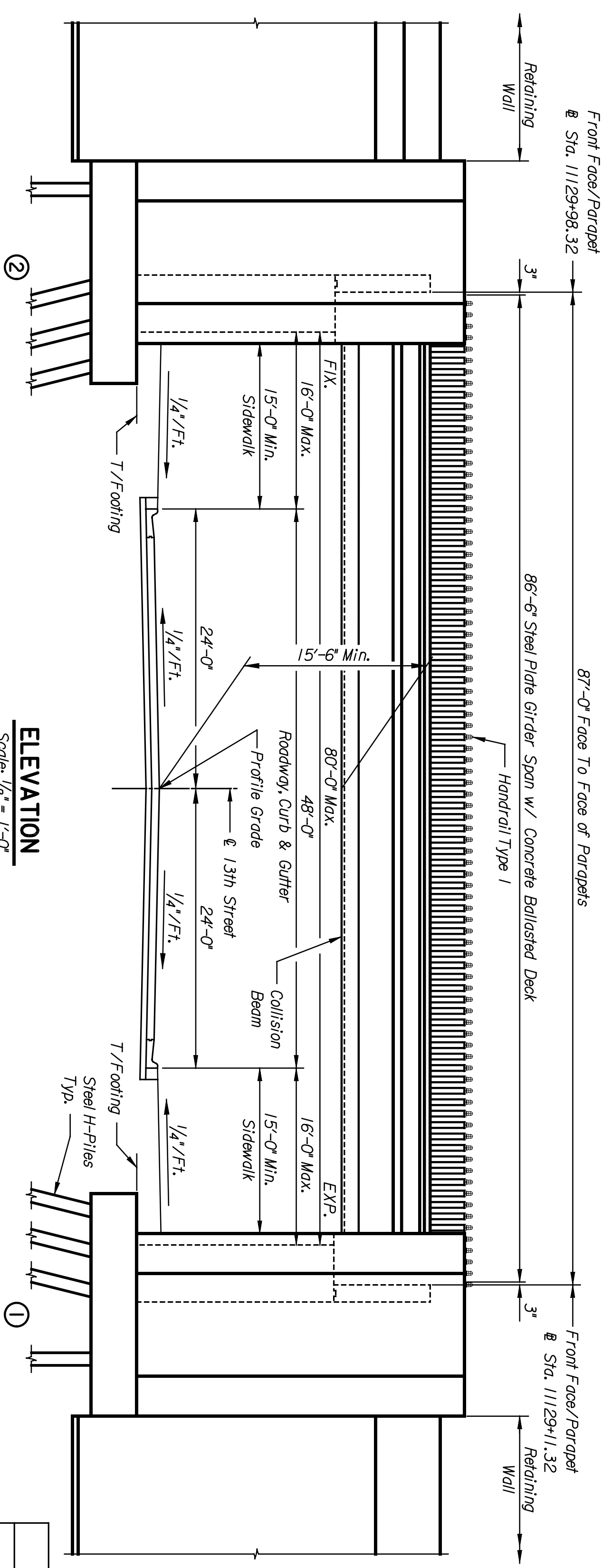
