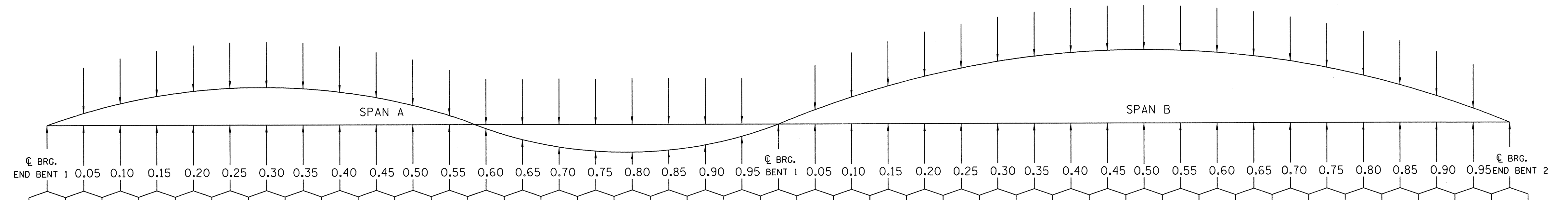


GIRDERS 1 & 4		0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	0
DEFLECTION DUE TO WEIGHT OF STEEL	0	.000	.001	.001	.001	.001	.001	.001	.001	.000	.000	-.001	-.002	-.002	-.003	-.003	-.004	-.004	-.003	-.002	-.001	0	.003	.006	.010	.014	.018	.022	.026	.029	.032	.033	.034	.034	.033	.030	.027	.023	.018	.013	.007	0
DEFLECTION DUE TO WEIGHT OF SLAB *	0	.003	.006	.009	.011	.012	.012	.012	.010	.008	.005	.002	-.001	-.005	-.007	-.009	-.010	-.010	-.008	-.005	0	.009	.021	.036	.052	.069	.086	.101	.114	.124	.131	.134	.134	.129	.120	.107	.091	.072	.050	.026	0	
DEFLECTION DUE TO WEIGHT OF RAIL	0	.001	.002	.003	.004	.004	.004	.004	.004	.004	.003	.003	.002	.001	.000	-.001	-.001	-.002	-.001	0	.002	.005	.008	.012	.016	.019	.022	.024	.026	.027	.028	.028	.026	.025	.022	.019	.015	.010	.005	0		
TOTAL DEAD LOAD DEFLECTION	0	.004	.009	.013	.016	.017	.017	.017	.014	.012	.007	.003	-.001	-.007	-.010	-.014	-.015	-.015	-.011	-.007	0	.014	.032	.054	.078	.103	.127	.149	.167	.182	.191	.196	.196	.188	.175	.156	.133	.105	.073	.038	0	
VERTICAL CURVE ORDINATE	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0	
REQUIRED CAMBER	0	4	9	13	16	17	17	17	14	12	7	3	-1	-7	-10	-14	-15	-15	-11	-7	0	14	32	54	78	103	127	149	167	182	191	196	196	188	175	156	133	105	073	038	0	



GIRDERS 2 & 3		0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	0
DEFLECTION DUE TO WEIGHT OF STEEL	0	.000	.001	.001	.001	.001	.001	.000	.000	.000	-.001	-.002	-.002	-.003	-.003	-.004	-.004	-.003	-.002	-.001	0	.003	.006	.010	.014	.018	.022	.026	.029	.032	.033	.034	.034	.033	.030	.027	.023	.018	.013	.007	0	
DEFLECTION DUE TO WEIGHT OF SLAB *	0	.004	.007	.010	.012	.013	.013	.012	.011	.008	.005	.002	-.002	-.005	-.008	-.010	-.011	-.010	-.008	-.005	0	.010	.023	.038	.056	.074	.091	.108	.121	.132	.139	.143	.142	.137	.128	.114	.097	.077	.053	.027	0	
DEFLECTION DUE TO WEIGHT OF RAIL	0	.001	.002	.003	.003	.004	.004	.004	.004	.004	.003	.003	.002	.001	.000	-.001	-.001	-.002	-.001	0	.002	.005	.008	.012	.015	.018	.021	.024	.026	.027	.027	.027	.026	.024	.021	.018	.014	.010	.005	0		
TOTAL DEAD LOAD DEFLECTION	0	.005	.010	.014	.016	.018	.018	.017	.015	.012	.007	.003	-.002	-.007	-.011	-.015	-.016	-.015	-.011	-.007	0	.015	.034	.056	.082	.107	.131	.155	.174	.190	.199	.204	.203	.196	.182	.162	.138	.109	.076	.039	0	
VERTICAL CURVE ORDINATE	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0
REQUIRED CAMBER	0	5	10	14	16	18	18	17	15	12	7	3	-2	-7	-11	-15	-16	-15	-11	-7	0	15	34	56	82	107	131	155	174	190	199	204	203	196	182	162	138	109	76	39	0	

SCHMATIC CAMBER ORDINATES

DEFLECTIONS ARE IN METERS AT TWENTIETH POINTS BETWEEN BEARINGS, REQUIRED CAMBER VALUES ARE IN MILLIMETERS.
 * INCLUDES SLAB, BUILDUPS AND STAY-IN-PLACE FORMS.

PROJECT NO. R-2552AA
WAKE / JOHNSTON COUNTY
 STATION: 27+61.028 -L- P.O.T.

G:\COMMONS\304046\BRIDGE\SITES\DGN\FINAL\ R2552AA_SD_DL_05.DGN

DRAWN BY : B. PARRISH DATE : 01/05
 CHECKED BY : R. D. FAUTEUX DATE : 01/05

RUMMEL, KLEPPER & KAHL, LLP
 consulting engineers
 5800 FARINGTON PLACE - SUITE 105
 RALEIGH, NORTH CAROLINA 27609-3960

DWG. NO. 14
 NORTH CAROLINA PROFESSIONAL SEAL 24497
 ENGINEER
 R. D. FAUTEUX
 2/21/05

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUPERSTRUCTURE
GIRDER CAMBER DETAILS

JANUARY 2005

NO.		BY:		DATE:		NO.		BY:		DATE:	
1						3					
2						4					

SHEET NO. S-241
 TOTAL SHEETS 429