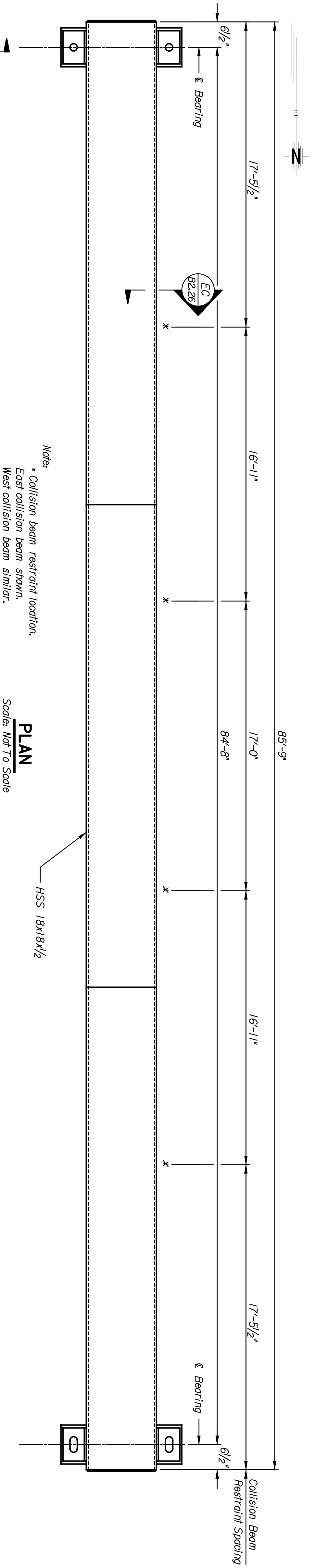


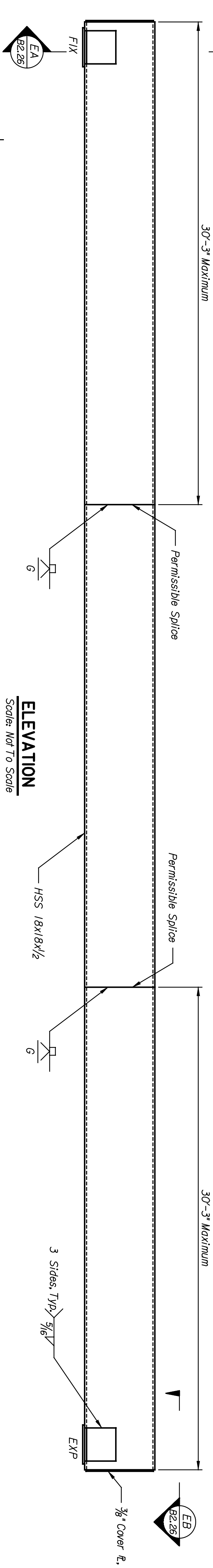
DATE	BY

Plotted on: 04-JAN-2005 13:03 *time\$
 djmlson Plot Queue: #queue\$
 Plot Scale: #scale\$ Pen Table: #pentable\$
 Design Filename: K:\b29049\BridgesDec2004\Base Bld\13thStreet\drawings\13b.dgn.

