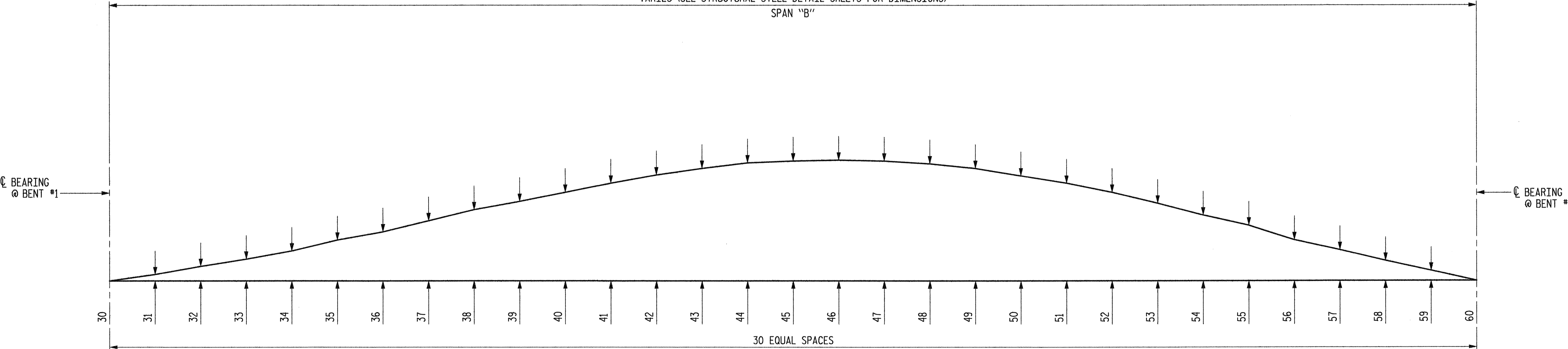


DEAD LOAD DEFLECTION AND CAMBER

GIRDER	SPAN "B"																															
	THIRTIETH POINTS																															
	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
1	DEFLECTION DUE TO WT. OF STEEL	0	.000	-.001	-.002	-.002	-.001	-.001	.000	.001	.001	.002	.003	.004	.005	.006	.006	.006	.006	.006	.005	.005	.004	.003	.002	.001	.000	.000	.000	.000	0	
	DEFLECTION DUE TO WT. OF SLAB	0	-.004	-.005	-.007	-.006	-.004	-.002	.001	.006	.010	.014	.019	.023	.027	.030	.033	.034	.034	.033	.031	.028	.025	.021	.016	.012	.009	.004	.002	.000	.000	0
	DEFLECTION DUE TO WT. OF RAIL	0	.000	.000	.000	.000	.000	.000	.001	.001	.001	.002	.002	.003	.003	.003	.003	.003	.003	.003	.003	.003	.002	.002	.002	.001	.001	.000	.000	.000	.000	0
	TOTAL DEAD LOAD DEFLECTION	0	-.004	-.006	-.009	-.008	-.005	-.003	.002	.008	.012	.018	.024	.030	.035	.039	.042	.043	.043	.042	.040	.036	.032	.027	.021	.015	.011	.004	.002	.000	.000	0
	CAMBER DISSIPATION	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0
	VERTICAL CURVE ORDINATE	0	.011	.022	.032	.041	.050	.057	.064	.070	.075	.079	.083	.086	.088	.089	.089	.089	.088	.086	.083	.079	.075	.070	.064	.057	.050	.041	.032	.022	.011	0
	SUPERELEVATION ORDINATE	0	.000	.000	.000	.000	.000	.000	.000	.000	.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	7	16	23	33	45	54	66	78	87	97	107	116	123	128	131	132	131	128	123	115	107	97	85	72	61	45	34	22	11	0	
2	DEFLECTION DUE TO WT. OF STEEL	0	.000	-.001	-.002	-.002	-.002	-.002	-.001	.000	.000	.000	.001	.002	.002	.002	.003	.003	.003	.003	.002	.002	.001	.001	.000	.000	.000	.000	.000	.000	0	
	DEFLECTION DUE TO WT. OF SLAB	0	-.005	-.006	-.007	-.008	-.006	-.005	-.002	.001	.004	.007	.011	.013	.015	.017	.018	.019	.019	.018	.017	.014	.012	.010	.006	.004	.002	.000	-.001	-.001	-.001	0
	DEFLECTION DUE TO WT. OF RAIL	0	.000	.000	.000	.000	.000	.000	.000	.000	.001	.001	.001	.001	.002	.002	.002	.002	.002	.002	.001	.001	.001	.001	.000	.000	.000	.000	.000	.000	.000	0
	TOTAL DEAD LOAD DEFLECTION	0	-.005	-.007	-.009	-.010	-.008	-.007	-.003	.001	.005	.008	.013	.016	.019	.021	.023	.024	.024	.023	.021	.017	.014	.012	.007	.004	.002	.000	-.001	-.001	-.002	0
	CAMBER DISSIPATION	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0
	VERTICAL CURVE ORDINATE	0	.010	.019	.028	.036	.043	.049	.055	.060	.065	.068	.071	.074	.076	.077	.077	.077	.076	.074	.071	.068	.065	.060	.055	.049	.043	.036	.028	.019	.010	0
	SUPERELEVATION ORDINATE	0	.000	.000	.000	.000	.000	.000	.000	.000	.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	12	19	26	35	42	52	61	70	76	84	90	95	98	100	101	100	97	92	85	79	72	62	53	45	36	27	18	8	0	
3	DEFLECTION DUE TO WT. OF STEEL	0	.000	-.002	-.002	-.003	-.003	-.003	-.003	-.002	-.002	-.002	-.001	-.001	-.001	-.001	.000	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	0		
	DEFLECTION DUE TO WT. OF SLAB	0	-.004	-.006	-.008	-.009	-.009	-.009	-.008	-.006	-.005	-.003	-.001	.000	.001	.002	.003	.003	.003	.002	.002	.001	.000	-.001	-.003	-.004	-.004	-.005	-.005	-.003	-.002	0
	DEFLECTION DUE TO WT. OF RAIL	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0
	TOTAL DEAD LOAD DEFLECTION	0	-.004	-.008	-.010	-.012	-.012	-.011	-.008	-.007	-.005	-.002	-.001	.000	.001	.002	.003	.002	.001	.001	.000	-.001	-.002	-.004	-.005	-.005	-.006	-.006	-.004	-.003	0	
	CAMBER DISSIPATION	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0
	VERTICAL CURVE ORDINATE	0	.008	.016	.024	.030	.036	.042	.047	.051	.055	.058	.061	.063	.064	.065	.066	.065	.064	.063	.061	.058	.055	.051	.047	.042	.036	.030	.024	.016	.008	0
	SUPERELEVATION ORDINATE	0	.000	.000	.000	.000	.000	.000	.000	.000	.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	4	8	14	18	24	30	36	43	48	53	59	62	64	66	68	68	66	64	62	58	54	49	43	37	31	24	18	12	5	0	
4	DEFLECTION DUE TO WT. OF STEEL	0	-.001	-.002	-.003	-.004	-.004	-.005	-.005	-.005	-.005	-.005	-.005	-.005	-.005	-.004	-.004	-.004	-.004	-.004	-.004	-.004	-.003	-.003	-.003	-.003	-.002	-.002	-.001	-.001	0	
	DEFLECTION DUE TO WT. OF SLAB	0	-.004	-.008	-.011	-.013	-.015	-.016	-.017	-.017	-.017	-.017	-.016	-.016	-.015	-.014	-.014	-.014	-.013	-.013	-.013	-.012	-.012	-.011	-.010	-.009	-.007	-.005	-.003	-.003	0	
	DEFLECTION DUE TO WT. OF RAIL	0	.000	.000	.000	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0	
	TOTAL DEAD LOAD DEFLECTION	0	-.005	-.010	-.014	-.018	-.020	-.022	-.023	-.023	-.023	-.023	-.023	-.022	-.021	-.020	-.018	-.018	-.018	-.017	-.017	-.017	-.015	-.015	-.014	-.013	-.011	-.009	-.006	-.004	0	
	CAMBER DISSIPATION	0	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	0	
	VERTICAL CURVE ORDINATE	0	.007	.014	.020	.025	.031	.035	.039	.043	.046	.049	.051	.053	.054	.055	.055	.055	.054	.053	.051	.049	.046	.043	.039	.035	.031	.025	.020	.014	.007	0
	SUPERELEVATION ORDINATE	0	.000	.000	.000	.000	.000	.000	.000	.000	.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	2	4	6	7	11	13	16	20	23	26	28	31	33	35	37	37	36	36	34	32	29	28	24	21	18	14	11	8	3	0	

VARIES (SEE STRUCTURAL STEEL DETAIL SHEETS FOR DIMENSIONS)

SPAN "B"



SCHEMATIC OF CAMBER ORDINATES - SPAN "B"

FOR CAMBER VALUES AT THIRTIETH POINTS, SEE TABLES.

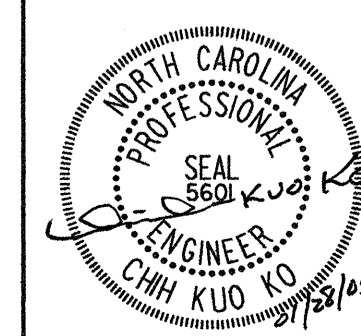
SLOPE FOR ZERO CAMBER LINE VARIES.

- NOTES:
 VALUES GIVEN IN TABLE ARE AT THIRTIETH POINTS BETWEEN @ BEARINGS.
 DEFLECTION AND ORDINATE VALUES ARE GIVEN IN METERS (DECIMAL FORM).
 REQUIRED CAMBER VALUES GIVEN IN MILLIMETERS.

PROJECT NO. R-2552AA
 WAKE-JOHNSTON COUNTY
 STATION: 28+31.359 -I1Y1-

SHEET 2 OF 5

STATE OF NORTH CAROLINA		DEPARTMENT OF TRANSPORTATION		RALEIGH	
SUPERSTRUCTURE					
CAMBER AND DEAD LOAD DEFLECTIONS					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1	A.K. ORR	JAN. 2005	3	A.K. ORR	JAN. 2005
2	A.K. ORR	JAN. 2005	4	A.K. ORR	JAN. 2005
SHEET NO.					5-107
TOTAL SHEETS					429



Plans prepared by:
KO & ASSOCIATES, P.C.
 Consulting Engineers
 1011 SCHAU DR., SUITE #202
 RALEIGH, N.C. 27606
 For Division of Highways

PLOT: 01/27/2005 08:21:44 PM Ko & Associates, P.C.
 FILE NAME: r1\2552aa.dwg

DRAWN BY: B.E. LANNING DATE: JAN. 2005
 CHECKED BY: A.K. ORR DATE: JAN. 2005

DWG. NO. 24