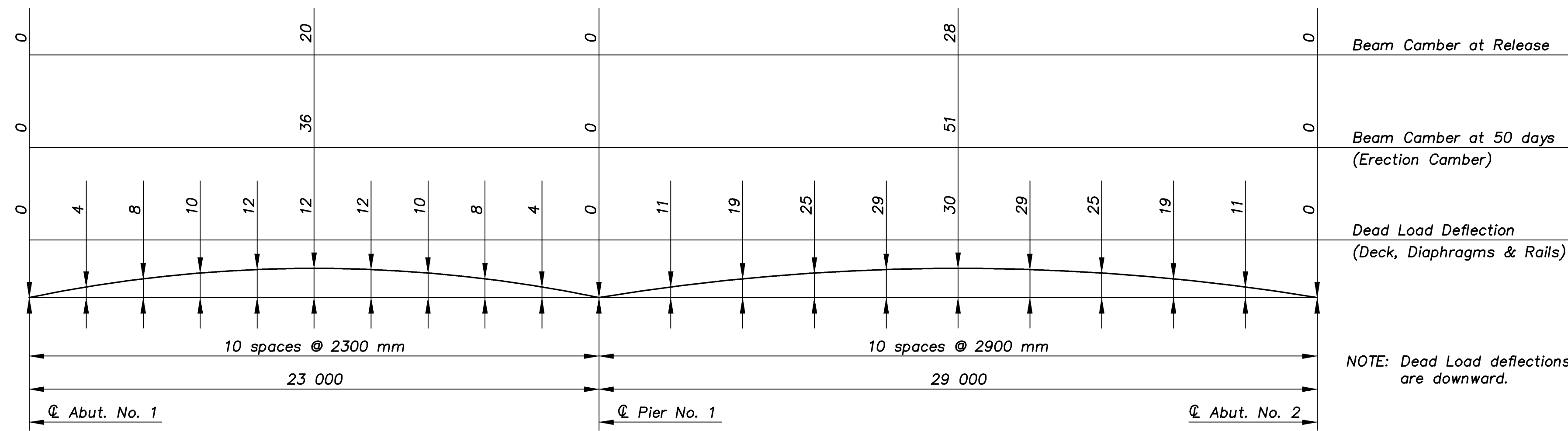


E.F. INDICATES EACH FACE.  
N.F. INDICATES NEAR FACE.  
F.F. INDICATES FAR FACE.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	54-87 K-8258-01	2007	212	556

