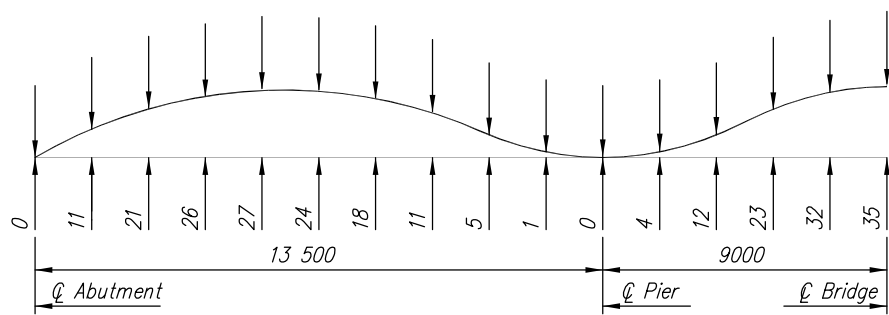
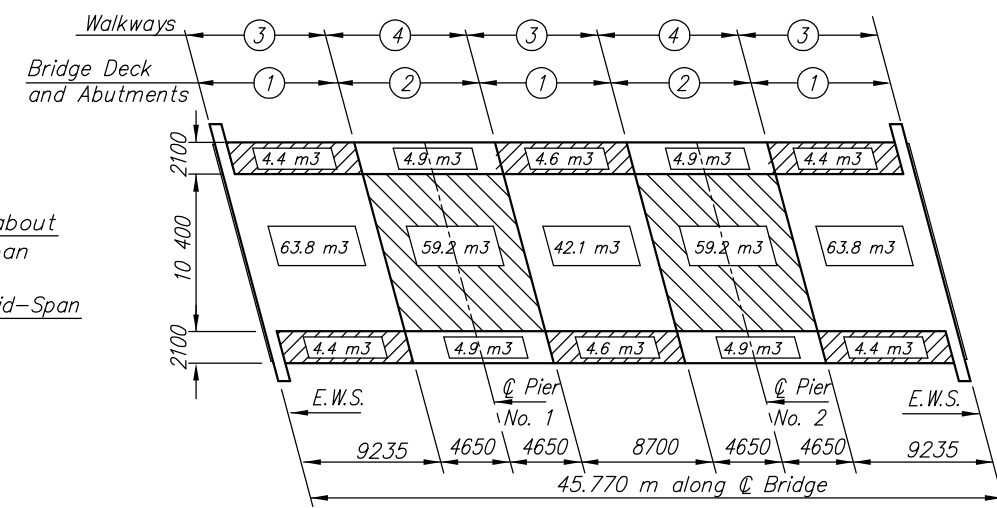
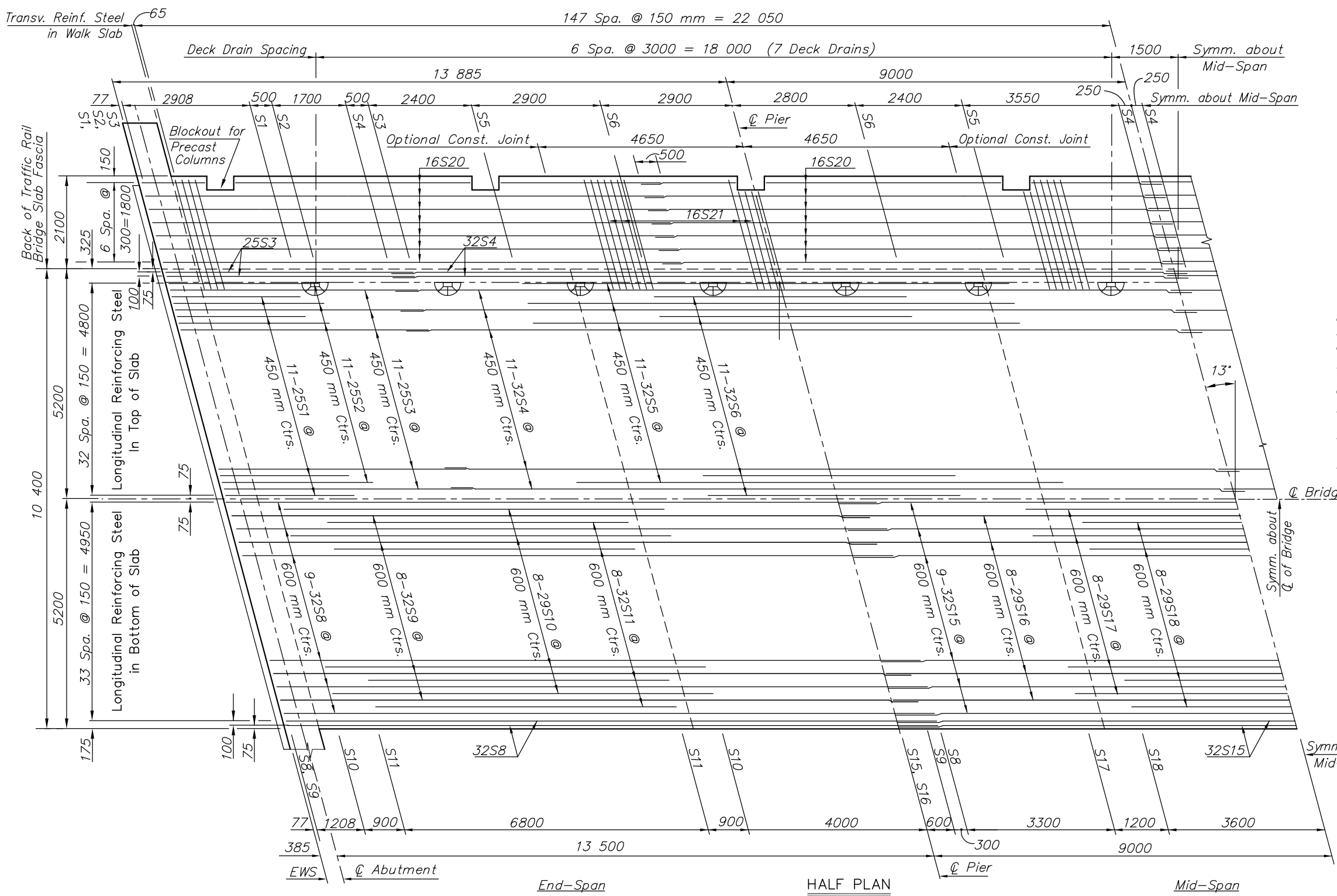


