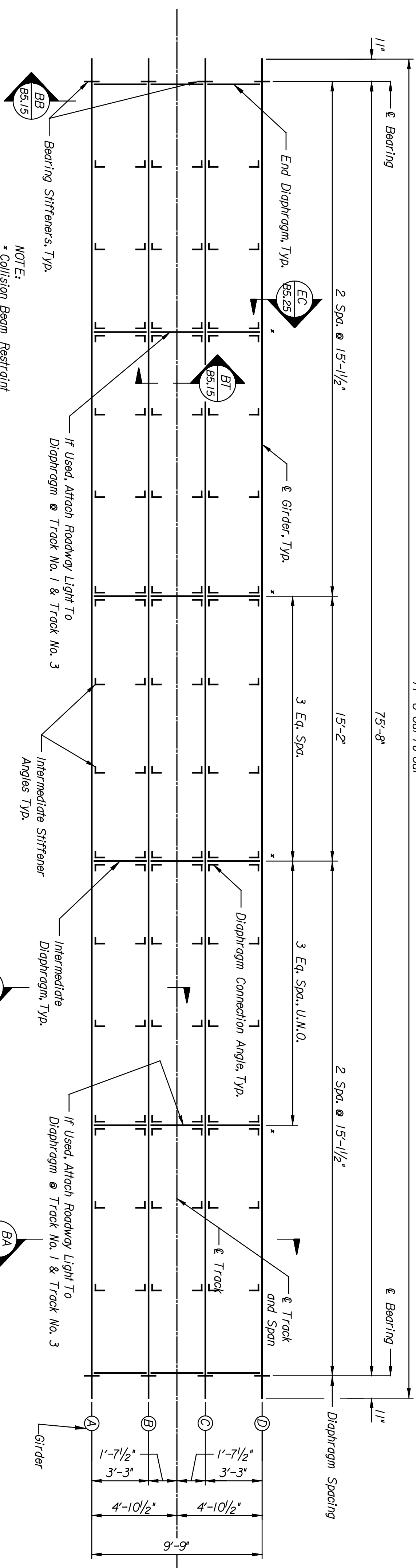


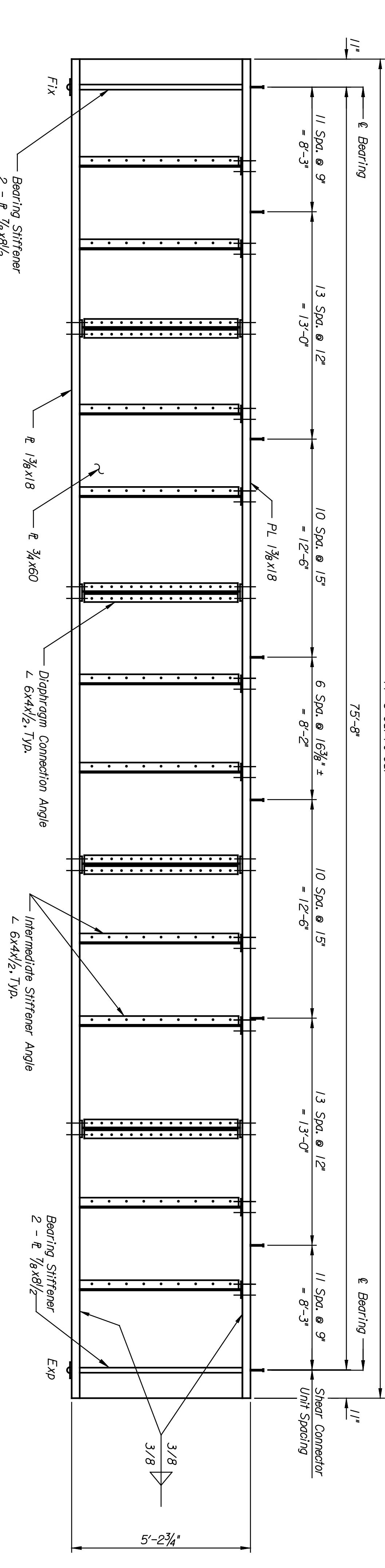
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84071	2005	BS14	