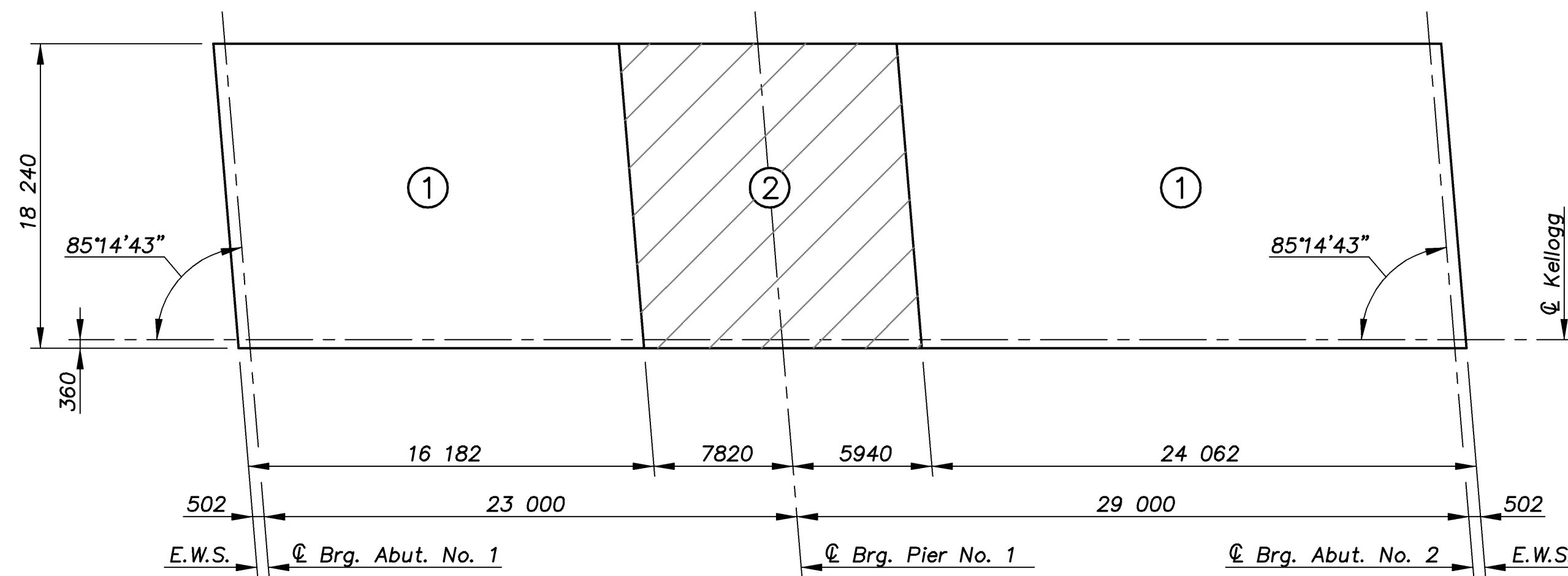


**BEAM CAMBER AND DEAD LOAD DEFLECTION**

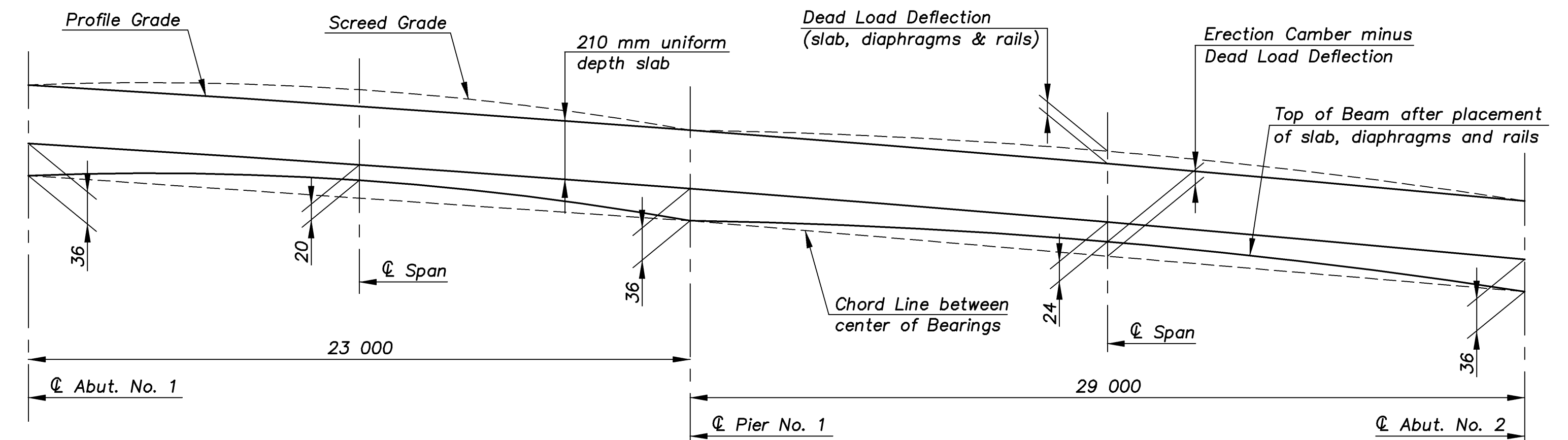
$E_i = 25.125 \times 10^6 \text{ kPa}$   
 $E_f = 28.062 \times 10^6 \text{ kPa}$