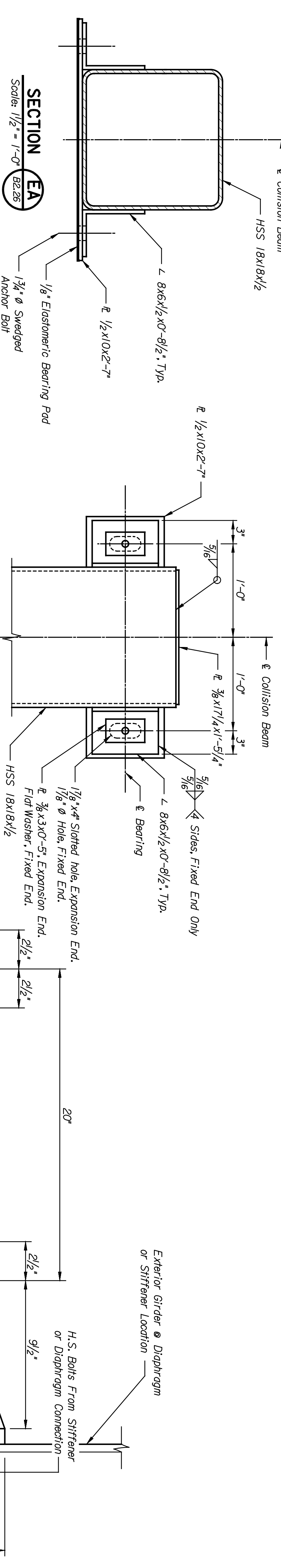


PLAN
 Scale: Not To Scale

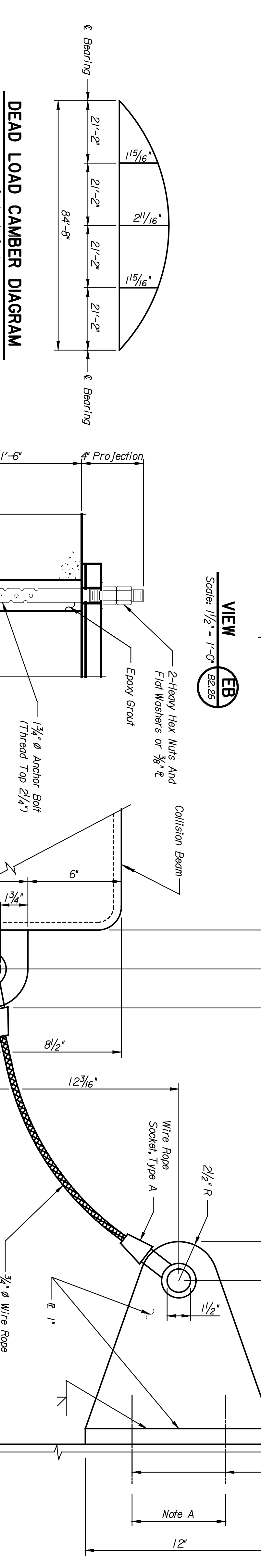
Note:
 * Collision beam restraint location. East collision beam shown. West collision beam similar.



ELEVATION
 Scale: Not To Scale



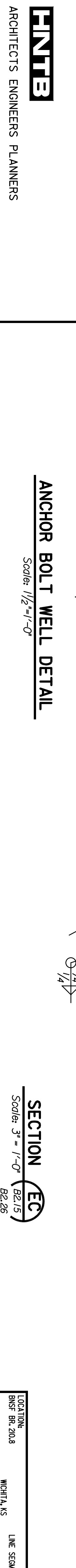
SECTION EA
 Scale: 1 1/2" = 1'-0"



DEAD LOAD CAMBER DIAGRAM
 Scale: No Scale



ANCHOR BOLT WELL DETAIL
 Scale: 1 1/2" = 1'-0"



SECTION EC
 Scale: 3" = 1'-0"

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	472-84071	2005	B2.26	

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 3/8" 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 1/4" 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 User's Manual, Wire Rope Technical Board.
- Wire rope shall be a 6 x 19 configuration with a steel core. The wires shall be improved Flow Steel (IFPS) that shall have been drawn-galvanized.
- Wire rope sockets and other pins shall conform to Federal Specification RR-S-550D and will be Type A (Open-Sockets), Finish Z (Zinc-Coated) and speer-filled.

REFERENCES:
 Anchor Bolt Layout, Refer to B2.5.
 Framing Plan, Refer to B2.15.

SHEET NO.	OF	SCALE AS NOTED	APP'D.
DESIGNED	ENR	DETAILED	ENR
DESIGN CK.	DWH	DETAIL CK.	EDJ

CITY OF WICHITA
 13TH STREET
 COLLISION BEAM DETAILS

NO.	DATE	REVISIONS	BY	APP'D.
1				
2				
3				

PNTEB
 ARCHITECTS ENGINEERS PLANNERS

This sheet designed by: