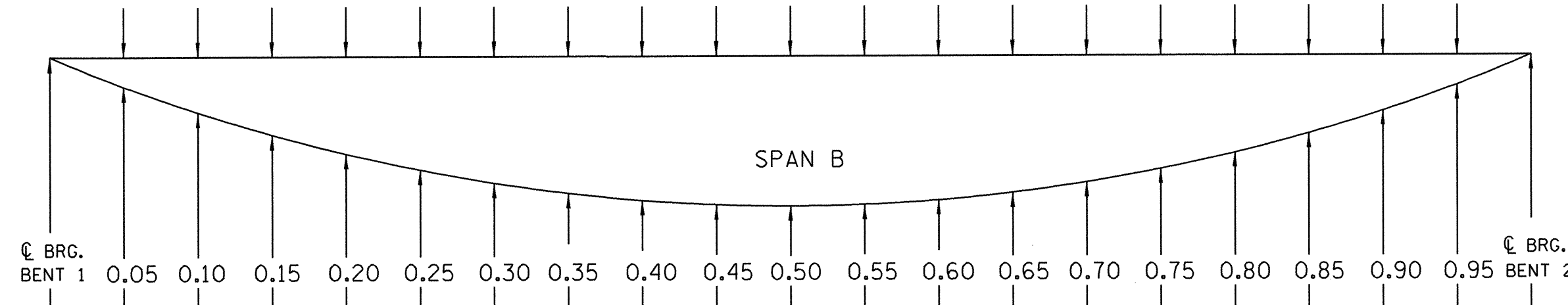
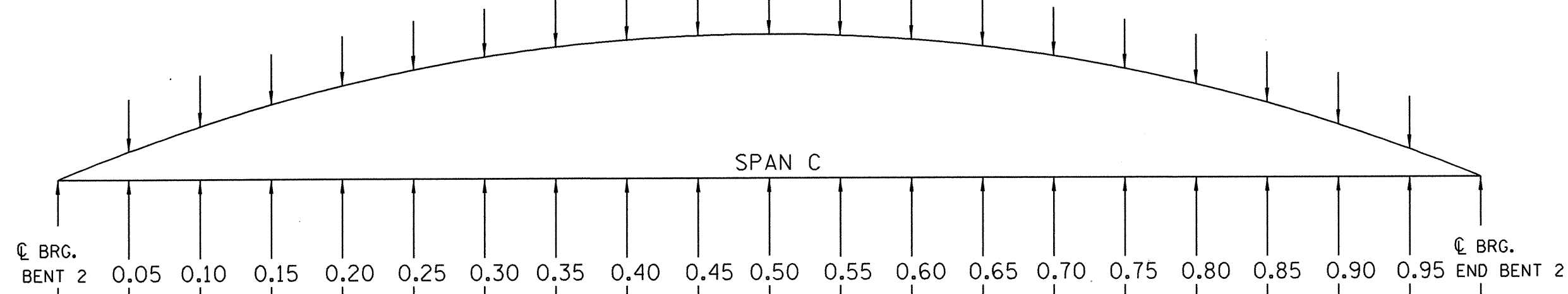


DEFLECTION DUE TO WEIGHT OF STEEL	0	.004	.008	.011	.014	.017	.019	.020	.021	.022	.022	.021	.020	.018	.016	.013	.011	.008	.005	.002	0
DEFLECTION DUE TO WEIGHT OF SLAB *	0	.017	.033	.047	.060	.071	.079	.086	.090	.092	.091	.088	.083	.075	.066	.056	.044	.032	.020	.009	0
DEFLECTION DUE TO WEIGHT OF RAIL	0	.004	.007	.010	.013	.016	.018	.019	.020	.020	.020	.020	.019	.017	.015	.013	.010	.008	.005	.002	0
TOTAL DEAD LOAD DEFLECTION	0	.025	.048	.068	.087	.104	.116	.125	.131	.134	.133	.129	.122	.110	.097	.082	.065	.048	.030	.013	0
VERTICAL CURVE ORDINATE	0	-.008	-.016	-.022	-.027	-.030	-.033	-.034	-.034	-.033	-.031	-.027	-.024	-.021	-.018	-.014	-.011	-.008	-.004	-.002	0
REQUIRED CAMBER	0	17	32	46	60	74	83	91	97	101	102	102	98	89	79	68	54	40	26	11	0

