

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	87 N-0361-01	2011	64	169

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

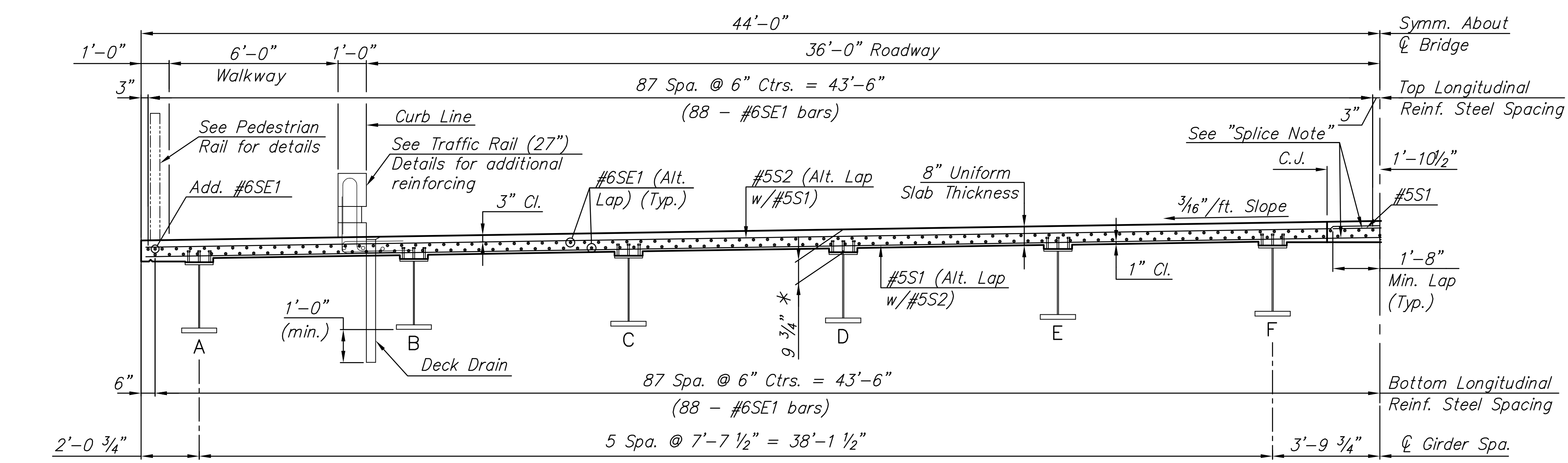
**LINCOLN STREET BRIDGE AND
DAM IMPROVEMENTS OVER
ARKANSAS RIVER**

**LINCOLN ST. BRIDGE
SUPERSTRUCTURE
DETAILS**
SHEET TITLE
472-84883
PROJECT NUMBER

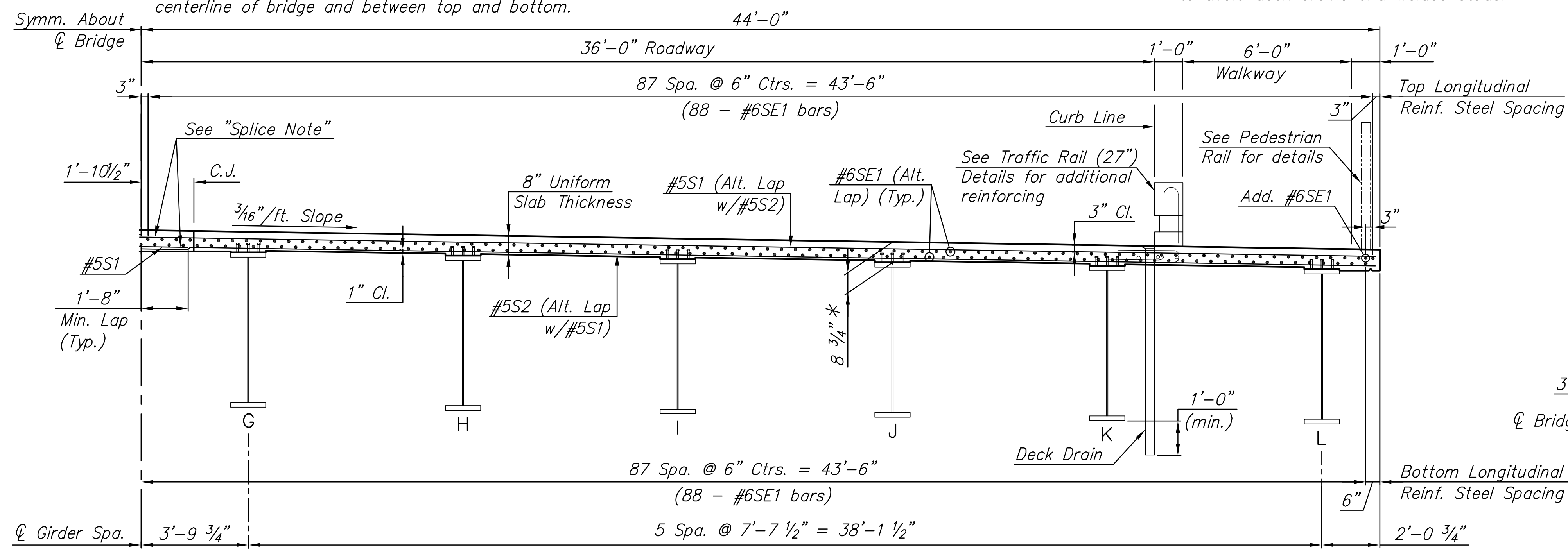
JAG
DESIGN BY
DPG
DRAWN BY
KJS
CHECKED BY

