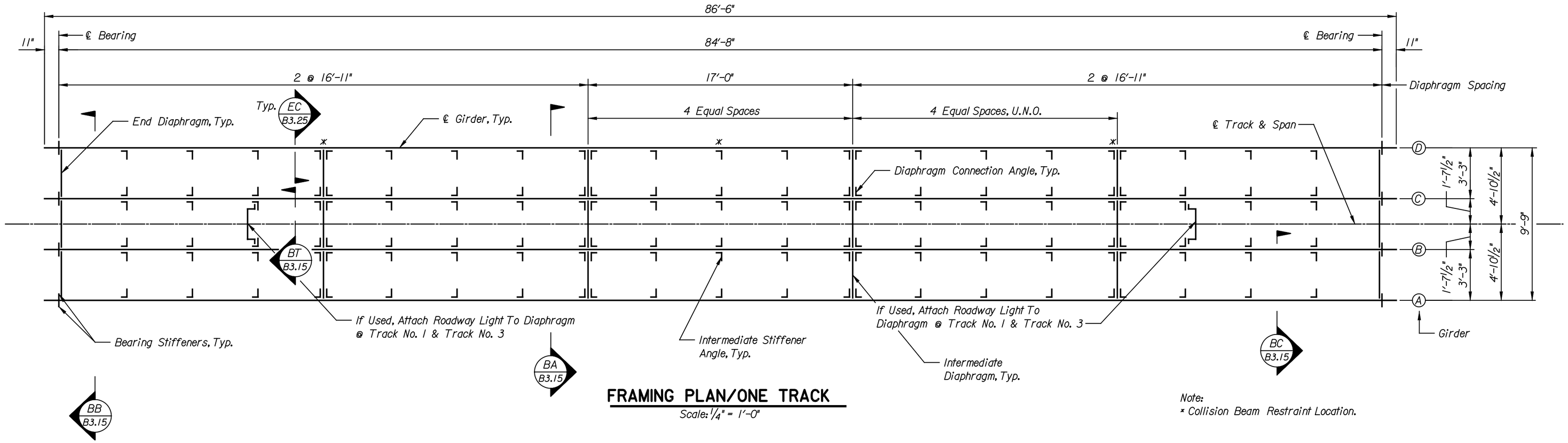
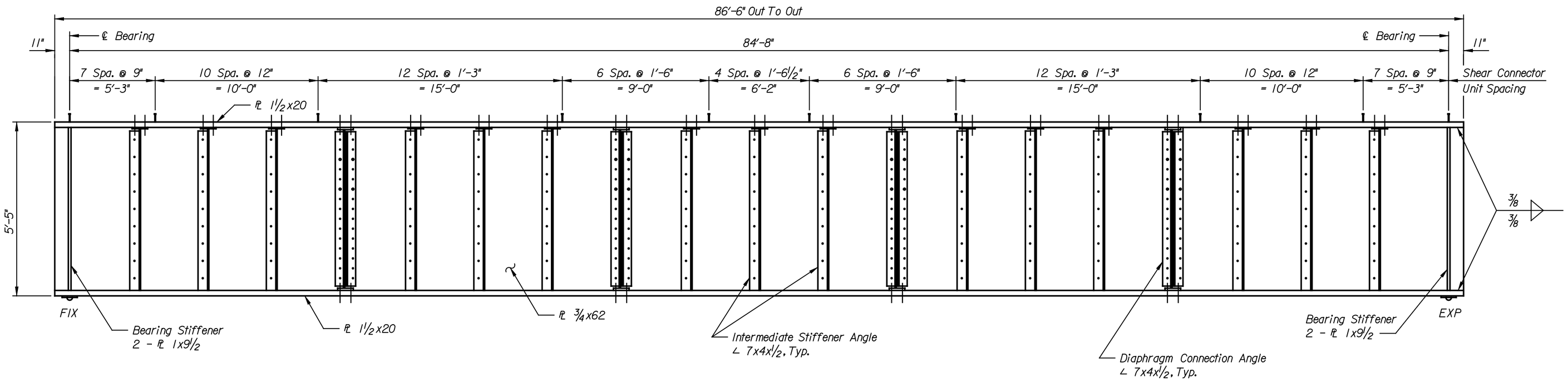
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84071	2005	B3.14	



