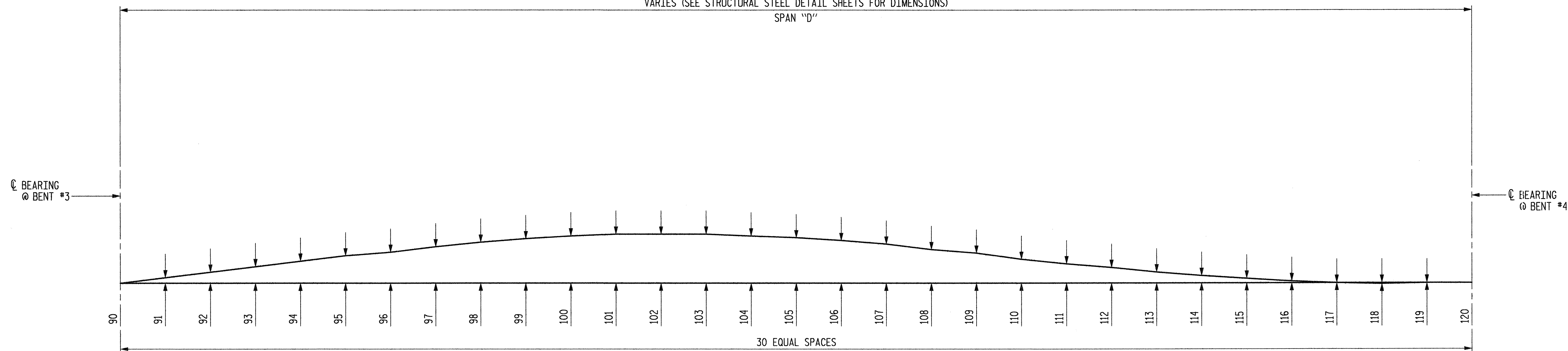


DEAD LOAD DEFLECTION AND CAMBER

GIRDER	THIRTIETH POINTS	SPAN "D"																														
		90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120
1	DEFLECTION DUE TO WT. OF STEEL	0	.000	-.002	-.003	-.004	-.005	-.006	-.007	-.008	-.008	-.009	-.010	-.011	-.012	-.013	-.014	-.015	-.015	-.016	-.016	-.017	-.017	-.016	-.015	-.014	-.013	-.011	-.009	-.006	-.003	0
	DEFLECTION DUE TO WT. OF SLAB	0	-.004	-.005	-.006	-.007	-.007	-.008	-.007	-.006	-.006	-.006	-.006	-.007	-.008	-.010	-.011	-.013	-.016	-.018	-.020	-.023	-.024	-.025	-.026	-.025	-.023	-.021	-.017	-.013	-.007	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	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	.000	0
	TOTAL DEAD LOAD DEFLECTION	0	-.004	-.007	-.009	-.011	-.012	-.014	-.014	-.014	-.014	-.015	-.016	-.018	-.020	-.023	-.025	-.028	-.031	-.035	-.037	-.041	-.042	-.042	-.040	-.040	-.037	-.033	-.027	-.020	-.010	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	.027	.035	.042	.048	.054	.059	.063	.067	.070	.072	.074	.075	.075	.075	.074	.072	.070	.067	.063	.059	.054	.048	.042	.035	.027	.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	6	12	18	24	30	34	40	45	49	52	54	54	54	52	50	47	43	37	33	26	21	17	12	8	5	2	0	-1	0	0	
2	DEFLECTION DUE TO WT. OF STEEL	0	.000	-.002	-.003	-.004	-.005	-.006	-.006	-.007	-.008	-.009	-.009	-.010	-.011	-.012	-.013	-.013	-.014	-.015	-.015	-.015	-.015	-.014	-.013	-.012	-.010	-.008	-.006	-.003	0	
	DEFLECTION DUE TO WT. OF SLAB	0	-.004	-.005	-.006	-.007	-.007	-.007	-.006	-.005	-.005	-.005	-.004	-.005	-.006	-.007	-.008	-.010	-.013	-.015	-.017	-.020	-.021	-.022	-.023	-.022	-.021	-.019	-.016	-.012	-.006	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	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	.000	0
	TOTAL DEAD LOAD DEFLECTION	0	-.004	-.007	-.009	-.011	-.012	-.013	-.012	-.012	-.013	-.014	-.013	-.015	-.017	-.019	-.021	-.023	-.027	-.030	-.033	-.036	-.037	-.038	-.038	-.036	-.034	-.030	-.025	-.019	-.009	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	.027	.035	.042	.048	.054	.059	.063	.067	.070	.072	.074	.075	.075	.075	.074	.072	.070	.067	.063	.059	.054	.048	.042	.035	.027	.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	6	12	18	24	30	35	42	47	50	53	57	57	57	56	54	52	47	42	37	31	26	21	16	12	8	5	2	0	1	0	
3	DEFLECTION DUE TO WT. OF STEEL	0	.000	-.002	-.003	-.004	-.005	-.005	-.006	-.007	-.007	-.008	-.009	-.009	-.010	-.011	-.012	-.012	-.013	-.014	-.014	-.014	-.014	-.013	-.012	-.011	-.010	-.008	-.005	-.003	0	