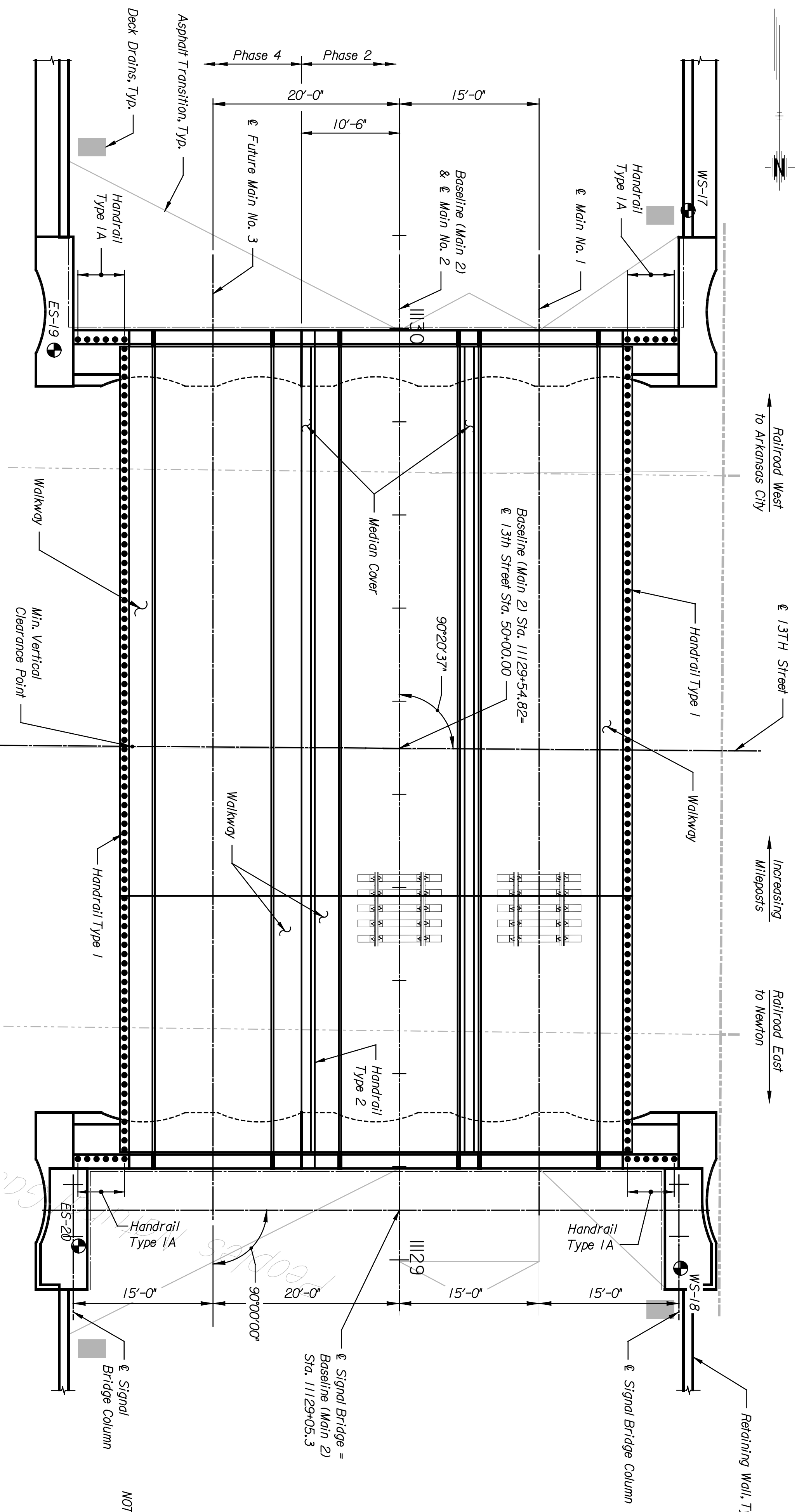