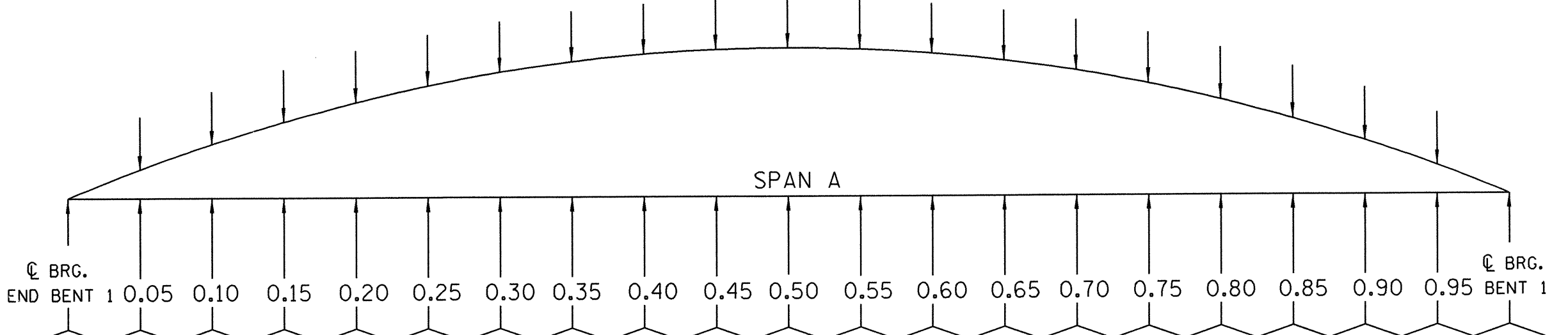


DEFLECTION DUE TO WEIGHT OF STEEL	0	-.002	-.003	-.004	-.005	-.005	-.006	-.006	-.007	-.007	-.007	-.007	-.007	-.006	-.006	-.005	-.004	-.003	.002	0	
DEFLECTION DUE TO WEIGHT OF SLAB *	0	-.006	-.011	-.016	-.019	-.022	-.024	-.026	-.027	-.028	-.028	-.028	-.027	-.026	-.024	-.021	-.017	-.012	-.007	0	
DEFLECTION DUE TO WEIGHT OF RAIL	0	-.001	-.002	-.003	-.004	-.004	-.004	-.005	-.005	-.005	-.005	-.005	-.005	-.005	-.004	-.004	-.003	.002	0		
TOTAL DEAD LOAD DEFLECTION	0	-.009	-.016	-.023	-.028	-.031	-.034	-.036	-.039	-.040	-.040	-.040	-.039	-.037	-.035	-.030	-.025	-.018	-.011	0	
VERTICAL CURVE ORDINATE	0	.003	.006	.008	.010	.012	.013	.014	.015	.015	.016	.015	.015	.014	.013	.012	.010	.008	.006	.003	0
REQUIRED CAMBER	0	-6	-10	-15	-18	-19	-21	-22	-24	-25	-24	-25	-25	-25	-24	-23	-20	-17	-12	-8	0

