

BY	DATE

PNTE
 ARCHITECTS ENGINEERS PLANNERS

This sheet designed by:

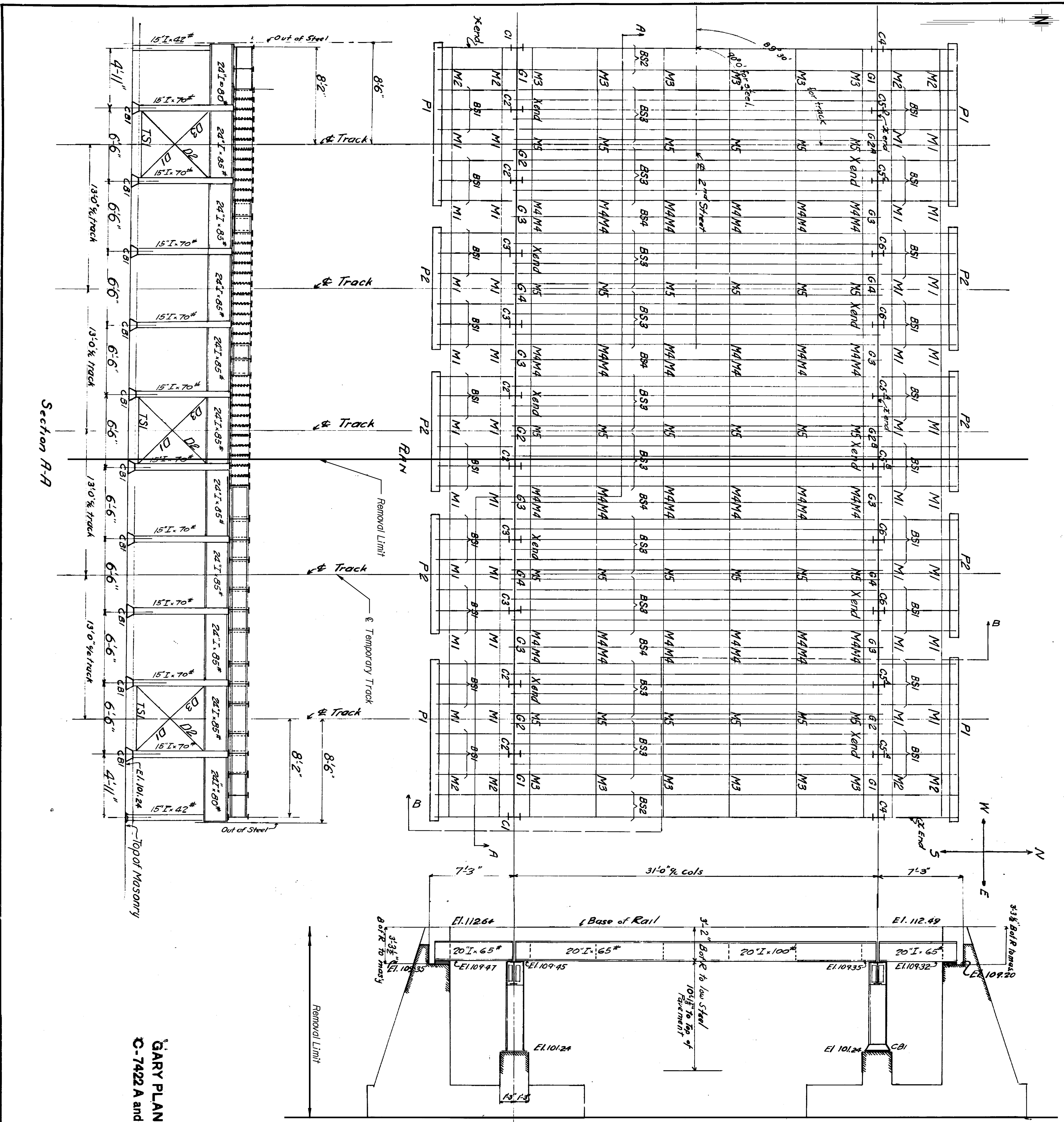


TABLE OF DATA

MOMENT	SHOR	SECTION
31'-0" Spqn	DL 234,000	3'0"0"0" 6'-20"7"1,00"
per rail	LL 782,000	LL 1,016,000
	BL 486,000	U.S. 11,900'
6.5" Spqn	DL 5,400	4,500'
per rail	LL 5,400	4,500'
	BL 3,850	3,200'
Cross Gird	DL 34,000	4,500'
	LL 103,000	2,000'
	BL 1,510,000	1,740'
		U.S. 9250'

