

FRAMING PLAN
SCALE 1" = 10'-0"
10 0 10

* - SEE NOTE "A" SHT. 60.

CABLE RAIL SYSTEM DETAILED BY TRUSS FABRICATOR IN ACCORDANCE WITH APPLICABLE VTRANS AND AASHTO GUIDELINES (INCLUDED IN UNIT BID PRICE FOR ITEM 900.645 SPECIAL PROVISION (PREFABRICATED TRUSS BRIDGE)).

ASSUMED SHEAR CONNECTORS, DESIGNED BY TRUSS FABRICATOR

ASSUMED SIDEWALK STRINGER, DESIGNED BY TRUSS FABRICATOR (TYP.)

ASSUMED CANTILEVERED SIDEWALK BRACKET, DESIGNED BY TRUSS FABRICATOR

ITEM 900.645 SPECIAL PROVISION (WATER MAIN ON BRIDGE) (8") (SEE SEWER AND WATER MAIN NOTE 2)

ASSUMED SDWK. STRINGER 1

ASSUMED SDWK. STRINGER 2

SEE DETAIL 4 AND NOTES, SHT. 65 (TYP.)

ASSUMED SHEAR CONNECTORS, DESIGNED BY TRUSS FABRICATOR (INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PREFABRICATED TRUSS BRIDGE)).

ASSUMED CONNECTION DESIGNED BY TRUSS FABRICATOR (FIELD WELDING WILL NOT BE PERMITTED) (TYP.)

6" +/- AS DETERMINED BY TRUSS FABRICATOR (TYP.)

AS DETERMINED BY TRUSS FABRICATOR

SEE DETAIL 5 AND NOTES, SHT. 65 (TYP.)

LATERAL BRACING, DESIGNED BY TRUSS FABRICATOR

BEARING ASSEMBLY, DESIGNED BY TRUSS FABRICATOR (NOT SHOWN FOR CLARITY)

