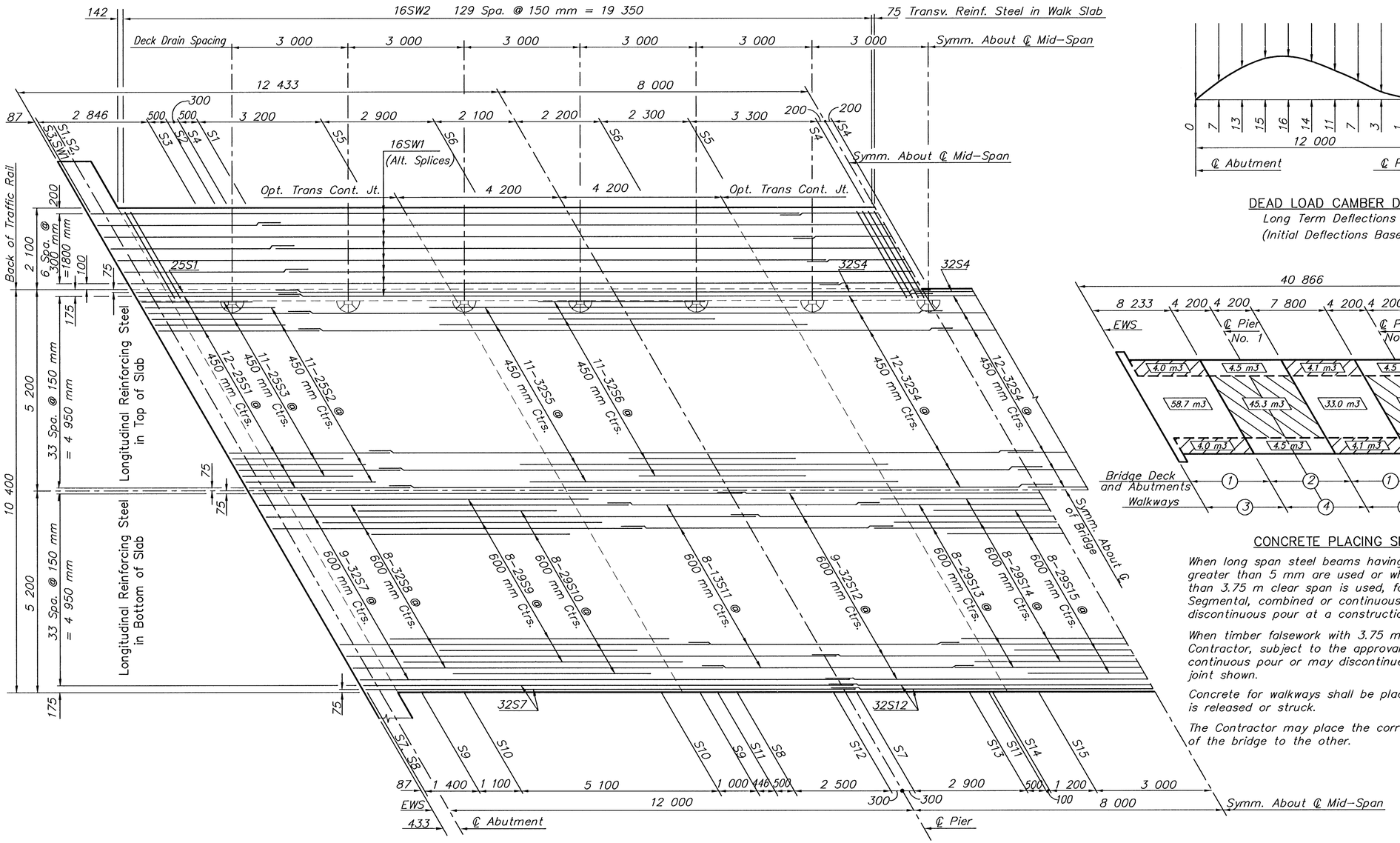
FHWA REG NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87 N-0088-01	1999	14	38

BY	DATE
REFERENCES NOTED	
REFERENCES CHECKED	



End-Span Mid-Span

HALF PLAN

DEAD LOAD CAMBER DIAGRAM AT TENTH POINTS

Long Term Deflections = Initial Deflections x 3.5

(Initial Deflections Based on E_c = 25 120 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.

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

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

NOTE: Place longitudinal reinforcing parallel to centerline of bridge and transverse reinforcing shall be placed parallel to piers.

KANSAS DEPARTMENT OF TRANSPORTATION

BR. NO. 530400870GC1020 STA. 1+450.20

SUPERSTRUCTURE DETAILS

(Eastern Street over Gypsum Creek)

PROJ. NO. 87 N-0088-01 SEDGWICK CO.

MID-KANSAS ENGINEERING CONSULTANTS, INC.

WICHITA, KANSAS

DESIGNED BY:	KJS, PAF	CHECKED BY:	MDK
DRAWN BY:	DPG, MLW	DATE: 11-19-98	SHEET OF

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