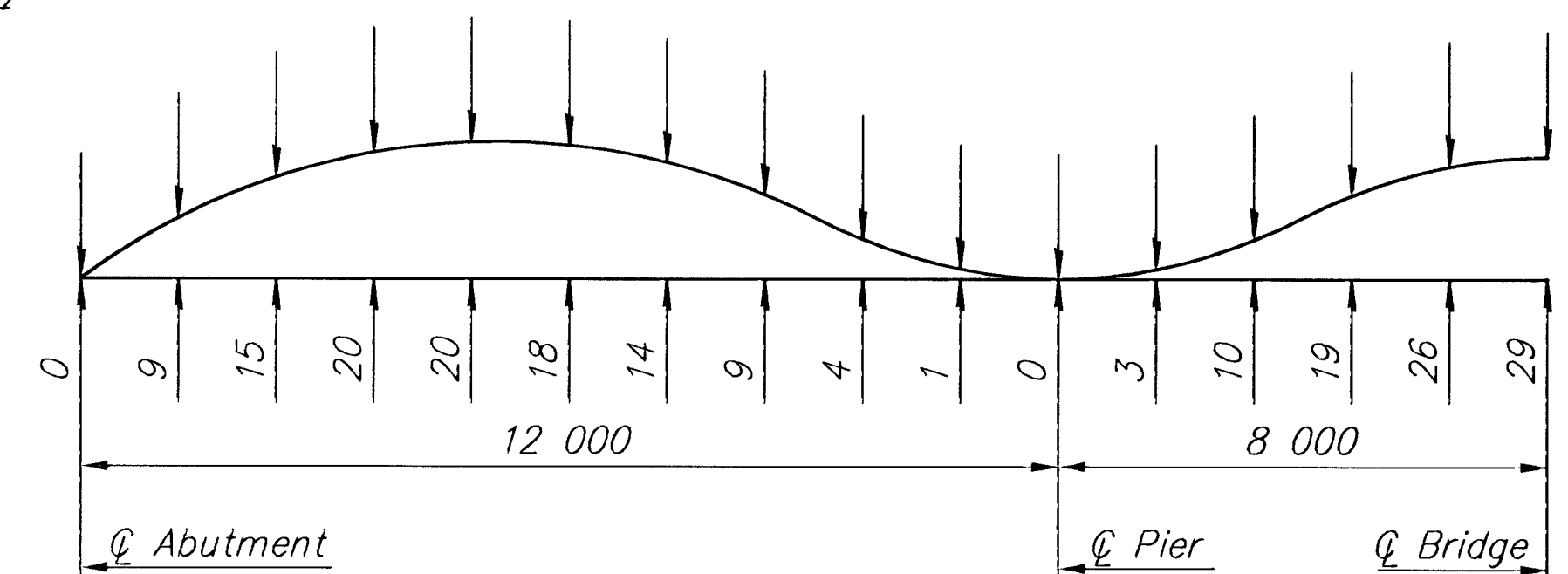


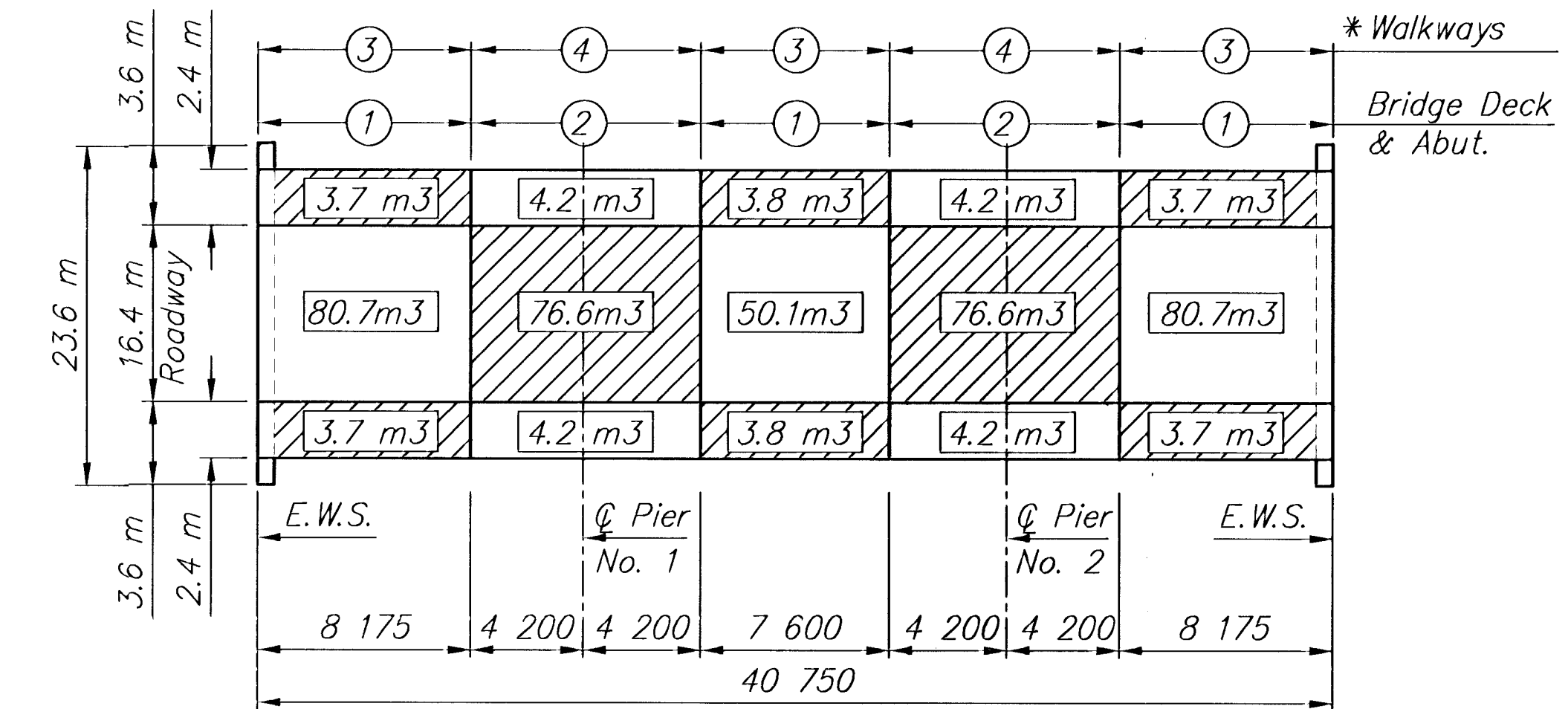
Note:
See longitudinal section for
transverse reinforcing steel.

FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO	TOTAL SHEETS
7	Kansas	87N-0195-01	2001	34	127



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

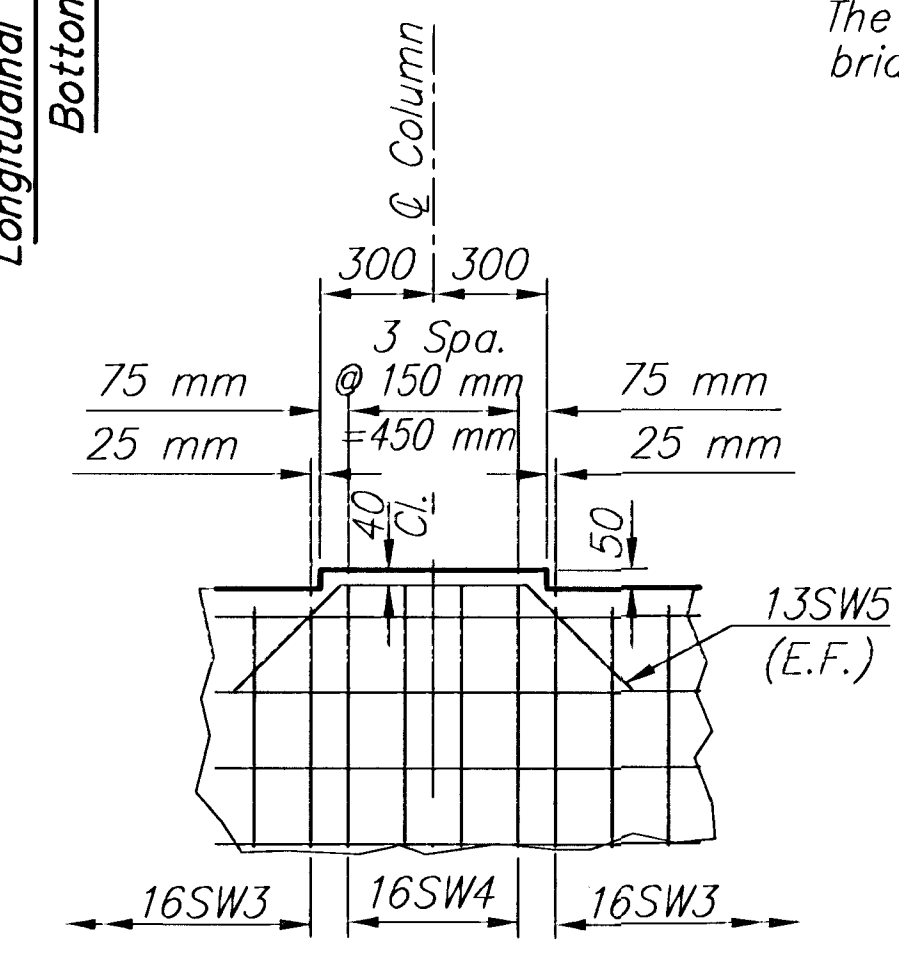
* Construct walkways in segments as shown.

