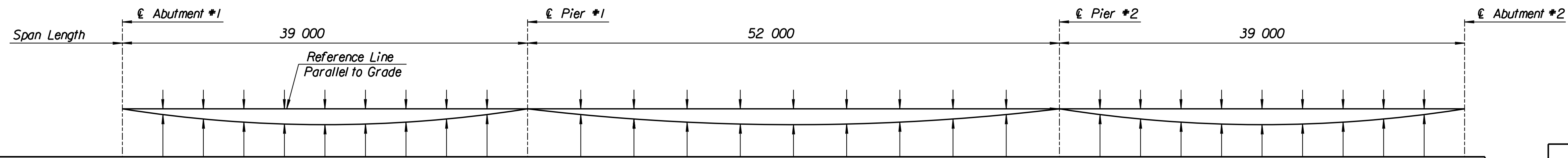


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	54-87 K-6657-01	2002	596	1122



DEAD LOAD DEFLECTIONS (MM)																															
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	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	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	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	28	15	0	

DEAD LOAD DEFLECTIONS (MM) AT FIELD SPLICES				
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 Silica Fume Overlay, the Curbs and Future Wearing Surface.  
\*Total Deflection\* refers to the total deflection caused by all dead loads.

Drawn by: wil  
 Plotted by: gdr  
 1:/1997/97362/As-Built/dgn/s/Vol\_3/Sh\_596-camber.dgn  
 Last Rev: 9-6-07  
 By: gdr

**RECORD DRAWING**

1			
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 <b>CAMBER DIAGRAM</b> KELLOGG (US-54) OVER TYLER ROAD SEDGWICK COUNTY			
<b>Professional Engineering Consultants, P.A.</b> 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