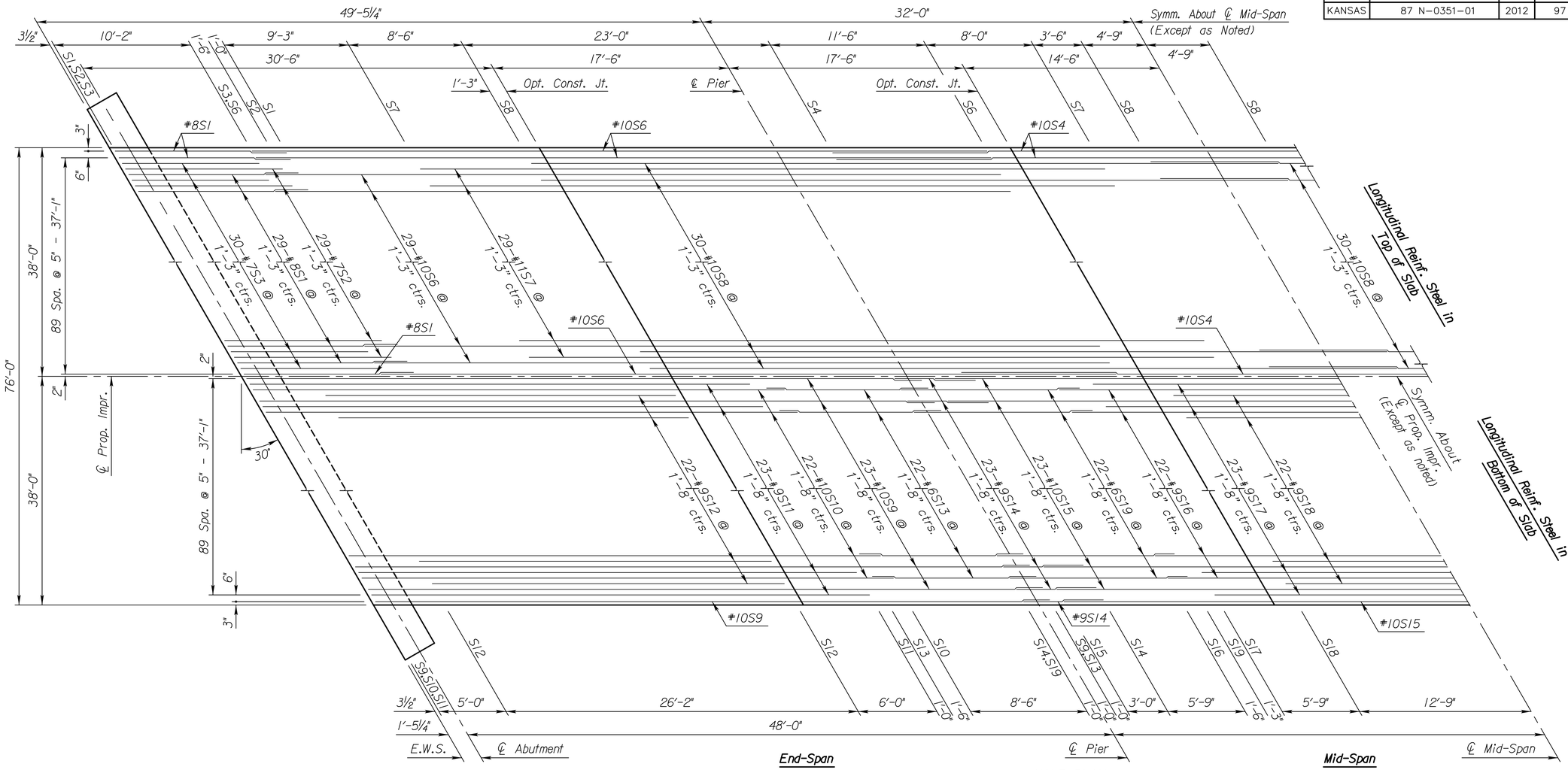
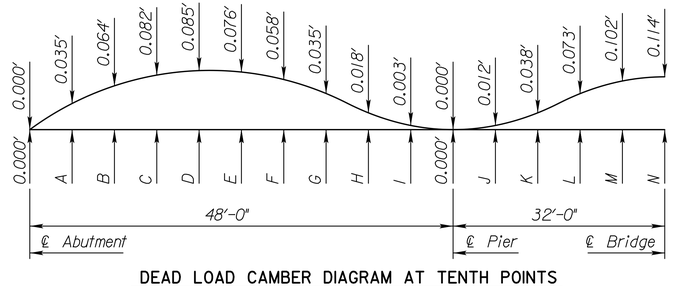
STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
KANSAS	87 N-0351-01	2012	97	220

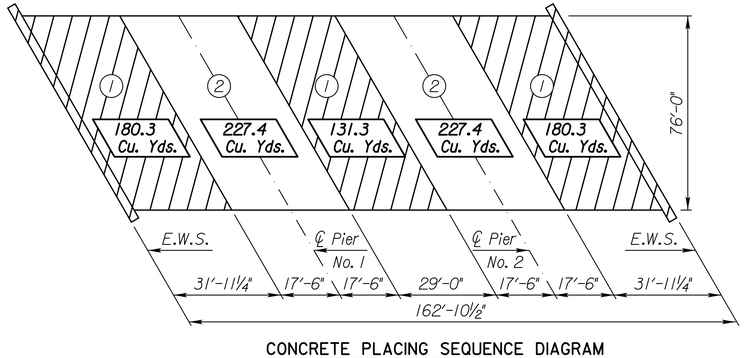


HALF PLAN



DEAD LOAD CAMBER DIAGRAM AT TENTH POINTS

Long Term Deflections = Initial Deflections x 3.5
(Initial Deflections Based on E_c = 3.644 x 10^6 p.s.i.)
(camber values in feet)



CONCRETE PLACING SEQUENCE DIAGRAM

CONCRETE PLACING SEQUENCE

When long span steel beams having a concrete dead load deflection greater than ¼" are used or when timber falsework with greater than 12'-0" clear span is used, follow the placing sequence shown. Segmental, combined or continuous pours are allowed, but stop a discontinuous pour at a construction joint short of a pier.

When timber falsework with 12'-0" or less clear span is used, the Contractor, subject to the approval of the Engineer, may use a continuous pour or may discontinue the pour at any construction joint shown.

The Contractor may place the corral rail continuously from one end of the bridge to the other.

Quantities shown do not include corral rail concrete.

MKEC ENGINEERING CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316 - 684 - 9600

JEFF A. GARNER NUMBER 20245 KANSAS PROFESSIONAL ENGINEER

CENTRAL AVENUE IMPROVEMENTS FROM 135TH ST. W. TO 119TH ST. W.

CENTRAL AVE. BRIDGE SUPERSTRUCTURE DETAILS - PLAN
SHEET TITLE

472-84017
PROJECT NUMBER

JAG
DESIGN BY

DMU
DRAWN BY

KJS
CHECKED BY

ISSUED
November 9, 2012
REVISED

SHEET NO.
97 of 220

PLOTTED: Wednesday, November 14, 2012 @ 02:43PM

J:\Civil\04238\dwg\Bridge\04238 SUPER1_Central.dwg