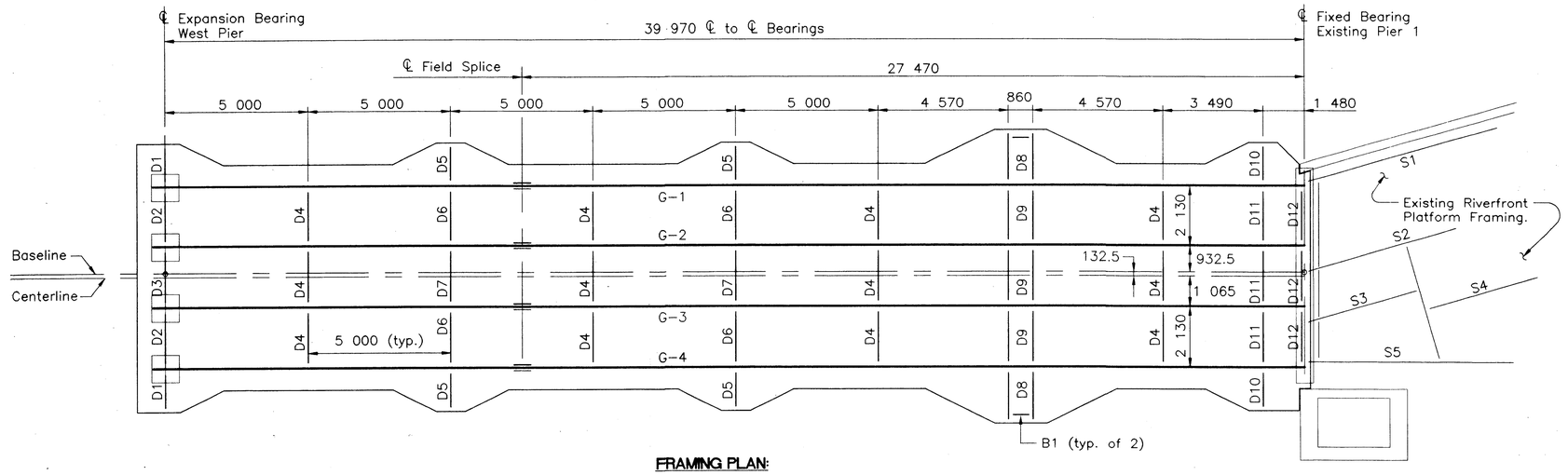
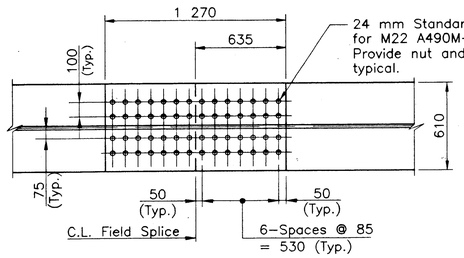
630/15

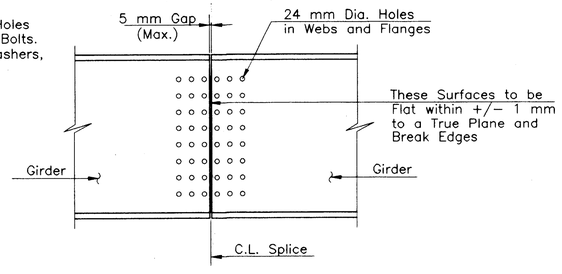
FHWA REGION NO.	STATE	TOWN	FED. AID PROJ. NO.	PROJ. NO.	YEAR	ROUTE NO.	SHEET NO.	TOTAL SHEETS
1	CONN.	HARTFORD	TEA-PEDS(40)	63-529	1999	–	15	58



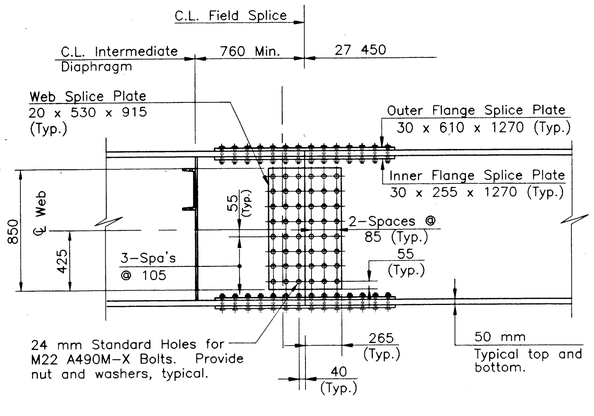
FRAMING PLAN:
SCALE 1:100



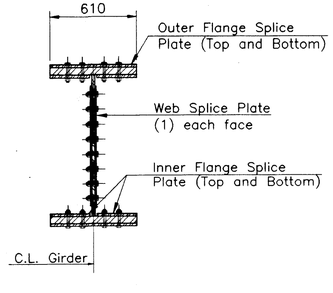
PLAN



GIRDER SPLICE TOLERANCES
N.T.S.



