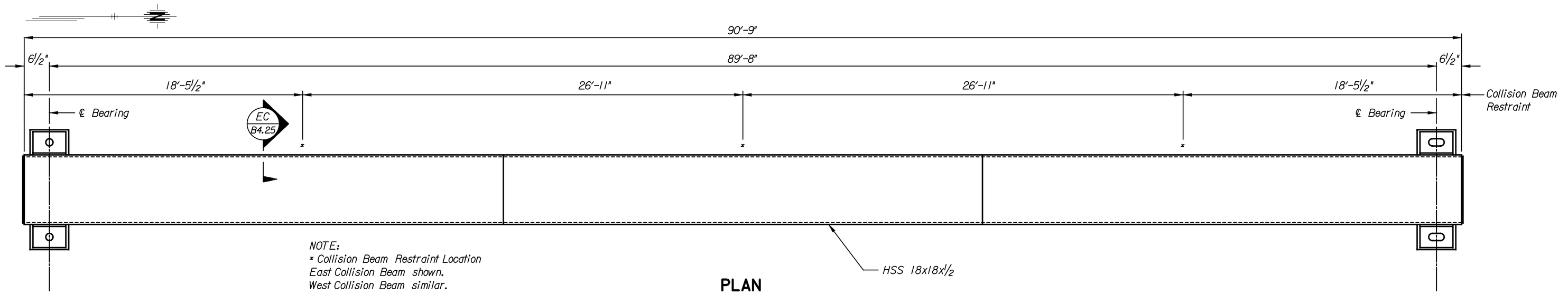
STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84071	2005	B4.25	

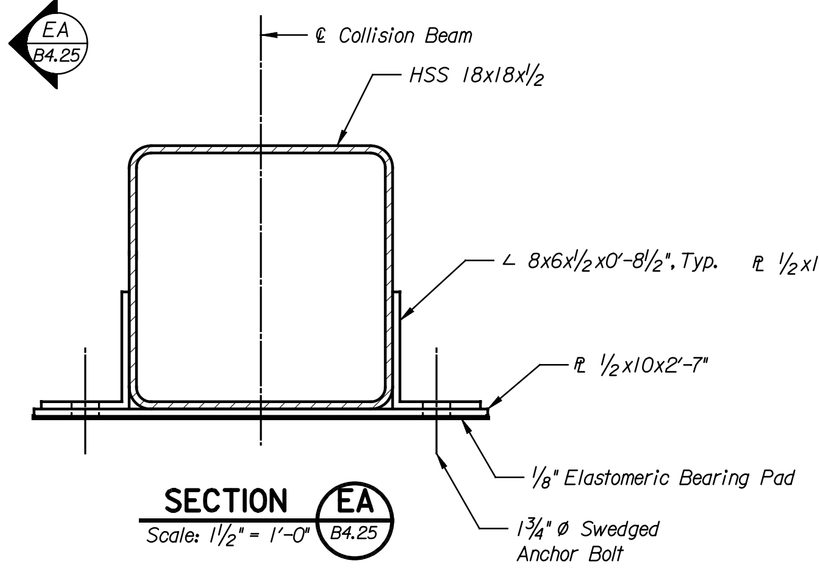
DATE	BY



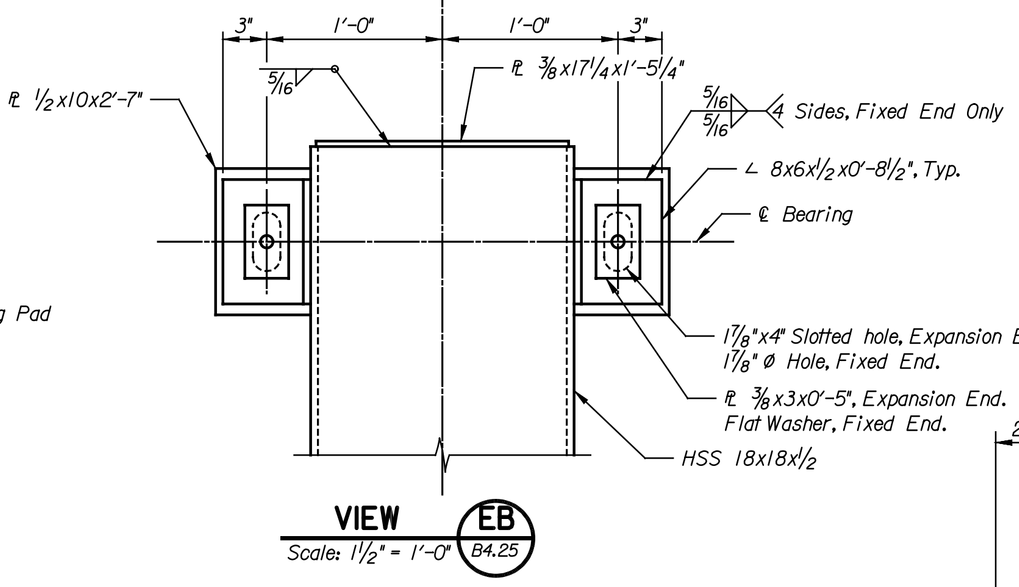
NOTE:
* Collision Beam Restraint Location
East Collision Beam shown.
West Collision Beam similar.