ASSUMED STRINGERS AND FLOORBEAM DESIGNED BY TRUSS FABRICATOR

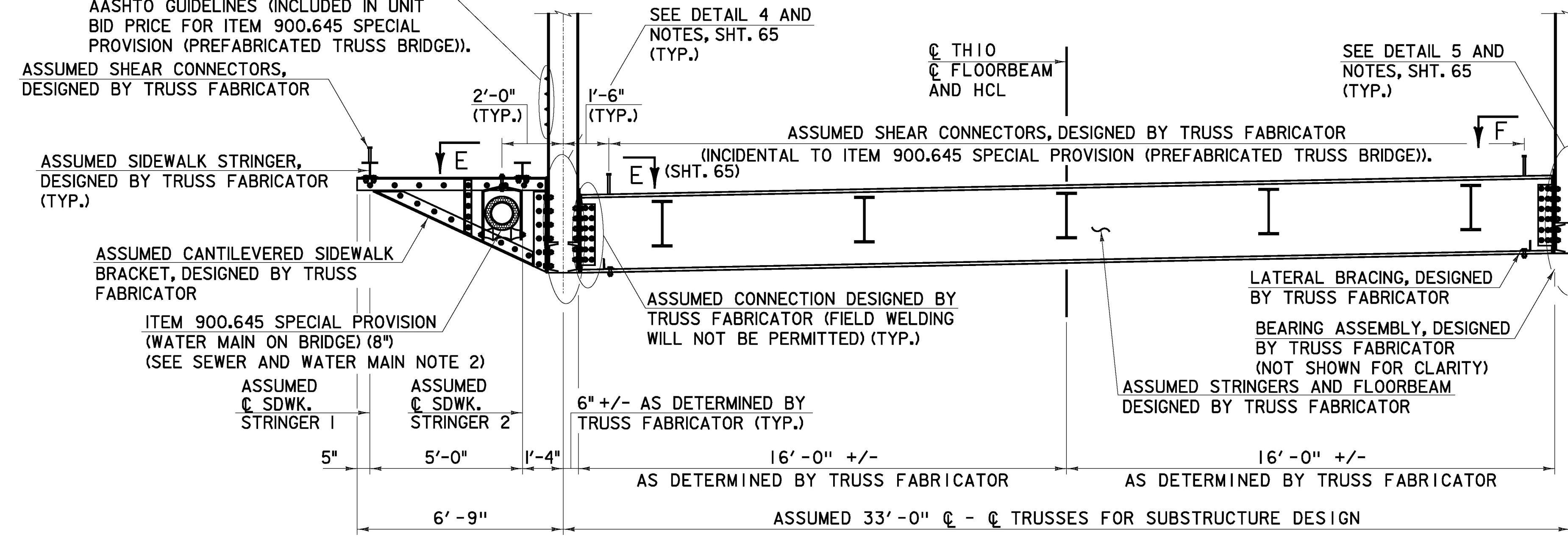
CANTILEVERED UTILITY BRACKET, DESIGNED BY TRUSS FABRICATOR

ITEM 900.645 SPECIAL PROVISION (SEWER MAIN ON BRIDGE) (8") (SEE SEWER AND WATER MAIN NOTES)
INVERT EL. VARIES (SEE TABLE)

SEWER AND WATER MAIN NOTES:

- SEWER AND WATER MAIN NOMINAL PIPE SIZE IS 8", HOWEVER, BOTH ARE PREINSULATED WITH 2" THICK INSULATION. CANTILEVER SIDEWALK BRACKET DETAILING AND ALL PIPE HARDWARE SHALL BE CAPABLE OF ACCOMMODATING A 14" MINIMUM FINISHED PIPE DIAMETER.
- THE CONTRACTOR IS NOTIFIED THAT THE EXISTING SANITARY SEWER SYSTEM WHICH SERVICES TH10 (RIPLEY ROAD) IS A GRAVITY SYSTEM. INVERT ELEVATIONS ALONG THE SPAN ARE CRITICAL AND SHALL BE ESTABLISHED AS SHOWN IN THE FOLLOWING TABLE. IT SHOULD BE NOTED THAT ELEVATIONS SHOWN ARE FINAL (AFTER ALL DEAD LOAD DEFLECTIONS HAVE OCCURED).

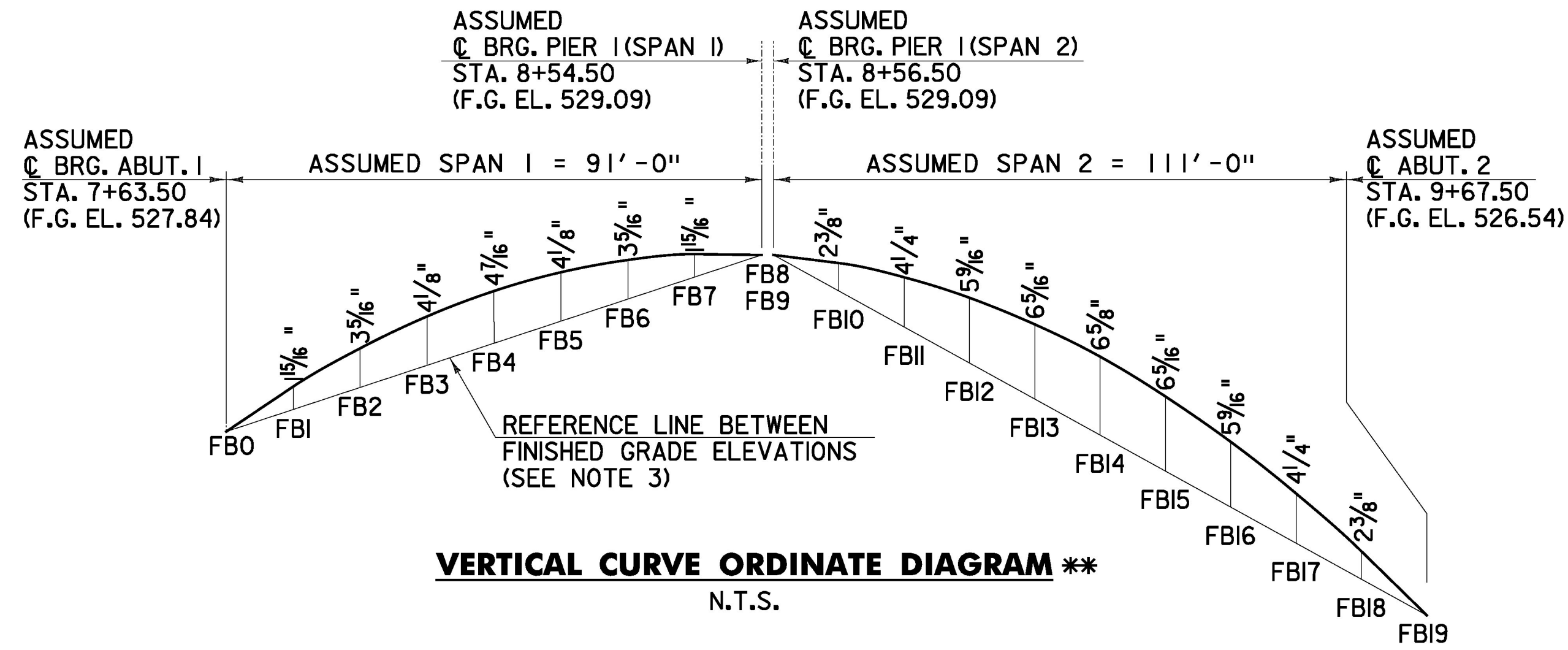
SEWER MAIN INVERT EL. TABLE					
SPAN 1	FB0	522.80	SPAN 2	FB9	522.52
	FB1	522.77		FB10	522.49
	FB2	522.73		FB11	522.45
	FB3	522.70		FB12	522.42
	FB4	522.66		FB13	522.39
	FB5	522.63		FB14	522.35
	FB6	522.60		FB15	522.32
	FB7	522.56		FB16	522.29
FB8	522.53	FB17	522.25		
		FB18	522.22		
		FB19	522.19		