ELEVATION

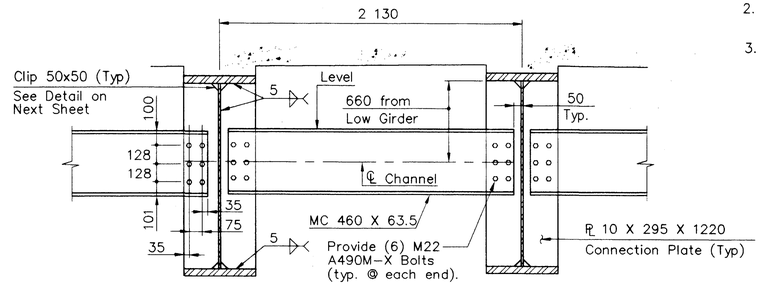


SECTION

BOLTED FIELD SPLICE
SCALE 1:20

GENERAL NOTES:

1. For details of Girders, intermediate diaphragms, and end diaphragms, see Structural Sheets 11B through 14B of 28B.
2. All dimensions shown are along centerlines of connecting members.
3. For bearing details see Structural Sheet 15B of 28B.
4. For camber table see Structural Sheet 11B of 28B.
5. All intermediate diaphragm erection bolts and end diaphragm connection bolts shall be hand tightened prior to pouring deck concrete and fully-tightening after basic and superimposed dead loads have been placed.
6. Field welding of intermediate diaphragms shall be performed after all dead loads have been placed.
7. All dimensions shown are in millimeters unless otherwise noted.
8. All elevations are in meters.
9. All Bolts for Intermediate Diaphragms shall be ASTM M22 A490M-X unless noted otherwise.
10. All Bolt Holes for Intermediate Diaphragms shall be 24 mm diameter standard holes unless noted otherwise.



INTERMEDIATE DIAPHRAGM - D4
SCALE 1:20

STRUCTURAL STEEL NOTES:

1. Structural steel shall conform to ASTM A709M Grade 345T2, unless otherwise noted. All superstructure steel, except architectural masts, cables and connections, shall be shop metallized, unless as noted.
2. All bolts shall conform to ASTM A490M, unless otherwise noted.
3. Welding details, procedures and testing methods shall conform to ANSI/AASHTO/AWS Bridge Welding Code D1.5-98, unless otherwise noted.
4. Bolted field splices, other than those indicated on the plans, will not be allowed except with the written permission of the Engineer prior to the submission of shop plans. If allowed, these splices shall be designed by the Contractor and approved by the Engineer. The cost of these splices, including the cost of design, shall be at no expense to the City. Welded Field Splices will not be allowed.
5. All welded girders shall be fabricated to the required vertical cambers by cutting the webs from size plates. Heat cambering of welded plate girders will not be allowed. The Contractor shall indicate the location of any additional splices required in order to minimize the amount of waste. However, written approval by the Engineer for any additional splices must be obtained prior to the submission of shop plans.
6. All shop groove welds in the web and flanges shall be completely inspected by radiographic or ultrasonic testing and finished smooth and flush with the base metal on all surfaces by grinding in free from the direction of the applied stress leaving the surface free from depressions. Chipping may be used provided it is followed by such grinding. (the grinding shall not reduce the thickness of the base metal by more than 800 micrometers or five percent of the thickness, whichever is smaller.)
7. Multiple pass welds, inspected by the magnetic particle method shall have each pass or layer inspected and accepted before proceeding to the next pass or layer as determined by the Engineer.
8. All web to flange and web to bearing stiffener fillet welds shall be inspected by the metric magnetic particle method. At least 300 mm of every three (3) meter length of weld and 300 mm of each fillet weld less than (3) meters in length shall be tested. If unacceptable discontinuities are found in any test length of weld, the full length of the weld, or (0.5) meters on either side of the test length, whichever is less, shall be tested.
9. Shop flange splices shall be located a minimum of 150 mm from web splice.
10. Stiffeners and connection plates shall be located a minimum of 150 mm from flange or web splices.
11. Bearing and intermediate stiffeners and the ends of girders shall be vertical after the application of full dead loads.
12. Intermediate stiffeners shall be placed only on the inside face of fascia girders. The spacing shall be determined by fabrication requirements but within the maximum spacing shown.
13. The Contractor shall take the proper precautions to insure the stability of all structural elements until the total structure is in place.
14. Shop web splices shall be located within the middle third of the span.
15. Flange of web splices shall be located a minimum of 150 mm from stiffeners and connection plates.
16. The structural steel fabricators shall be certified under the AISC Quality Control Program, Category MBr, Major Steel Bridges.

FIELD SPLICE NOTES:

1. Bolted Field Splices shall be Paid for under the item "Structural Steel (Site No. 1)".
2. Field Splices shall conform to AASHTO Type "A" Slip Critical connections. All Fasteners shall be 22 mm diameter High Strength bolts conforming to ASTM A490M.
3. Total Number of Field Splices = 4 (1 each girder).

NO.	DATE	DESCRIPTION

REVISIONS

CITY OF HARTFORD

PEDESTRIAN BRIDGE
OVER
COLUMBUS BOULEVARD

FRAMING PLAN

ENGINEER: MACCHI ENGINEERS, LLC
DESIGNER: DC | DRAFTER: DC/MPJ | CHECKER: JB
APPROVED James Bratkman DATE: 9-17-99
STRUCTURE NO. | BRIDGE LOG NO. | STRUCTURE SHEET NO. 10B OF 28B

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