CONCRETE PLACING SEQUENCE

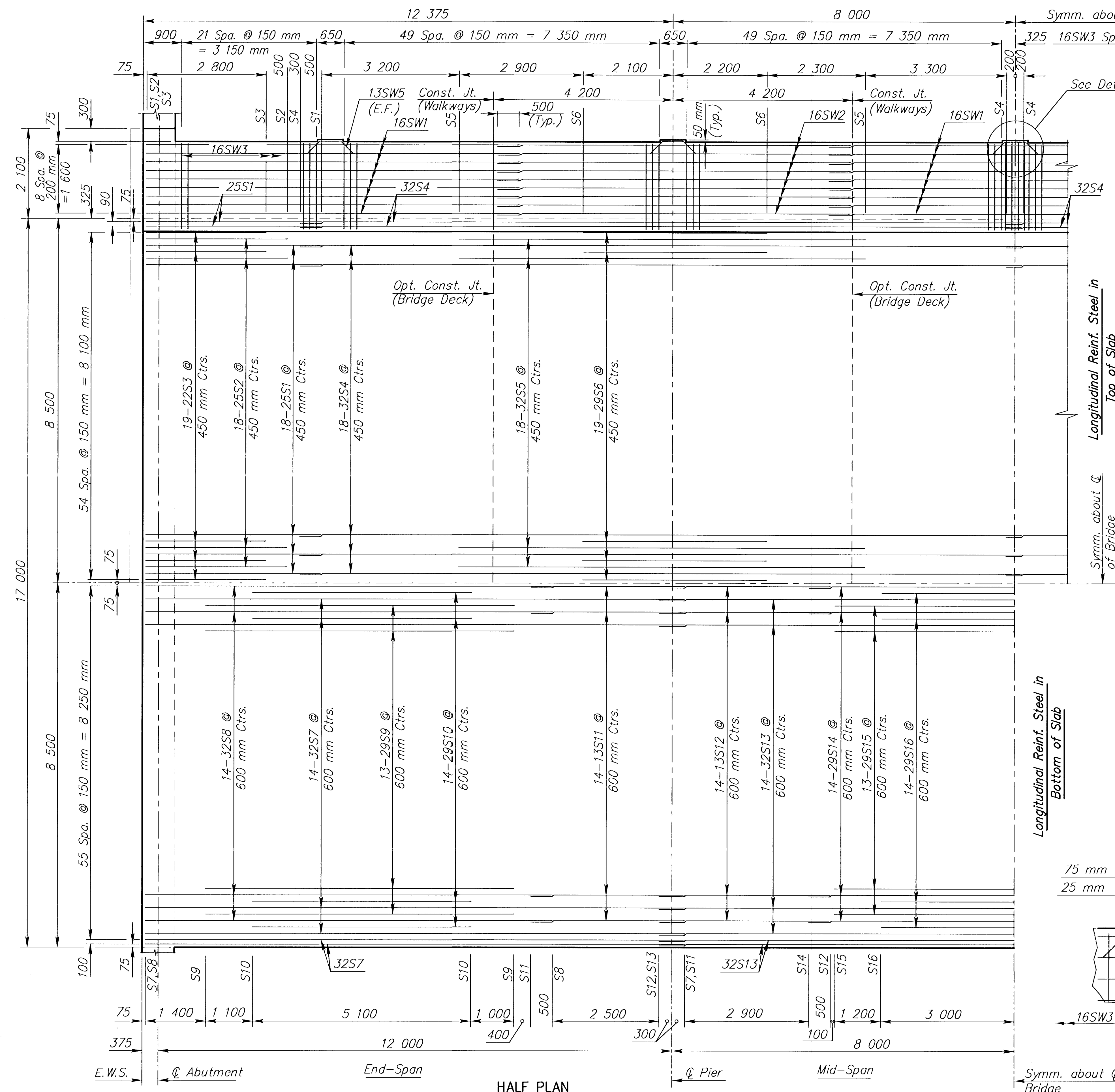
When long span steel beams having a concrete dead load deflection greater than 5 mm are used or when timber falsework with greater than 3.75 m clear span is used, follow the placing sequence shown. Segmental, combined or continuous pours are allowed, but stop a discontinuous pour at a construction joint 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.



DETAIL A



HALF PLAN



924 NORTH MAIN
WICHITA, KANSAS 67203
316-264-8008
FAX 264-4621

SAVOY, RUGGLES & BOHM, P. A.
ENGINEERING & SURVEYING



**MAPLE STREET BRIDGE
(OVER CALFSKIN CREEK)**
PROJECT NAME

SUPERSTRUCTURE DETAILS - PLAN
SHEET TITLE

ENGINEERING CONSULTANTS
411 N. WEBB ROAD
WICHITA, KS. 67208
316-684-9600

MDK
DESIGN BY:
NOVEMBER 2001
DATE

DPG
DRAWN BY:
00142PLN
DRAWING NAME

KJS
CHECKED BY:
34 / 127
SHEET / OF