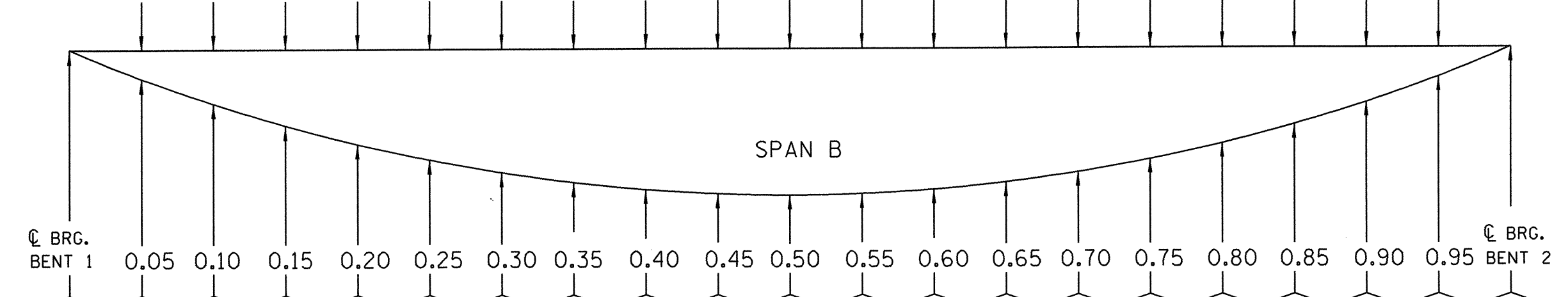


DEFLECTION DUE TO WEIGHT OF STEEL	0	.003	.006	.009	.013	.016	.019	.022	.024	.026	.027	.027	.026	.025	.023	.021	.018	.014	.010	.005	0
DEFLECTION DUE TO WEIGHT OF SLAB *	0	.011	.024	.038	.052	.066	.079	.090	.098	.105	.109	.110	.108	.103	.095	.085	.072	.056	.039	.020	0
DEFLECTION DUE TO WEIGHT OF RAIL	0	.003	.006	.009	.012	.016	.018	.021	.022	.024	.024	.025	.024	.023	.021	.019	.016	.012	.009	.004	0
TOTAL DEAD LOAD DEFLECTION	0	.017	.036	.056	.077	.098	.116	.133	.144	.155	.160	.162	.158	.151	.139	.125	.106	.082	.058	.029	0
VERTICAL CURVE ORDINATE	0	.006	.011	.015	.019	.022	.025	.027	.028	.029	.030	.029	.028	.027	.025	.022	.019	.015	.011	.006	0
REQUIRED CAMBER	0	23	47	71	96	120	141	160	172	184	190	191	186	178	164	147	125	97	69	35	0

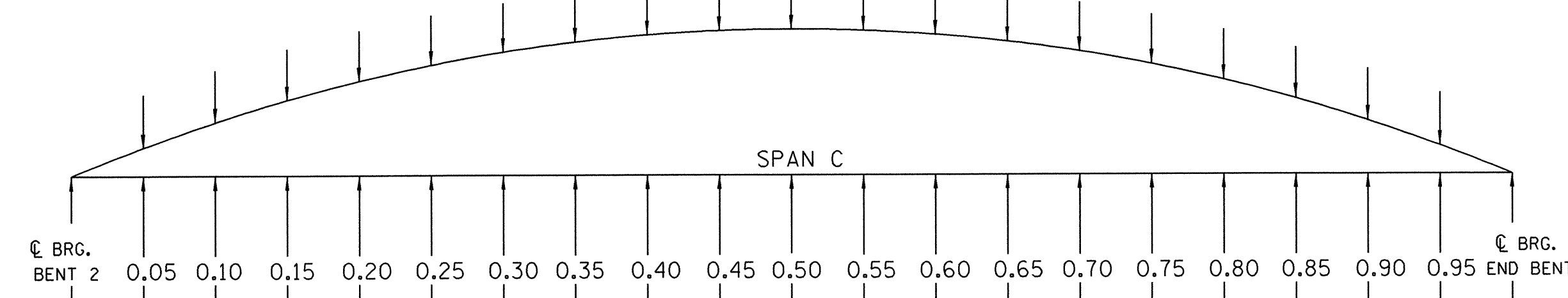
GIRDER 1



DEFLECTION DUE TO WEIGHT OF STEEL	0	.004	.008	.011	.014	.017	.019	.020	.021	.022	.022	.021	.020	.018	.016	.013	.011	.008	.005	.002	0
DEFLECTION DUE TO WEIGHT OF SLAB *	0	.019	.037	.053	.067	.079	.089	.097	.101	.103	.102	.099	.093	.085	.075	.063	.050	.036	.023	.010	0
DEFLECTION DUE TO WEIGHT OF RAIL	0	.004	.007	.010	.013	.015	.017	.019	.020	.020	.020	.019	.018	.017	.015	.013	.010	.007	.005	.002	0
TOTAL DEAD LOAD DEFLECTION	0	.027	.052	.074	.094	.111	.125	.136	.142	.145	.144	.139	.131	.120	.106	.089	.071	.051	.033	.014	0
VERTICAL CURVE ORDINATE	0	-.008	-.015	-.021	-.025	-.028	-.030	-.031	-.031	-.029	-.027	-.024	-.021	-.018	-.015	-.012	-.009	-.006	-.003	-.001	0
REQUIRED CAMBER	0	19	37	53	69	83	95	105	111	116	117	115	110	102	91	77	62	45	30	13	0



