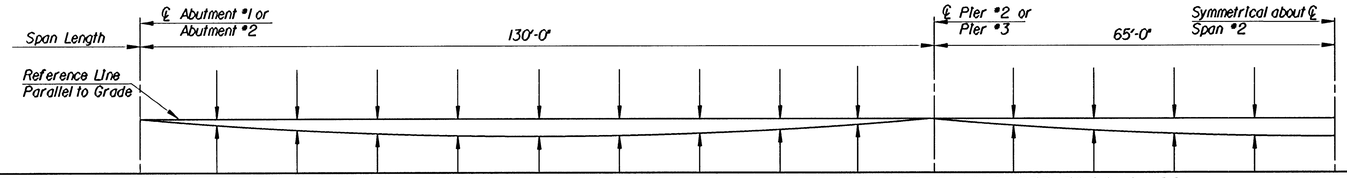
SHEET NO.	TOTAL SHEETS
C70	131



DEAD LOAD DEFLECTIONS (FT.)																
Tenth Point Location	ABUTMENT	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	PIER	0.10	0.20	0.30	0.40	0.50
Girder Self Weight	0.000	0.029	0.054	0.072	0.081	0.080	0.070	0.053	0.033	0.014	0.000	-0.005	-0.004	0.000	0.004	0.005
Concrete Slab	0.000	0.085	0.158	0.209	0.235	0.233	0.205	0.157	0.099	0.042	0.000	-0.019	-0.021	-0.016	-0.009	-0.006
Total After Slab Pour	0.000	0.114	0.212	0.281	0.316	0.313	0.275	0.210	0.132	0.056	0.000	-0.024	-0.025	-0.016	-0.005	-0.001
Additional Dead Load	0.000	0.028	0.052	0.070	0.079	0.079	0.069	0.053	0.034	0.014	0.000	-0.004	-0.003	0.001	0.004	0.006
Total Deflection	0.000	0.142	0.264	0.351	0.395	0.392	0.344	0.263	0.166	0.070	0.000	-0.028	-0.028	-0.015	-0.001	0.005

ROADWAY

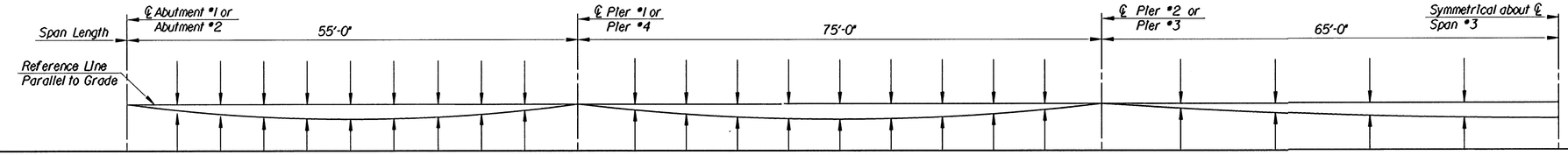
Girders shall be fabricated such that after total dead load deflections the girder web will be parallel to the finished slab grade as shown on the Table of Pavement Elevations. After the structural steel is completely erected and false work removed, the camber shall be measured in the field by a profile of each girder. Any deviation in the actual camber and total deflection less girder self weight shall be corrected by varying the depth of the concrete fillets over the girders so that the finished slab elevations shall be constructed to the theoretical grade.

"Girder Self Weight" refers to the deflection due to the weight of all structural steel.
"Concrete Slab" refers to the deflection due to the slab pour.
"Additional Dead Load" refers to the deflection due to the Latex Surface Course, the Curbs and Future Wearing Surface.
"Total Deflection" refers to the total deflection caused by all dead loads.

DEAD LOAD DEFLECTIONS

Note:
Deflections were computed for a continuous concrete deck placement from end to end of bridge. Should the Contractor request to use an Alternate Pouring Sequence, details for the Alternate Sequence must be provided to the Engineer prior to Girder fabrication.

DEAD LOAD DEFLECTIONS (FT.) AT FIELD SPLICES			
Field Splice Location	NO. 1	NO. 2	NO. 3
Girder Self Weight	0.039	0.002	0.039
Concrete Slab	0.117	-0.013	0.117
Total After Slab Pour	0.156	-0.011	0.156
Additional Dead Load	0.040	0.002	0.040
Total Deflection	0.196	-0.009	0.196



CAMBER (FT.)																						
Tenth Point Location	ABUTMENT	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	PIER	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	PIER	0.10	0.20	0.30	0.40	0.50
Concrete T-Beams	0.000	0.006	0.013	0.018	0.022	0.023	0.021	0.017	0.012	0.006	0.000	-0.008	-0.017	-0.026	-0.034	-0.041	-0.044	-0.041	-0.031	-0.017	0.000	0.035	0.076	0.119	0.154	0.168
Additional Dead Loads	0.000	0.001	0.003	0.004	0.005	0.006	0.005	0.004	0.003	0.002	0.000	-0.002	-0.005	-0.008	-0.012	-0.015	-0.016	-0.015	-0.012	-0.006	0.000	0.013	0.029	0.046	0.060	0.066
Long Term Deflection	0.000	0.007	0.013	0.017	0.021	0.023	0.021	0.017	0.012	0.007	0.000	-0.008	-0.017	-0.027	-0.036	-0.044	-0.048	-0.046	-0.034	-0.018	0.000	0.038	0.084	0.132	0.171	0.187
Total Deflection	0.000	0.014	0.029	0.039	0.048	0.052	0.047	0.038	0.027	0.015	0.000	-0.018	-0.039	-0.061	-0.082	-0.100	-0.108	-0.102	-0.077	-0.041	0.000	0.086	0.189	0.297	0.385	0.421

SIDEWALK

DEAD LOAD CAMBER DIAGRAM

No.	Revisions	By	Date
1			

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E.-CITY ENGINEER
DOUGLAS AVENUE BRIDGE
OVER ARKANSAS RIVER

DEAD LOAD DEFLECTIONS & CAMBER

CITY OF WICHITA PROJECT NO. 472-82721

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	P.D.F.	Checked by	R.A.S.
Drawn by	W.L.L.	Date	Sept. 1997	Job No. 95088-4

C70

i:/1995/95088/douglas/deadload.dgn
Drawn by: will
Plotted by: will 11-10-97