BY	DATE



Alternate 5 - Bollard Handrail

The following sheets are replaced in the base bid plans:

New Sheet	Old Sheet
BL2.1	B2.1
BL2.2	B2.2
BL2.3	B2.3
BL2.6	B2.6
BL2.9	B2.9
BL2.19	B2.19
BL2.20	B2.20
BL2.21	B2.21
BL2.22	B2.22

For all other plan details, see sheets B2.4 through B2.29.

Explanation: The standard pipe handrails on the outer walkways of the bridge have been replaced with bollard lights as an aesthetic treatment. The pipe handrail between Main 2 & Main 3 remains unchanged.

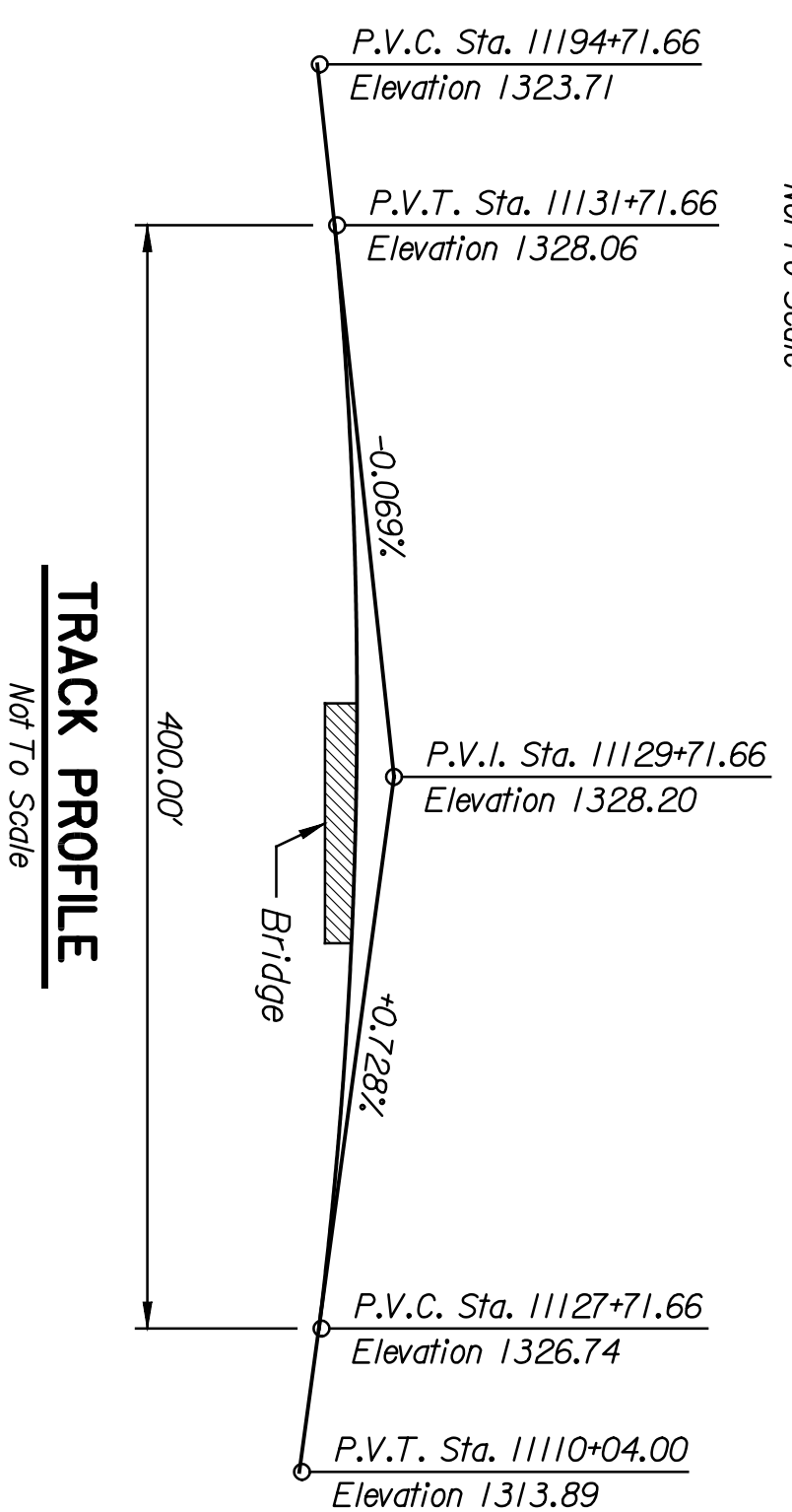
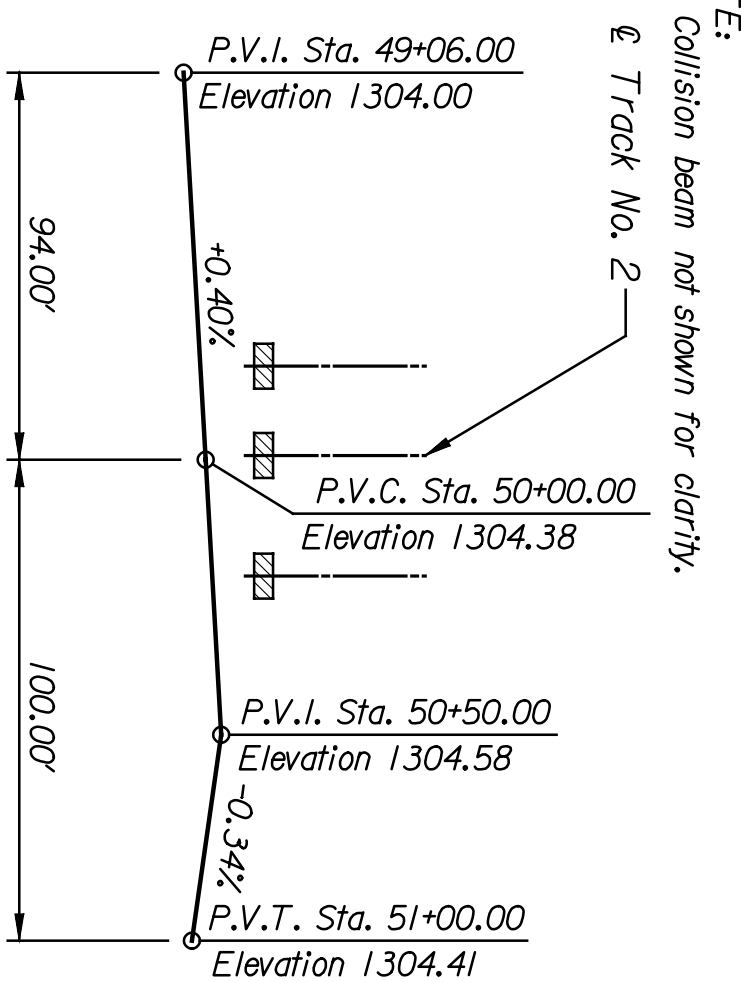


