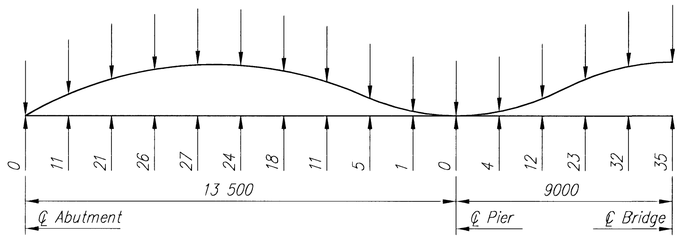
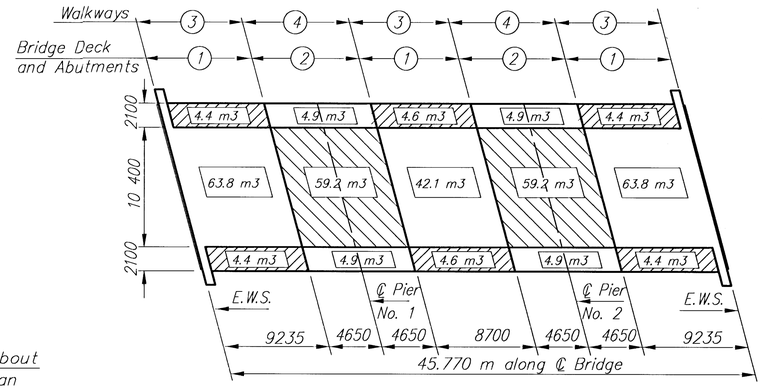


DEAD LOAD CAMBER DIAGRAM AT TENTH POINTS

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



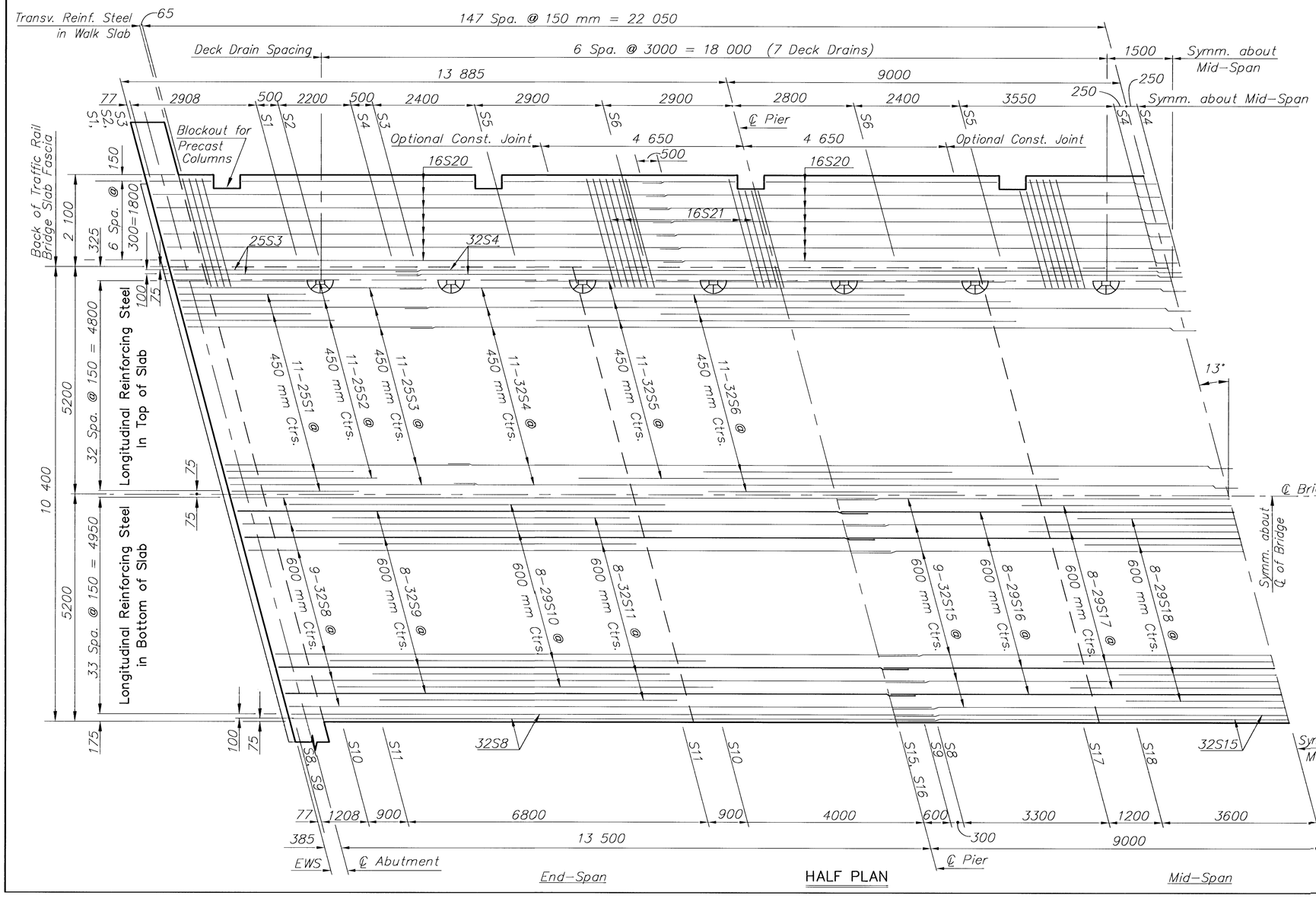
CONCRETE PLACING SEQUENCE DIAGRAM

When long span steel beams having a concrete dead load deflection greater then 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.



HALF PLAN

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.*

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WICHITA, KS. 67206
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MURDOCK AVENUE BRIDGE
PROJECT NAME

SUPERSTRUCTURE DETAILS - PLAN
SHEET TITLE

KJS	DPG	PAF
DESIGN BY:	DRAWN BY:	CHECKED BY:
FEB. 1999	97042	17 / 39
DATE	JOB NO.	SHEET/OF