TYPICAL SECTION
SCALE 3/8" = 1'-0"
0 1 2 3 4

CAMBER NOTES:

- CALCULATION OF THE DEAD LOAD DEFLECTION DIAGRAMS IS THE RESPONSIBILITY OF THE TRUSS FABRICATOR. ALL PREFABRICATED PONY TRUSS, AND FLOOR SYSTEM ELEMENTS SHALL BE CAMBERED FOR ALL APPLIED DEAD LOADS (COMPOSITE AND NON-COMPOSITE) INCLUDING, BUT NOT LIMITED TO: SELF WEIGHT, DECK, HAUNCHES, SIDEWALK, CURBS, RAILINGS AND BRIDGE SUPPORTED UTILITIES.
- THE TRUSS FABRICATOR IS NOTIFIED THAT IN ADDITION TO CAMBER, SELECT DEAD LOAD DEFLECTION VALUES WILL BE REQUIRED FOR HAUNCH CONSTRUCTION, SEE SHT. 63 FOR DETAIL.
- TH10 (RIPLEY ROAD) IS ALIGNED ON A CREST VERTICAL CURVE, AS SHOWN ON SHT. 38. THE ASSUMED VERTICAL CURVE ORDINATES SHOWN IN THE DIAGRAM ARE FOR REFERENCE ONLY TO ASSIST TRUSS FABRICATOR IN UNDERSTANDING ORDER OF MAGNITUDE. TRUSS FABRICATOR SHALL DETERMINE ACTUAL ORDINATES BASED ON THEIR DESIGN. VERTICAL CURVE ORDINATES SHOWN ARE REPORTED RELATIVE TO A REFERENCE LINE DRAWN BETWEEN FINISHED GRADE ELEVATIONS AT THE SUBSTRUCTURE UNITS FOR EACH SPAN.



VERTICAL CURVE ORDINATE DIAGRAM **
N.T.S.

ASSUMED FINISHED GRADE (F.G.) EL. TABLE **					
SPAN 1	FB0	527.84	SPAN 2	FB9	529.09
	FB1	528.16		FB10	529.03
	FB2	528.43		FB11	528.93
	FB3	528.66		FB12	528.78
	FB4	528.84		FB13	528.60
	FB5	528.97		FB14	528.36
	FB6	529.06		FB15	528.09
	FB7	529.10		FB16	527.76
FB8	529.09	FB17	527.40		
		FB18	526.99		
		FB19	526.54		

** - BASED ON ASSUMED STATIONS OF FLOORBEAMS



FRAMING PLAN	PROJECT NAME: RUTLAND CITY	PLOT DATE: 6/30/2014	
	PROJECT NUMBER: BRP 3000 (19)		DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.		CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.		DWG. NO.:
		SHEET 64 OF 245	

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 DATE/TIME = 6/30/2014
 USER = 4916