**CAMBER NOTES**

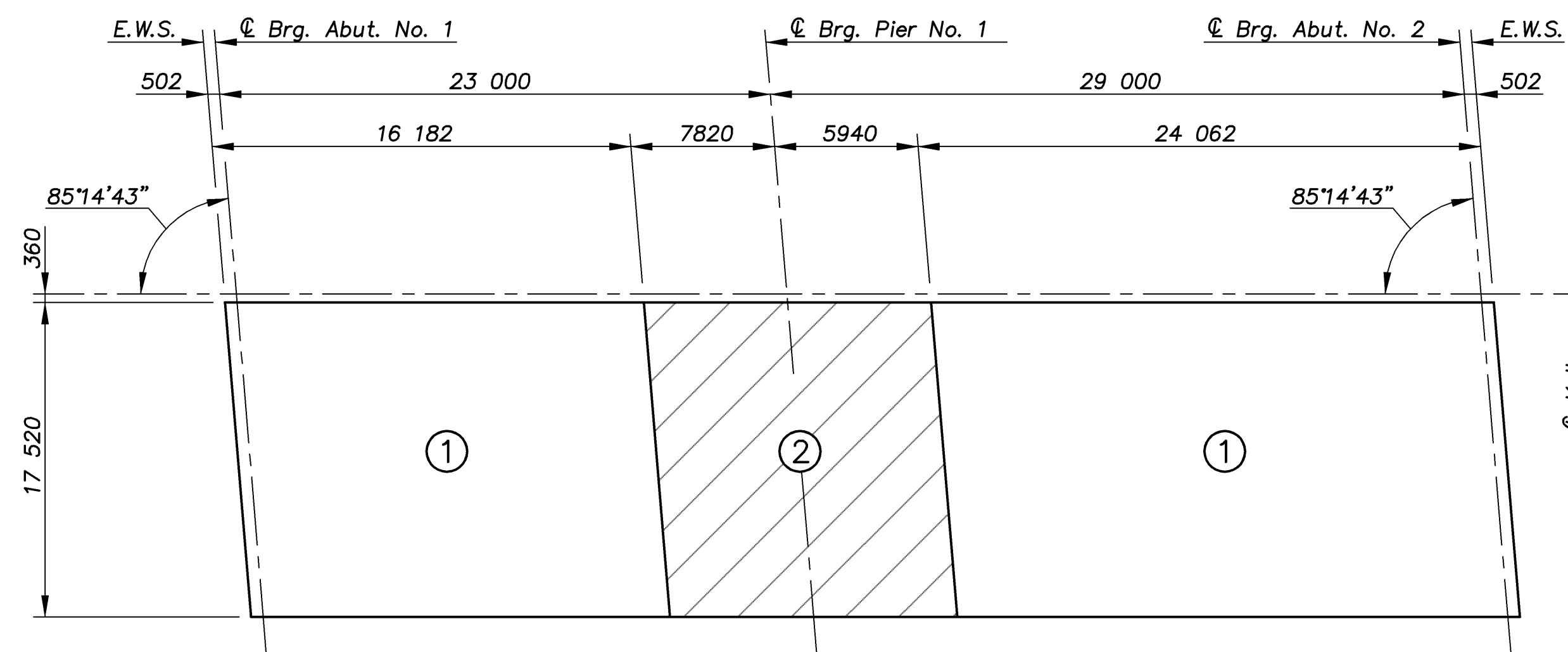
Construct the finished deck to plan grade by varying the depth of the fillet over the beam to provide for prestress camber, concrete dead load deflection and, if necessary, vertical curvature. After the beams are erected and the falsework is removed, measure the camber in the field by a profile of each beam. Correct any variation between the actual camber and the concrete dead load deflection shown on the plans by varying the depth of the concrete fillet over the beam so that the finished deck is constructed to theoretical grade. Minimum depth of the finished deck over the beam shall be 210 mm. The theoretical amount of concrete required for the fillets is 8.0 cubic meters. This amount of concrete is included in the Superstructure quantities, any additional concrete required to construct the fillets will be considered Subsidiary.



**W.B. BRIDGE CONCRETE PLACING SEQUENCE**



**VARIABLE DEPTH FILLET DIAGRAM**



**E.B. BRIDGE CONCRETE PLACING SEQUENCE**

**SLAB PLACEMENT NOTES**

The sequence of placing concrete in the slab shall be as shown, or the Contractor may submit an alternate placing sequence for review. Submit the alternate placing sequence to the Engineer at the "Pre-Construction Conference", include the proposed rate of the concrete placement in cubic meters per hour, the plant capacity, placement direction, construction joint locations, a description of the equipment used in placing the concrete, proposed admixtures, and the quantity of concrete in each of the placing segments. Any additional cost for the Contractor's alternate plan for the placing of concrete, including admixtures, shall be Subsidiary to the bid item "Concrete (Grade 31) SF (AE) (SA)". Approval of the Contractor's alternate sequence is required prior to the placement of the concrete in the deck.

Place and hand vibrate all concrete of the pier diaphragms and the abutments above the bridge seats to the bottom of the deck elevation just prior to the normal paving train operations. Do this work in a manner to avoid cold joints in either the slab or in the diaphragms.

Segmental, combined or continuous pours are allowed by an approved alternate placing sequence. Any discontinuous pour must stop at a construction joint short of a pier.

The Contractor may place the fascia and/or median barrier rails continuously from one end of the bridge to the other end.

KANSAS DEPARTMENT OF TRANSPORTATION		BR. NO. 54-87-30.81(700) W.B. STA. 3+378.725		<b>CFS</b> Cook, Flatt & Strobel ENGINEERS, P. A.
		BR. NO. 54-87-30.82(701) E.B.		
<b>MISCELLANEOUS DETAILS</b>				
KELLOGG AVENUE OVER ARMOUR ROAD				
DESIGNED	R.S.C.	SCALE	Varies	
DETAILED	T.R.G.	DATE		
QUANTITIES	T.R.G.	SHEET	32 of 39	
Proj. No. 54-87 K-8258-01		SEDGWICK COUNTY		