DEFLECTION DUE TO WEIGHT OF STEEL	0	-.002	-.003	-.004	-.005	-.005	-.006	-.006	-.007	-.007	-.007	-.007	-.007	-.006	-.006	-.005	-.004	-.003	-.002	0	
DEFLECTION DUE TO WEIGHT OF SLAB *	0	-.007	-.013	-.018	-.022	-.025	-.027	-.029	-.030	-.031	-.031	-.032	-.031	-.030	-.028	-.027	-.024	-.019	-.014	-.008	0
DEFLECTION DUE TO WEIGHT OF RAIL	0	-.001	-.002	-.003	-.004	-.004	-.004	-.004	-.004	-.004	-.005	-.005	-.005	-.005	-.005	-.004	-.004	-.003	-.001	0	
TOTAL DEAD LOAD DEFLECTION	0	-.010	-.018	-.025	-.031	-.034	-.037	-.039	-.041	-.042	-.043	-.044	-.043	-.042	-.039	-.037	-.033	-.027	-.020	-.011	0
VERTICAL CURVE ORDINATE	0	.003	.006	.008	.010	.012	.013	.014	.015	.015	.016	.015	.015	.014	.013	.012	.010	.008	.006	.003	0
REQUIRED CAMBER	0	-7	-12	-17	-21	-22	-24	-25	-26	-27	-27	-29	-28	-28	-26	-25	-23	-19	-14	-8	0



DEFLECTION DUE TO WEIGHT OF STEEL	0	.003	.006	.009	.013	.016	.019	.022	.024	.026	.027	.027	.026	.025	.023	.021	.018	.014	.010	.005	0
DEFLECTION DUE TO WEIGHT OF SLAB *	0	.012	.026	.042	.059	.074	.088	.101	.111	.118	.122	.123	.121	.116	.107	.095	.080	.063	.044	.022	0
DEFLECTION DUE TO WEIGHT OF RAIL	0	.003	.006	.009	.012	.015	.018	.020	.022	.023	.024	.024	.023	.022	.020	.018	.015	.012	.008	.004	0
TOTAL DEAD LOAD DEFLECTION	0	.018	.038	.060	.084	.105	.125	.143	.157	.167	.173	.174	.170	.163	.150	.134	.113	.089	.062	.031	0
VERTICAL CURVE ORDINATE	0	.006	.011	.015	.019	.022	.025	.027	.028	.029	.030	.029	.028	.027	.025	.022	.019	.015	.011	.006	0
REQUIRED CAMBER	0	24	49	75	103	127	150	170	185	196	203	203	198	190	175	156	132	104	73	37	0

GIRDER 2

SCHEMATIC CAMBER ORDINATES

* INCLUDES SLAB, BUILDUPS AND STAY-IN-PLACE FORMS.
 DEFLECTIONS ARE IN METERS AT TWENTIETH POINTS BETWEEN BEARINGS, REQUIRED CAMBER VALUES ARE IN MILLIMETERS.
 SLOPE FOR THE ZERO CAMBER BASE LINE VARIES.

PROJECT NO. R-2552AA
 WAKE / JOHNSTON COUNTY
 STATION: 19+25.877 -I1Y1- P.O.T.

SHEET 1 OF 2

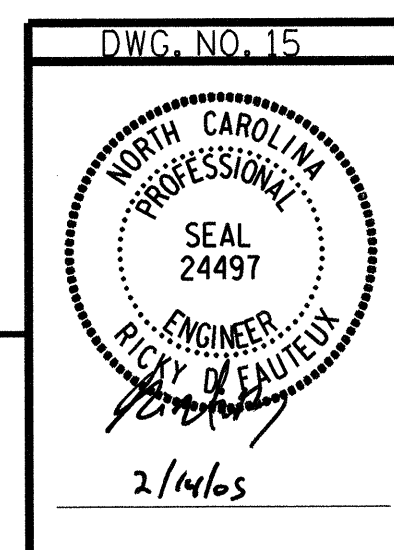
STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUPERSTRUCTURE
GIRDER CAMBER DETAILS

JANUARY 2005

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

SHEET NO. **5-15**
 TOTAL SHEETS **429**



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

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