TABLE OF ELEVATIONS FOR SUBSTRUCTURE

DESCRIPTION	ABUT. NO. 2	ABUT. NO. 1
TOP OF RAIL	11129+98.32	1327.57
FF PARAPET	1327.88	1319.48
BEARING SEAT	1319.89	1302.48
BEARING	11129+97.15	N/A
TOP OF FOOTING	N/A	1302.64

REVISIONS

NO.	DATE	BY	APP'D.
1			
2			
3			

CITY OF WICHITA
WICHITA CENTRAL CORRIDOR
ALTERNATE 5
13TH STREET
GENERAL PLAN AND ELEVATION

PNTB
 ARCHITECTS ENGINEERS PLANNERS

This sheet designed by:

Note:
 Roadway Elevation is looking downstream. (West)
 Vertical clearance calculated to collision beam.

NOTES:

RAILROAD BRIDGE DESIGN SPECIFICATIONS:
 AREMA Manual for Railway Engineering, 2002.

RAILROAD BRIDGE DESIGN LOADS:

Dead Load:
 Unit Weight of Ballast, 120 pcf
 Unit Weight of Backfill, 120 pcf
 Unit Weight of Concrete, 150 pcf
 Unit Weight of Steel, 490 pcf

Live Load:
 Cooper's E80 and Alternate Live Load with diesel impact for rolling equipment without hammer blow.

Seismic:
 Site Coefficient, 1.0

Temperature:
 Design Temperature,
 Design Temperature Range
 Rise
 Fall
 Minimum Service Temperature Zone.

Longitudinal Force:
 As specified in AREMA.

Other Loads:
 As specified in AREMA.

REFERENCES:
 Railroad Alignments, Refer to RL-2-R1, 4, R2.2, R3.2-R3.4, R4.2-R4.3, R1.20, R2.15, R3.22, R4.1.3.
 Roadway Plan, Refer to S3.7.
 Lighting Plan, Refer to S7.4.
 Retaining Walls, Refer to W1, W4, 7, W4.10.
 Asphalt Transition, Refer to RS.1.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84071	2005	BL2.1	