	DEFLECTION DUE TO WT. OF SLAB	0	-.004	-.005	-.006	-.007	-.007	-.007	-.006	-.005	-.004	-.004	-.004	-.004	-.005	-.006	-.007	-.009	-.011	-.013	-.015	-.017	-.019	-.021	-.021	-.020	-.018	-.015	-.011	-.006	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	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	.000	0
	TOTAL DEAD LOAD DEFLECTION	0	-.004	-.007	-.009	-.011	-.012	-.012	-.012	-.012	-.011	-.012	-.013	-.013	-.015	-.017	-.019	-.021	-.024	-.027	-.030	-.033	-.034	-.035	-.035	-.034	-.032	-.029	-.024	-.016	-.009	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	.027	.035	.042	.048	.054	.059	.063	.067	.070	.072	.074	.075	.075	.075	.074	.072	.070	.067	.063	.059	.054	.048	.042	.035	.027	.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	6	12	18	24	30	36	42	47	52	55	57	59	59	58	56	54	50	45	40	34	29	24	19	14	10	6	3	3	1	0	
4	DEFLECTION DUE TO WT. OF STEEL	0	.000	-.002	-.003	-.004	-.004	-.005	-.006	-.006	-.007	-.007	-.008	-.009	-.009	-.010	-.011	-.011	-.012	-.013	-.013	-.013	-.013	-.012	-.012	-.010	-.009	-.007	-.005	-.003	0	
	DEFLECTION DUE TO WT. OF SLAB	0	-.004	-.005	-.006	-.007	-.007	-.007	-.006	-.005	-.005	-.004	-.004	-.004	-.005	-.006	-.007	-.008	-.010	-.012	-.014	-.017	-.018	-.019	-.020	-.020	-.019	-.017	-.014	-.010	-.005	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	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	-.001	.000	0
	TOTAL DEAD LOAD DEFLECTION	0	-.004	-.007	-.009	-.011	-.011	-.012	-.012	-.012	-.012	-.012	-.012	-.013	-.014	-.016	-.018	-.019	-.022	-.025	-.027	-.031	-.032	-.033	-.033	-.033	-.030	-.027	-.022	-.015	-.008	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	.027	.035	.042	.048	.054	.059	.063	.067	.070	.072	.074	.075	.075	.075	.074	.072	.070	.067	.063	.059	.054	.048	.042	.035	.027	.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	6	12	18	24	31	36	41	47	51	55	58	59	60	59	57	56	52	47	43	36	31	26	21	15	12	8	5	4	2	0	

VARIES (SEE STRUCTURAL STEEL DETAIL SHEETS FOR DIMENSIONS)
SPAN "D"



SCHEMATIC OF CAMBER ORDINATES - SPAN "D"

FOR CAMBER VALUES AT THIRTIETH POINTS, SEE TABLES.

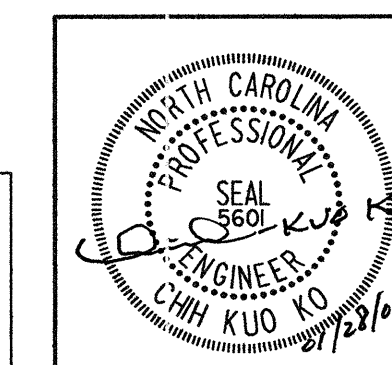
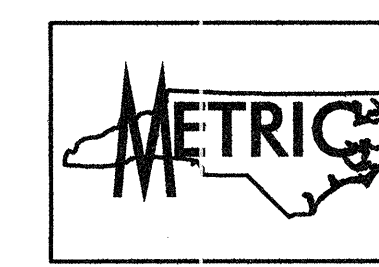
SLOPE FOR ZERO CAMBER LINE VARIES.

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 4 OF 5



STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

SUPERSTRUCTURE CAMBER AND DEAD LOAD DEFLECTIONS

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	
1			3			5-109
2			4			TOTAL SHEETS 429

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

DWG. NO. 26

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

PLOT: 01/27/2005 08:22:18 PM Ko & Associates, P.C.
 FILE NAME: r1\2002\2852aa.dwg.dwg.dwg