ISSUED
1/24/2011
REVISED

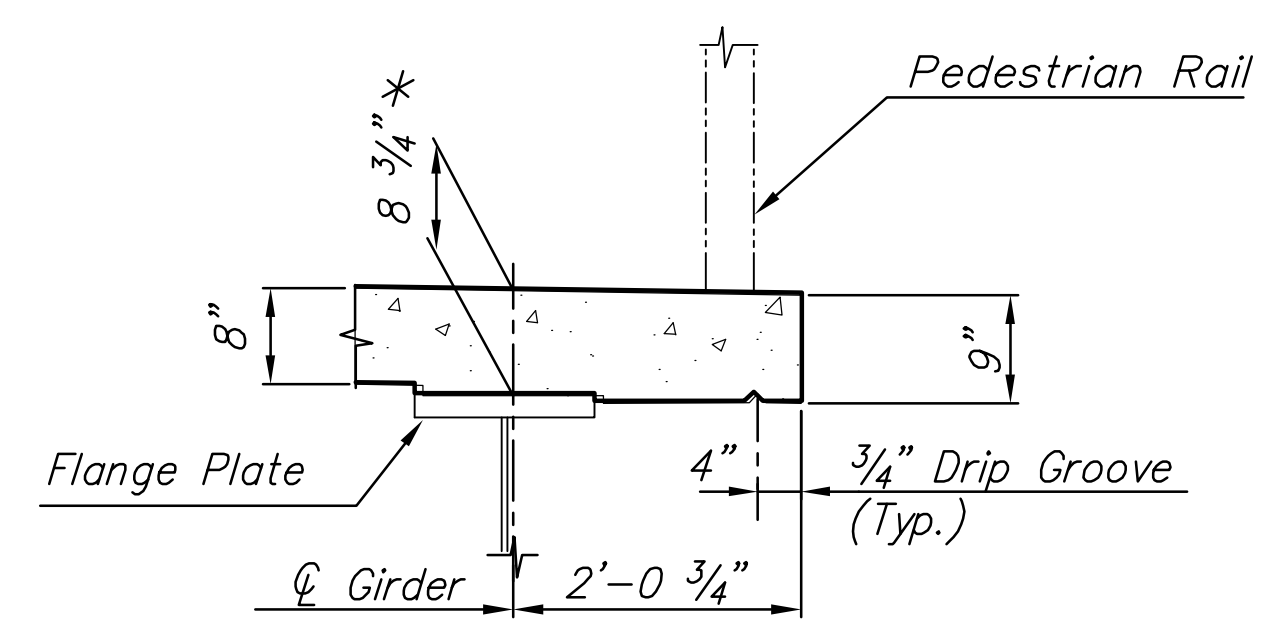
SHEET NO.
64 of 169



HALF SECTION NEAR MIDSPAN
Symm. About \bar{C} Bridge
36'-0" Roadway
87 Spa. @ 6" Ctrs. = 43'-6"
(88 - #6SE1 bars)
8" Uniform Slab Thickness
3/16" /ft. Slope
1'-10 1/2" Top Longitudinal Reinf. Steel Spacing
1'-8" Min. Lap (Typ.)
Bottom Longitudinal Reinf. Steel Spacing
5 Spa. @ 7'-7 1/2" = 38'-1 1/2"
3'-9 3/4" \bar{C} Girder Spa.
Splice Note:
Alternate Splices on S1 & S2 bars both along centerline of bridge and between top and bottom.
Note: Adjust longitudinal deck bars as necessary to avoid deck drains and welded studs.