FRAMING PLAN/ONE TRACK

Scale: 1/4" = 1'-0"

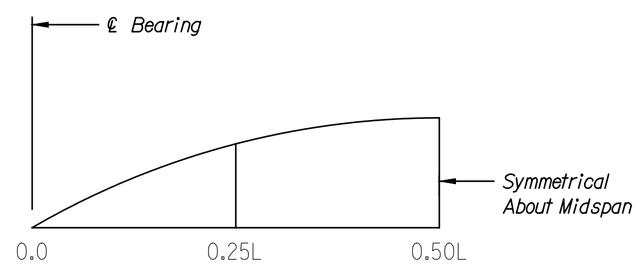
Note:
* Collision Beam Restraint Location.



GIRDER ELEVATION

Not To Scale

Note:
Inside elevation of Girder D shown.
Other girders similar.
Bolt heads are located on the exterior face of Girder A & Girder D.



GIRDER CAMBER DIAGRAM

GIRDER CAMBER TABLE			
CAMBER TYPE	0.0	0.25L	0.50L
A	0	5/16"	7/16"
B	0	5/16"	7/16"
TOTAL	0	5/8"	7/8"

NOTES:
Fabrication and workmanship shall conform to the AREMA Manual for Railway Engineering.

All structural steel for the superstructure shall conform to ASTM A709, Grade 50T2, unless noted otherwise.

Each fastener shall be composed of a Heavy Hex Structural Bolt, ASTM A325 Type 1; each with one circular Hardened Washer, ASTM F436 Type 1; and one Heavy Hex Nut, ASTM A563 Grade C, unless noted otherwise.

All fasteners shall be 7/8" diameter, unless noted otherwise.

All fastener holes will be 1/16" larger than the nominal fastener diameter, unless noted otherwise.

All holes through main structural members shall be drilled full-size or shall be sub-drilled 1/4" less than full diameter and reamed to full-size.

All washers shall be located under the turned element.

All headed shear connectors shall conform to ASTM A108, Grade 1010, 1015, 1016, 1018 or 1020.

Welding shall conform to the AREMA Manual for Railway Engineering and the Bridge Welding Code, AWS D1.5M/D1.5.

All weld metal shall be equivalent to the base metal in strength, corrosion resistance and painted appearance.

All flange to web welding shall be made with the SAW process.

The steel surface preparation for paint shall be in accordance with SSPC-10, "Near-White Blast Clean" and the specifications.

Each span shall be fully shop assembled to assure an accurate fit. The collision beam and collision beam attachment shall be shop assembled to the exterior girders to ensure an accurate fit.

One prime coat of inorganic zinc silicate paint, with a minimum dry film thickness of 3.0 mils and a maximum dry film thickness of 5.0 mils, shall be applied in accordance with the specifications.

One top coat of water-borne acrylic or hi-build polyurethane paint, with a minimum dry film thickness of 3.0 mils and a maximum dry film thickness of 4.0 mils, shall be applied in accordance with the specifications.

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' - equals the deflection of the steel girders from dead loads prior to the concrete deck reaching design strength.

Camber 'B' - equals the deflection of the steel girders from dead loads applied after the concrete deck has reached design strength.

REFERENCES:
Collision Beam Details, Refer to B3.25.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

CITY OF WICHITA

WICHITA CENTRAL CORRIDOR

MURDOCK
TYPICAL FRAMING PLAN AND GIRDER ELEVATION

SHEET NO.	OF	SCALE AS NOTED	APP'D				
DESIGNED	CAP	DETAILED	DJJ	QUANTITIES	DJJ	TRACED	DJJ
DESIGN CK.	SAS	DETAIL CK.	JWH	QUAN.CK.	DMH	TRACE CK.	DMH

LOCATION:
BNSF BR. 211.5
WICHITA, KS
LINE SEGMENT 7400

DATE
BY

This sheet designed by:

HNTB
ARCHITECTS ENGINEERS PLANNERS

Plotted on: 04-JAN-2005 13:08 $time$
djamison Plot Queue: $queue$
Plot Scale: $scale$ Pen Tables: $pentable$
Design Filename: K:\b29049\Bridges\Dec2004\Base Bid\Murdock\drawings\mt3.dgn