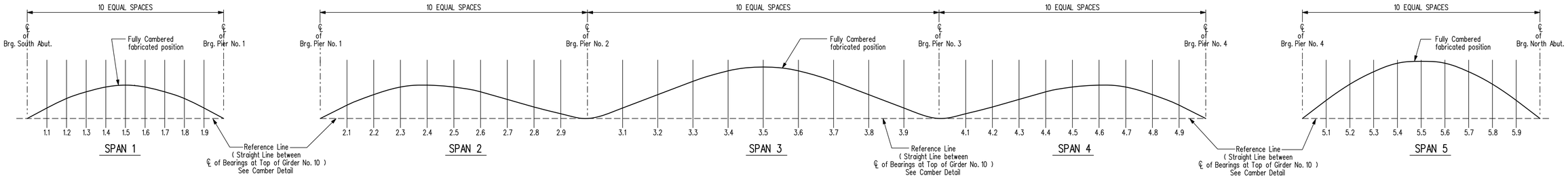


DEAD LOAD DEFLECTION DIAGRAMS

		ORDINATES	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9
SPAN 1	NEW GIRDER G10	Self Weight of Steel deflection	1.4	2.7	3.7	4.3	4.5	4.3	3.7	2.7	1.4
		Deck Concrete deflection	6.6	12.5	17.1	20.0	21.0	20.0	17.1	12.5	6.6
		Superimposed DL deflection	1.0	1.9	2.6	3.0	3.2	3.0	2.6	1.9	1.0
		Geometric Camber ordinate	1.9	3.6	4.9	5.6	5.9	5.6	4.9	3.7	2.0
		Total Camber deflection	**11**	**21**	**28**	**33**	**35**	**33**	**28**	**21**	**11**

		ORDINATES	2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9
SPAN 2	NEW GIRDER G10	Self Weight of Steel deflection	1.6	2.9	3.7	3.9	3.6	2.7	1.6	0.7	0.1
		Deck Concrete deflection	7.6	13.7	17.5	18.5	16.7	12.8	7.9	3.5	0.6
		Superimposed DL deflection	1.2	2.1	2.7	2.8	2.6	2.0	1.2	0.5	0.1
		Geometric Camber ordinate	3.5	6.6	8.7	10.1	10.5	10.1	8.9	6.8	3.8
		Total Camber deflection	**14**	**25**	**33**	**35**	**33**	**28**	**20**	**12**	**5**

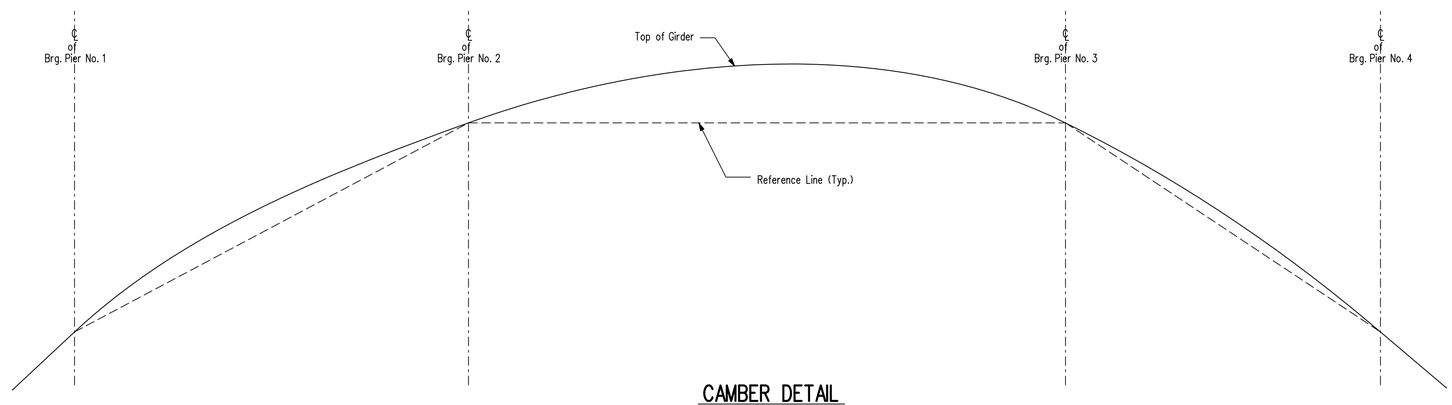
		ORDINATES	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9
SPAN 3	NEW GIRDER G10	Self Weight of Steel deflection	0.7	2.2	4.0	5.4	6.0	5.4	4.0	2.2	0.7
		Deck Concrete deflection	3.0	9.4	17.1	23.4	25.9	23.4	17.1	9.4	3.0
		Superimposed DL deflection	0.5	1.5	2.7	3.7	4.0	3.7	2.7	1.5	0.5
		Geometric Camber ordinate	6.7	11.9	15.6	17.8	18.5	17.8	15.6	11.9	6.7
		Total Camber deflection	**11**	**25**	**39**	**50**	**54**	**50**	**39**	**25**	**11**