PLAN
Scale: Not To Scale

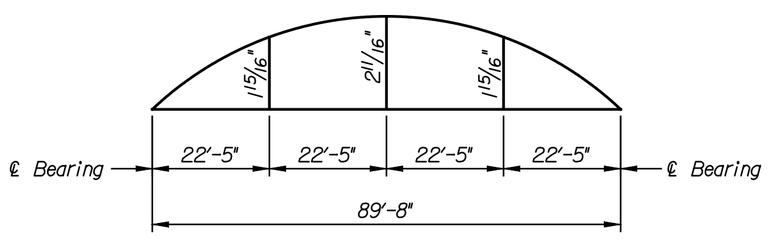
ELEVATION
Scale: Not To Scale



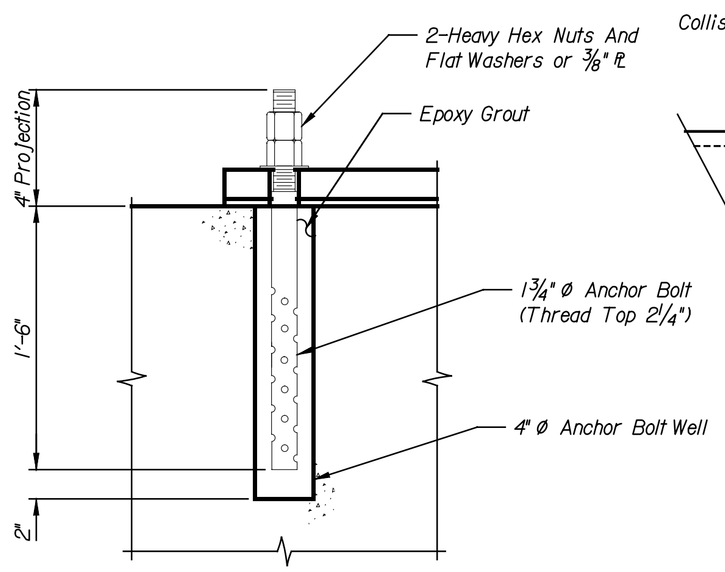
SECTION EA
Scale: 1½" = 1'-0" B4.25



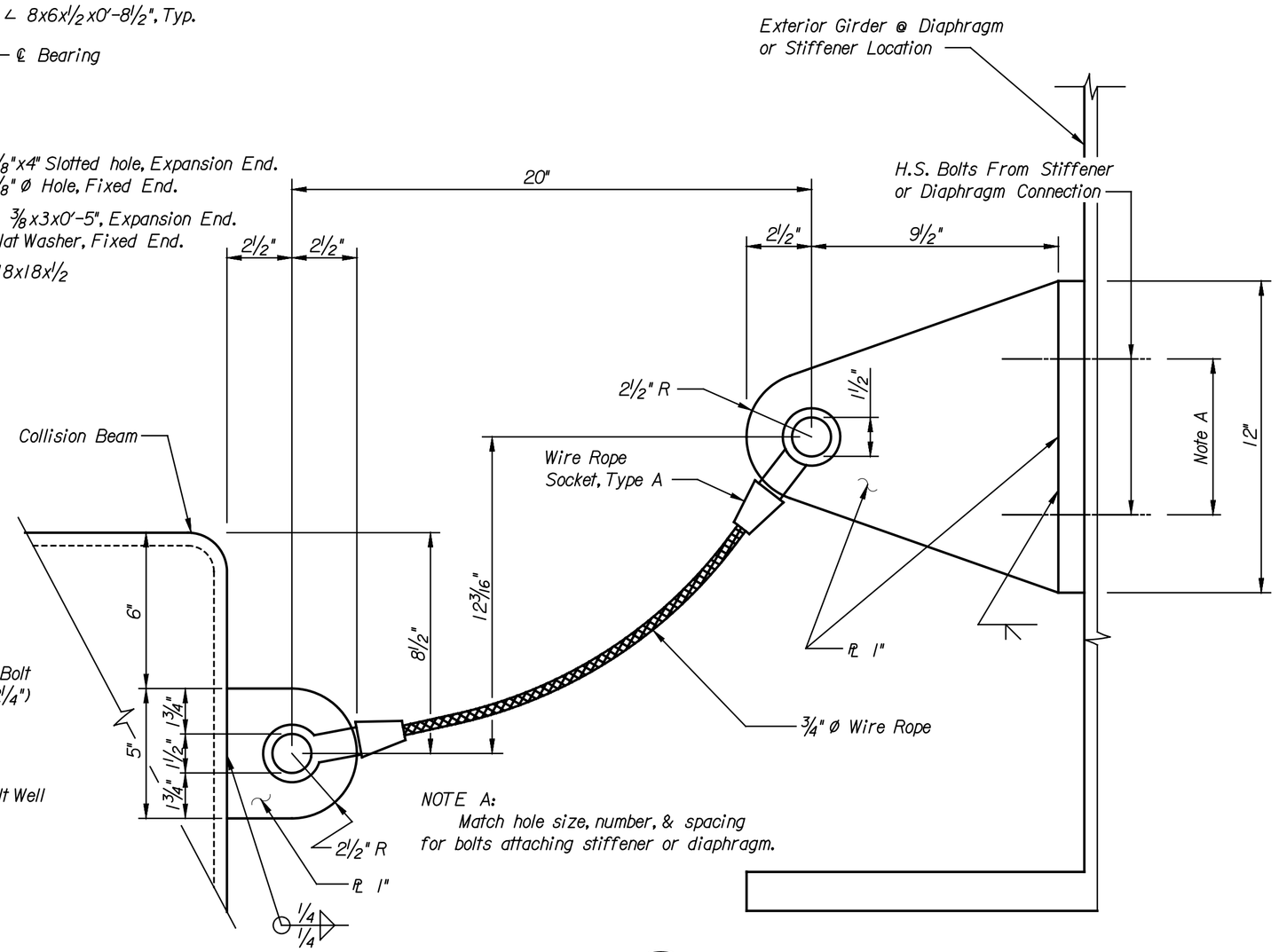
VIEW EB
Scale: 1½" = 1'-0" B4.25



DEAD LOAD CAMBER DIAGRAM
Scale: No Scale



ANCHOR BOLT WELL DETAIL
Scale: 1½"=1'-0"



NOTE A:
Match hole size, number, & spacing for bolts attaching stiffener or diaphragm.

SECTION EC
Scale: 3"=1'-0" B4.14

NOTES:

All structural steel for Hollow Structural Sections (HSS) shall conform to ASTM A500, Grade B, unless noted otherwise. All other structural steel shall conform to ASTM A709, Gr. 50.

Welding shall conform to 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 welding shall be made with the SAW process.

The collision beam shall be cambered for dead load.

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

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 steel girders.

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.

The top coat of paint shall be applied in the field after erection and assembly.

Anchor bolts for the expansion end shall be of the size shown and composed of steel conforming to ASTM F1554, Grade 105, Class 1A or 2A, with Supplementary Requirement S3; each with one rectangular plate washer of the size shown; and one Heavy Hex Nut ASTM A563, Grade DH.

Anchor bolts for the fixed end shall be of the size shown and composed of steel conforming to ASTM F1554, Grade 105, Class 1A or 2A, with Supplementary Requirement S3; each with one circular Hardened Washer, ASTM F436, Type 1; and one Heavy Hex Nut ASTM A563, Grade DH.