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	87 N-0187-01	2006	19	47



DEAD LOAD CAMBER DIAGRAM AT TENTH POINTS

Long Term Deflections = Initial Deflections x 3.5  
(Initial Deflections Based on  $E_c = 25,900$  MPa)



CONCRETE PLACING SEQUENCE DIAGRAM

When long span steel beams having a concrete dead load deflection greater than 5 mm are used or when timber falsework with greater than 3.75 m 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 3.75 m 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 after the falsework is released.

Concrete for walkways shall be placed after the bridge deck falsework is released or struck.

GENERAL NOTES:

1. Place longitudinal reinforcing parallel to centerline of bridge and transverse reinforcing parallel to piers.
2. See Longitudinal section for transverse reinforcing steel.
3. See Traffic Rail Sheet for additional reinforcing steel.
4. Deck drains shall be paid as "Bridge Drainage System", Kg.
5. Field cut 16S20 and 16S21 as necessary to clear blockouts. Maintain 40 mm (min.) clearance from face of concrete to reinforcing steel.

KANSAS DEPARTMENT OF TRANSPORTATION  
 BR. NO. 53040087WDC150 STA. 10+00.00  
 SUPERSTRUCTURE DETAILS  
 (Plan)  
 PROJECT NO. 87 N-0187-01 SEDGWICK CO.  
 M K E C ENGINEERING CONSULTANTS, INC.  
 WICHITA, KANSAS

DESIGNED BY: KJS	CHECKED BY: KJS
DRAWN BY: DPG/JSB	DATE: DEC. 2005 SHEET 19 OF 47