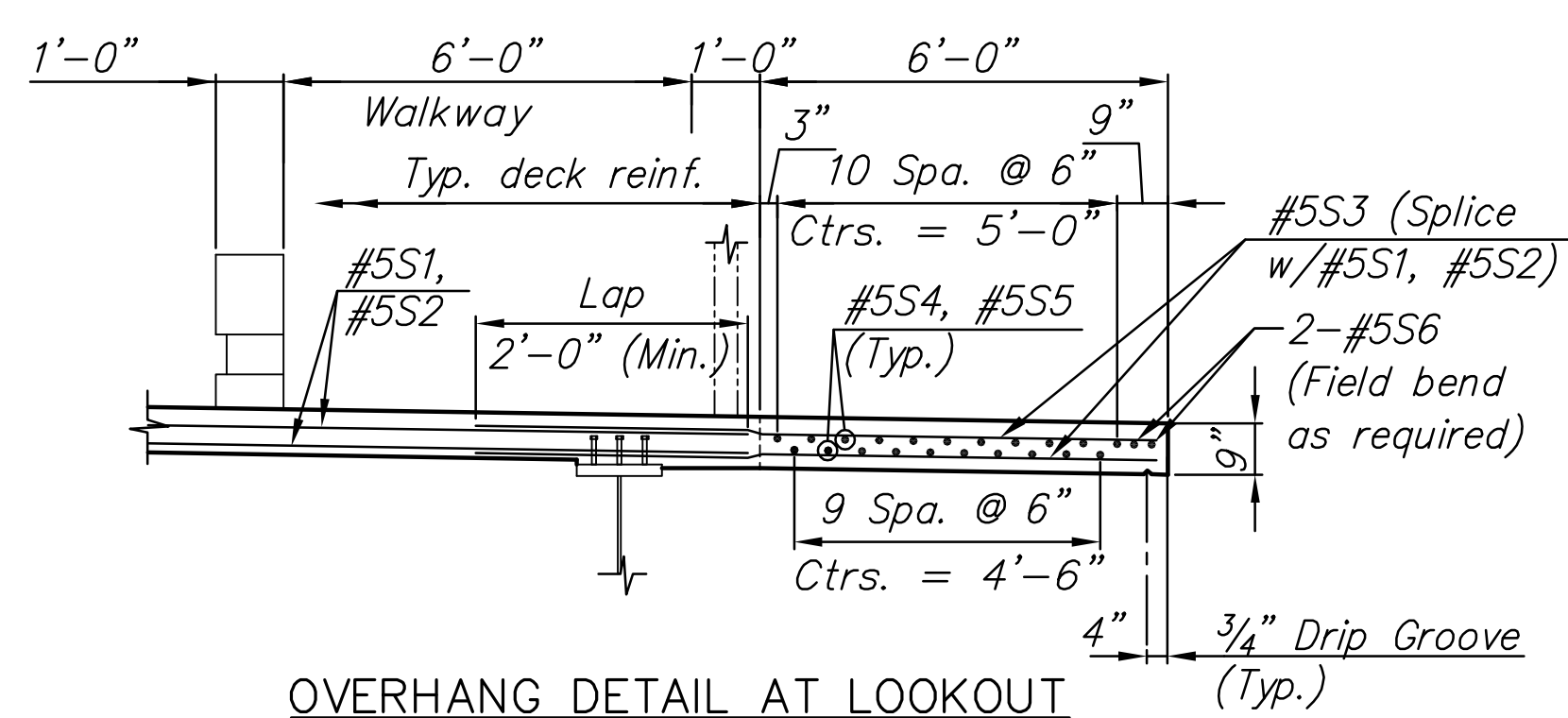


HALF SECTION NEAR PIER
Symm. About \bar{C} Bridge
36'-0" Roadway
87 Spa. @ 6" Ctrs. = 43'-6"
(88 - #6SE1 bars)
8" Uniform Slab Thickness
3/16" /ft. Slope
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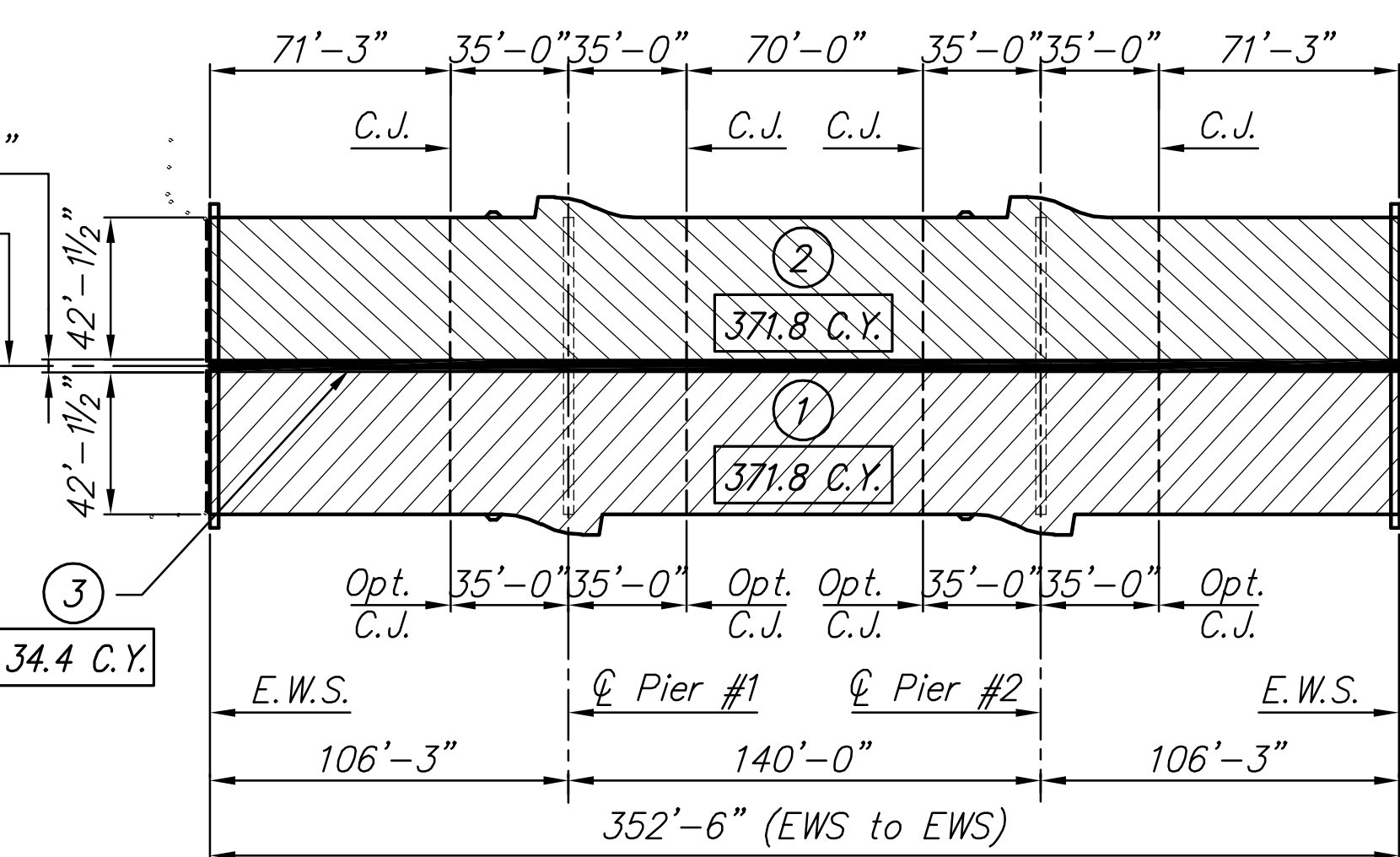


TYPICAL OVERHANG DETAIL

* The distance from top of slab to top of 2" flange plate is a theoretical 8 3/4". An additional fillet depth of 1" in the location of the 1" top flange plate will be required. This does not include any fillet depth adjustments made in the field. Any cost associated with the 1" additional fillet depth will be subsidiary.