77'-6" Out To Out



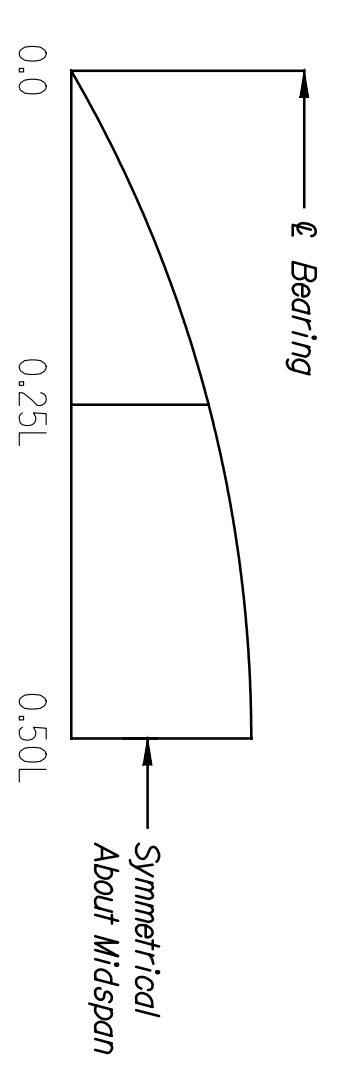
FRAMING PLAN/ONE TRACK
Not To Scale

77'-6" Out To Out



GIRDER ELEVATION
Not To Scale

Notes:
Inside elevations of Girder D shown.
Other girders similar.
Bolt heads on the external face of Girder A & Girder D.



GIRDER CAMBER TABLE

CAMBER TYPE	0.0	0.25L	0.50L
A	0	1/4"	5/16"
B	0	1/4"	3/8"
TOTAL	0	1/2"	11/16"

CITY OF WICHITA

WICHITA CENTRAL CORRIDOR

TYPICAL FRAMING PLAN AND GIRDER ELEVATION

NO.	DATE	REVISIONS	BY	APP'D.
1				
2				
3				

REFERENCES:
Collision Beam Details, Refer to BS.25.

The collision beam shall be attached at the locations shown on the framing plan to the exterior face of Track No. 1-Girder D and the exterior face of Track No. 3-Girder A.
Camber 'A' - equis the deflection of the steel girders from dead loads prior to the concrete deck reaching design strength.
Camber 'B' - equis the deflection of the steel girders from dead loads applied after the concrete deck has reached design strength.

The top coat of paint shall be applied in the field after erection and assembly.
The collision beam shall be attached at the locations shown on the framing plan to the exterior face of Track No. 1-Girder D and the exterior face of Track No. 3-Girder A.
Camber 'A' - equis the deflection of the steel girders from dead loads prior to the concrete deck reaching design strength.
Camber 'B' - equis the deflection of the steel girders from dead loads applied after the concrete deck has reached design strength.

REFERENCES:
Collision Beam Details, Refer to BS.25.

The top coat of paint (semi-gloss white) shall be color-matched to the color of the finished abutment concrete.
Prior to painting, submit demonstration panels to the Engineer for approval of the color.
The steel surface preparation and the prime coat of paint shall be applied at the fabrication shop.
Components in contact shall receive one prime coat on each surface.
The top coat of paint shall be applied in the field after erection and assembly.

The collision beam shall be attached at the locations shown on the framing plan to the exterior face of Track No. 1-Girder D and the exterior face of Track No. 3-Girder A.
Camber 'A' - equis the deflection of the steel girders from dead loads prior to the concrete deck reaching design strength.
Camber 'B' - equis the deflection of the steel girders from dead loads applied after the concrete deck has reached design strength.

REFERENCES:
Collision Beam Details, Refer to BS.25.

The top coat of paint (semi-gloss white) shall be color-matched to the color of the finished abutment concrete.
Prior to painting, submit demonstration panels to the Engineer for approval of the color.
The steel surface preparation and the prime coat of paint shall be applied at the fabrication shop.
Components in contact shall receive one prime coat on each surface.
The top coat of paint shall be applied in the field after erection and assembly.

The collision beam shall be attached at the locations shown on the framing plan to the exterior face of Track No. 1-Girder D and the exterior face of Track No. 3-Girder A.
Camber 'A' - equis the deflection of the steel girders from dead loads prior to the concrete deck reaching design strength.
Camber 'B' - equis the deflection of the steel girders from dead loads applied after the concrete deck has reached design strength.

REFERENCES:
Collision Beam Details, Refer to BS.25.

The top coat of paint (semi-gloss white) shall be color-matched to the color of the finished abutment concrete.
Prior to painting, submit demonstration panels to the Engineer for approval of the color.
The steel surface preparation and the prime coat of paint shall be applied at the fabrication shop.
Components in contact shall receive one prime coat on each surface.
The top coat of paint shall be applied in the field after erection and assembly.

The collision beam shall be attached at the locations shown on the framing plan to the exterior face of Track No. 1-Girder D and the exterior face of Track No. 3-Girder A.
Camber 'A' - equis the deflection of the steel girders from dead loads prior to the concrete deck reaching design strength.
Camber 'B' - equis the deflection of the steel girders from dead loads applied after the concrete deck has reached design strength.



This sheet designed by:

DATE	BY