All holes for anchor bolts will be ⅜" larger than the nominal anchor bolt diameter, unless noted otherwise.

All holes through main structural members shall be drilled full-size or shall be sub-drilled ¼" less than full diameter and reamed to full-size.

All washers shall be located under the turned element.

The materials, fabrication and installation of the Elastomeric Bearing Pads shall conform to the specifications.

Wire rope shall conform to ASTM A1023. Care and handling of wire rope shall follow the recommendations found in the Wire Rope Users Manual, Wire Rope Technical Board.

Wire rope shall be a 6 x 19 configuration with a steel core. The wires shall be Improved Plow Steel (IPS) that shall have been drawn-galvanized.

Wire rope sockets and cotter pins shall conform to Federal Specification RR-S-550D and will be Type A (Open-Sockets), Finish 2 (Zinc-Coated) and spelter-filled.

REFERENCES:
Anchor Bolt Layout, Refer to B4.5.
Framing Plan, Refer to B4.14.

NO.	DATE	REVISIONS	BY	APP'D
3				
2				
1				

CITY OF WICHITA

WICHITA CENTRAL CORRIDOR

CENTRAL
COLLISION BEAM DETAILS

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

LOCATION:
BNSF BR. 21.8
WICHITA, KS
LINE SEGMENT 7400

This sheet designed by:

HNTB
ARCHITECTS ENGINEERS PLANNERS

Plotted on: 04-JAN-2005 13:15 $time$
djamison Plot Queue: $queue$
Plot Scale: $scale$ Pen Table: $pentable$
Design Filename: k:\b28049\bridges\Dec2004\Base Bid\Central\drawings\c13b.dgn