GENERAL NOTES:
 L.L. Heavy Grade Loading - 2-2085 ton engines
 @ 4800 per lin ft track.
 DL as'd. Track 200"
 Ballast 1200"
 Concrete 1220"
 Steel 1280"
 3900 per lin ft track

BEAMS BETWEEN TRACKS AND SUPPORTING SIDE PLATFORMS
 are figured for DL (Concrete and Steel) = 150"
 = 320"
 = 450" per rail

LIST OF SHEETS

EL ERECTION DIAGRAM
1 BEAM SPANS BSI-D Masonry Plates P.L. & Diaphragms M-5
2 Girders G-2 Columns C-6 Diagonals D-3 Street TSI
3 Castings Bolts & Field Rivets

GARY PLANT
C-7422 A and B

WICHITA UNION TERMINAL RAILWAY.
SECOND STREET SUBWAY.

APPROVED: [Signature]
 CONSULTING BRIDGE ENGINEER

SCALE: [Signature]
 AMERICAN BRIDGE COMPANY

GARY PLANT DRAWING ROOM NO. 3 OCT. 1912.

NOTES:
 Existing plans are FOR INFORMATION ONLY.
 Existing handrails, concrete deck (3 3/8" +/- thick), waterproofing and ballast are not shown.

CONSTRUCTION SEQUENCE:
 Phase 1
 Install temporary shoring perpendicular to the back face of the existing abutments to protect the temporary track.
 Construct temporary track.
 Design and detail new temporary handrails along the new west edge of the bridge. Submit temporary handrails to the Engineer & Railroad for approval prior to bridge removal.
 Phase 2
 Construct temporary handrails along the new west edge of the bridge.
 Remove the existing superstructure from the Removal Line to the west limit of the bridge.
 Remove the existing substructure above the existing footings from the Removal Line to the west limit of the bridge. Remove the footings as required to avoid interference with the proposed roadway, utilities or bridge. Portions of the footings may remain in place, unless directed to remove by the Engineer.
 Construct temporary shoring to protect the Santa Fe roadway as required.
 Excavate existing fill at each abutment as indicated in the retaining wall plans.
 Construct backfill to the bottom of proposed footings.
 Construct Phase 2 Foundations and Substructure.
 Construct temporary shoring to protect the Phase 2 abutment and temporary MSE wall.
 Construct Phase 2 backfill and Temporary MSE (TWSE) wall.
 Construct Phase 2 Superstructure.
 Phase 3
 Relocate railroad traffic to track 2 construction and remove temporary track. Refer to track plans and details for additional information.
 Phase 4
 Remove the remainder of the existing superstructure.
 Remove the existing substructure above the existing footings from the Removal Line to the east limit of the bridge. Remove the footings as required to avoid interference with the proposed roadway, utilities or bridge. Portions of the footings may remain in place, unless directed to remove by the Engineer.
 Refer to Retaining Wall plans, details and specifications for removal and construction details at the southeast corner of the abutment.
 Excavate existing fill at each abutment as indicated in the retaining wall plans.
 Construct backfill to the bottom of proposed footings.
 Construct Phase 4 Foundations and Substructure.
 Construct Phase 4 backfill.
 Construct Phase 4 Superstructure.

CITY OF WICHITA
2ND STREET
EXISTING BRIDGE REMOVAL LIMITS

SHEET NO.	OF	SCALE AS NOTED	APPD.	TRACED	DUL
DESIGNED	DMH	DETAILED	DMH	QUANTITIES	DMH
DESIGNED	DMH	DETAILED	DMH	QUANTITIES	DMH
NO.	DATE	REVISIONS	BY	APPD.	