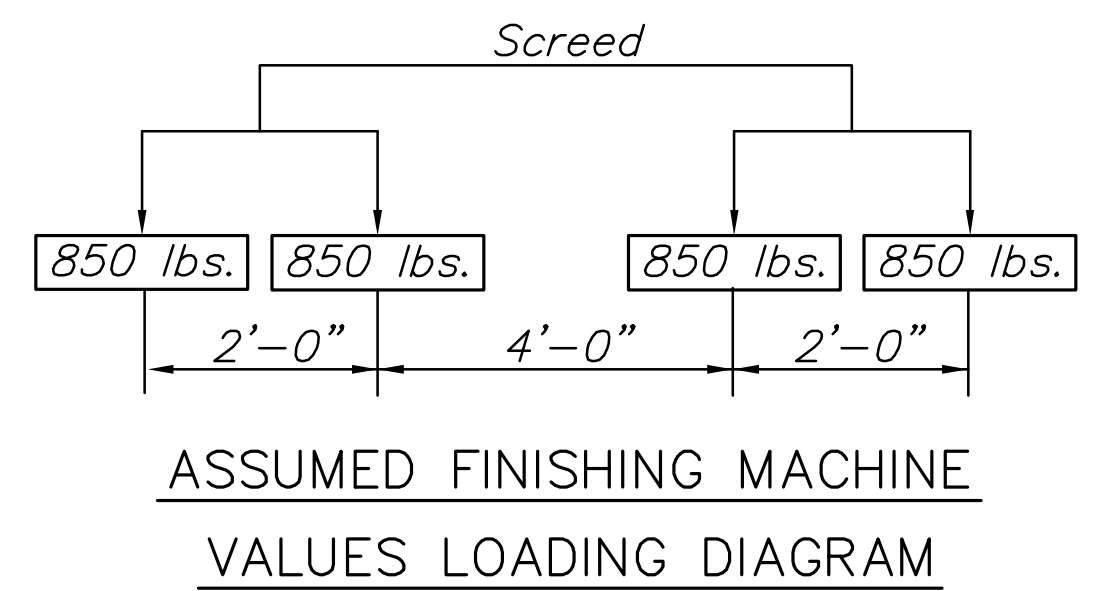


OVERHANG DETAIL AT LOOKOUT
(Located at Piers Only)

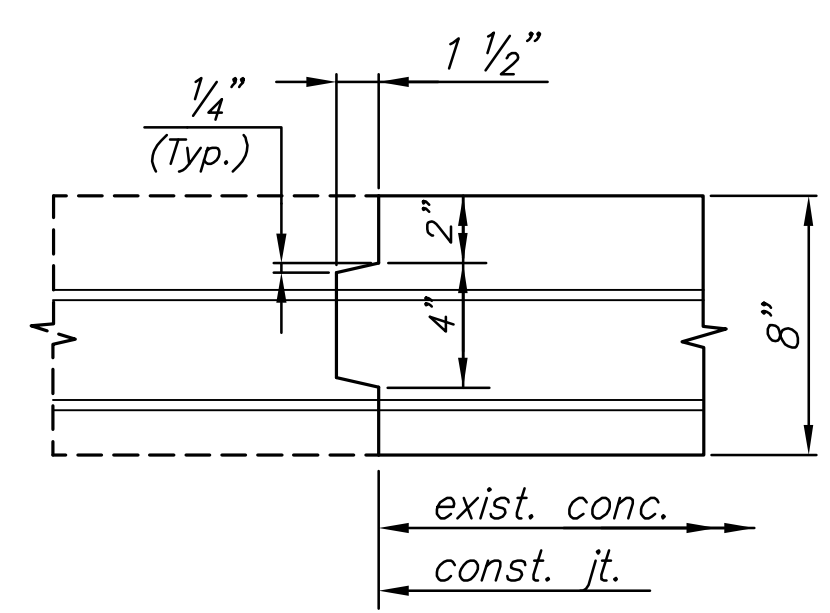


CONCRETE PLACING SEQUENCE
Note: Quantities shown are approximate volumes of 8" deck, not including fillets over beams, diaphragms, wingwalls, and traffic rail.

CONCRETE PLACING SEQUENCE
Allow 14 days between casting of deck noted ①, ②, and ③.
Deck casting for ① and ② shall proceed in identical directions.
See framing plan note for installation of cross frames in center bay after casting.
The Contractor may place the corral rail continuously from one end of the bridge to the other.