		ORDINATES	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9
SPAN 4	NEW GIRDER G10	Self Weight of Steel deflection	0.1	0.7	1.6	2.7	3.6	3.9	3.7	2.9	1.6
		Deck Concrete deflection	0.6	3.5	7.9	12.8	16.7	18.5	17.5	13.7	7.6
		Superimposed DL deflection	0.1	0.5	1.2	2.0	2.6	2.8	2.7	2.1	1.2
		Geometric Camber ordinate	3.8	6.8	8.9	10.1	10.5	10.1	8.7	6.6	3.6
		Total Camber deflection	**5**	**12**	**20**	**28**	**33**	**35**	**33**	**25**	**14**

		ORDINATES	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9
SPAN 5	NEW GIRDER G10	Self Weight of Steel deflection	2.9	5.5	7.5	8.8	9.2	8.8	7.5	5.5	2.9
		Deck Concrete deflection	11.7	22.1	30.3	35.4	37.2	35.4	30.3	22.1	11.7
		Superimposed DL deflection	1.7	3.2	4.4	5.2	5.4	5.2	4.4	3.2	1.7
		Geometric Camber ordinate	2.9	5.4	7.1	8.2	8.5	8.2	7.1	5.3	2.8
		Total Camber deflection	**19**	**36**	**49**	**58**	**60**	**58**	**49**	**36**	**19**

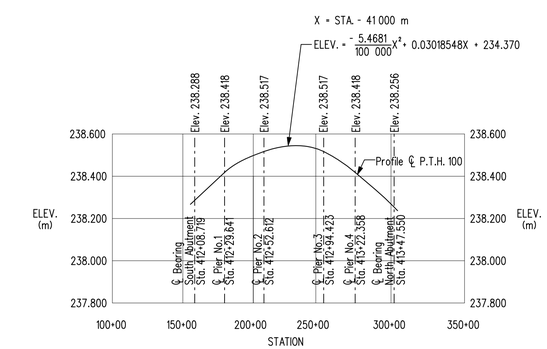
NOTE :

1 . Geometric Camber is an allowance for the Vertical Curve on the bridge deck.



CAMBER DETAIL

Showing Reference Lines for continuous spans.



VERTICAL CURVE DATA AT ℄ P.T.H. 100

REVISIONS		
10/03/04	J.J.	As built
DATE	**BY**	**DESCRIPTION**

PROVINCE OF MANITOBA
Original signed by
M. B. CHISLETT
09/04/20
REGISTERED PROFESSIONAL ENGINEER

GIRDER G10 CAMBER DIAGRAM AND ROADWAY PROFILE

RECONSTRUCTION AND STRENGTHENING OF EXISTING BRIDGE
OVER ASSINIBOINE RIVER - CONTRACT ONE
ON P.T.H. No. 100 IN R.L.'S 72, 73 & 94
PARISH OF ST. CHARLES

CITY OF WINNIPEG

Manitoba
Infrastructure and Transportation
Water Control & Structures

DESIGN	BY: M.B.C.	
	CHECKED: M.W.H.	
DETAILS	BY: G.S.	
	CHECKED: M.B.C.	

RELEASED FOR CONSTRUCTION BY:
Original signed by
Ruth J. Eden
09/05/01
DIRECTOR — DATE
STRUCTURES, DESIGN AND CONSTRUCTION BRANCH

SCALE: Not to Scale
SHEET No. 13
SITE No. 2924-00

...\292400Girder Elevation & Deflection.dgn 2010-03-04 3:08:48 PM