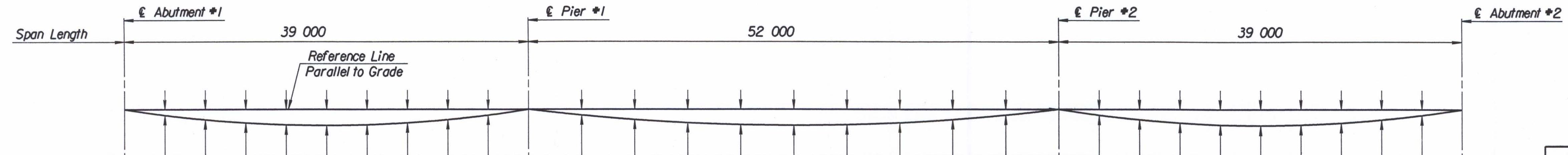


| | | | | |
|--------|-----------------|------|-----------|--------------|
| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
| KANSAS | 54-87 K-6657-01 | 2002 | 596 | 1122 |



| Tenth Point Location | Abut. | 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 | 0.60 | 0.70 | 0.80 | 0.90 | Abut. |
|-----------------------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Girder Self Weight | 0 | 4 | 7 | 9 | 9 | 9 | 7 | 5 | 2 | 0 | 0 | 3 | 7 | 12 | 16 | 17 | 16 | 12 | 7 | 3 | 0 | 0 | 2 | 5 | 7 | 9 | 9 | 9 | 7 | 4 | 0 |
| Concrete Slab | 0 | 8 | 15 | 19 | 21 | 19 | 15 | 9 | 4 | 0 | 0 | 6 | 18 | 30 | 39 | 42 | 39 | 30 | 18 | 6 | 0 | 0 | 4 | 9 | 15 | 19 | 21 | 19 | 15 | 8 | 0 |
| Total After Slab Pour | 0 | 12 | 22 | 28 | 30 | 28 | 22 | 14 | 6 | 0 | 0 | 9 | 25 | 42 | 55 | 59 | 55 | 42 | 25 | 9 | 0 | 0 | 6 | 14 | 22 | 28 | 30 | 28 | 22 | 12 | 0 |
| Additional Dead Load | 0 | 3 | 6 | 8 | 8 | 8 | 6 | 4 | 2 | 0 | 0 | 3 | 8 | 14 | 18 | 19 | 18 | 14 | 8 | 3 | 0 | 0 | 2 | 4 | 6 | 8 | 8 | 8 | 6 | 3 | 0 |
| Total Deflection | 0 | 15 | 28 | 36 | 38 | 36 | 28 | 18 | 8 | 0 | 0 | 12 | 33 | 56 | 73 | 78 | 73 | 56 | 33 | 12 | 0 | 0 | 8 | 18 | 28 | 36 | 38 | 36 | 28 | 15 | 0 |

| Field Splice Location | No. 1 | No. 2 | No. 3 | No. 4 |
|-----------------------|-------|-------|-------|-------|
| Girder Self Weight | 5 | 10 | 10 | 5 |
| Concrete Slab | 11 | 24 | 24 | 11 |
| Total After Slab Pour | 16 | 34 | 34 | 16 |
| Additional Dead Load | 5 | 11 | 11 | 5 |
| Total Deflection | 21 | 45 | 45 | 21 |

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.

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 Sillca Fume Overlay, the Curbs and Future Wearing Surface.
- *Total Deflection* refers to the total deflection caused by all dead loads.

Drawn by: wll
 Plotted by: ras 3-26-2002
 i:/1997/97362/001/bridge/tyler/d/camber

| | | | |
|--|-----------|------------|---------------------------|
| No. | Revisions | By | Date |
| CITY OF WICHITA BR. NO. 54-87-20.13(496) W.B. STA. 17+332.607 BR. NO. 54-87-20.12 (497) E.B. STA. 17+332.607 CAMBER DIAGRAM KELLOGG (US-54) OVER TYLER ROAD SEDGWICK COUNTY | | | |
| Professional Engineering Consultants, P.A. 303 S. TOPEKA • WICHITA, KANSAS 67202 316-262-2691 • FAX 316-262-3003 | | | |
| Designed by | P.D.F. | Checked by | R.A.S. |
| Drawn by | W.L.L. | Date | Apr 11 2002 Job No. 97362 |