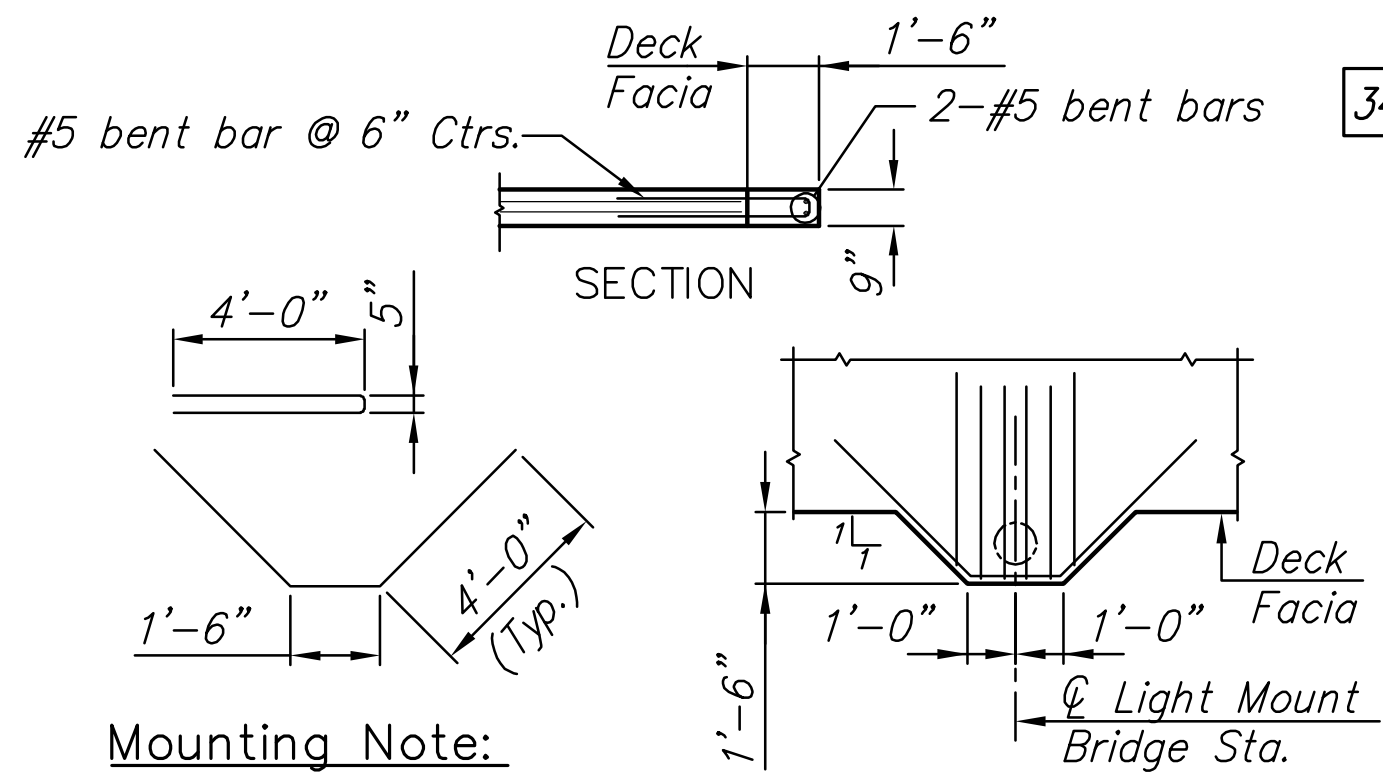


Rotation in the exterior girder was calculated assuming screed wheel loads as shown and placed 3" beyond the outside of the deck. When the actual screed loadings are greater than these assumed loads, the Contractor shall submit to the Engineer design calculations for a torsional analysis of the exterior girder and bracing using the actual screed loads. The design calculations shall bear the seal of a licensed Professional Engineer.



TRANSVERSE / LONGITUDINAL CONSTRUCTION JOINT

Brush blast, power wash and water soak surface immediately prior to casting, subsidiary to "Concrete Grade 4.0 (AE)(SA)".



Mounting Note:
Coordinate bolt pattern, light mount design, and appurtenances with Engineer and Westar Electric prior to construction.
TYPICAL LIGHT STANDARD MOUNT
PLAN
Sta. 9+13.05 Lt. & Rt.
Sta. 10+53.05 Lt. & Rt.

PLOTTED: Friday, January 28, 2011 @ 10:48PM

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