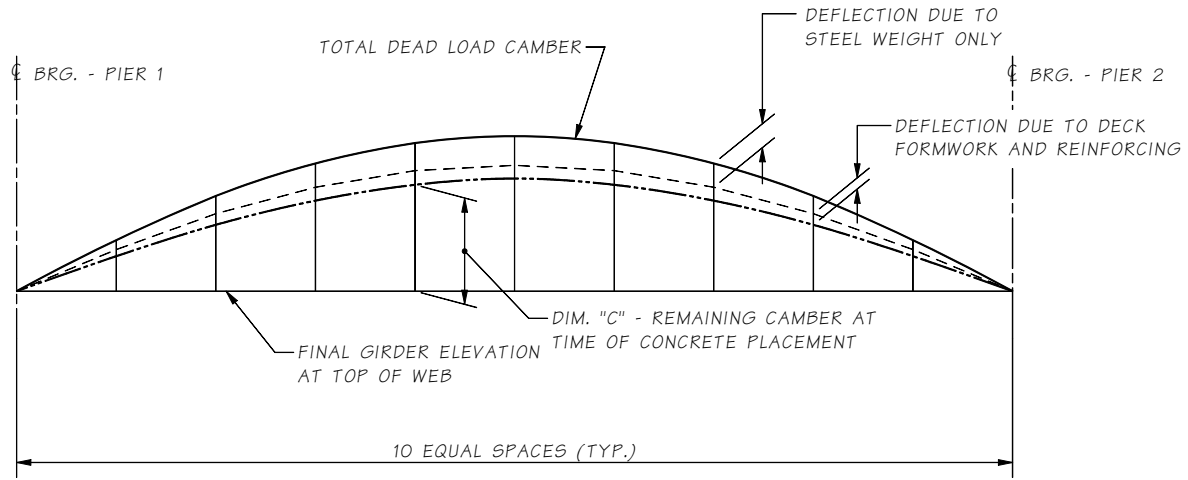


SCREED SETTING ADJUSTMENT DIAGRAM

ASSUMED SEQUENCE OF DECK FORMING:

1. SET ALL STEEL FRAMING AND RELEASE ANY SHORING.
2. SURVEY ELEVATIONS OF GIRDERS.
3. ADJUST SOFFIT (DECK FORMWORK) ELEVATIONS USING DIFFERENCE BETWEEN ACTUAL AND THEORETICAL GIRDER ELEVATIONS.
4. INSTALL DECK REINFORCING.
5. SET SCREED RAIL ELEVATIONS USING THEORETICAL PROFILE GRADES ADJUSTED BY DIM. "C", COMPENSATING FOR ADDITIONAL STEEL FRAMING ROTATION DUE TO CURVATURE AND/OR SKEW.

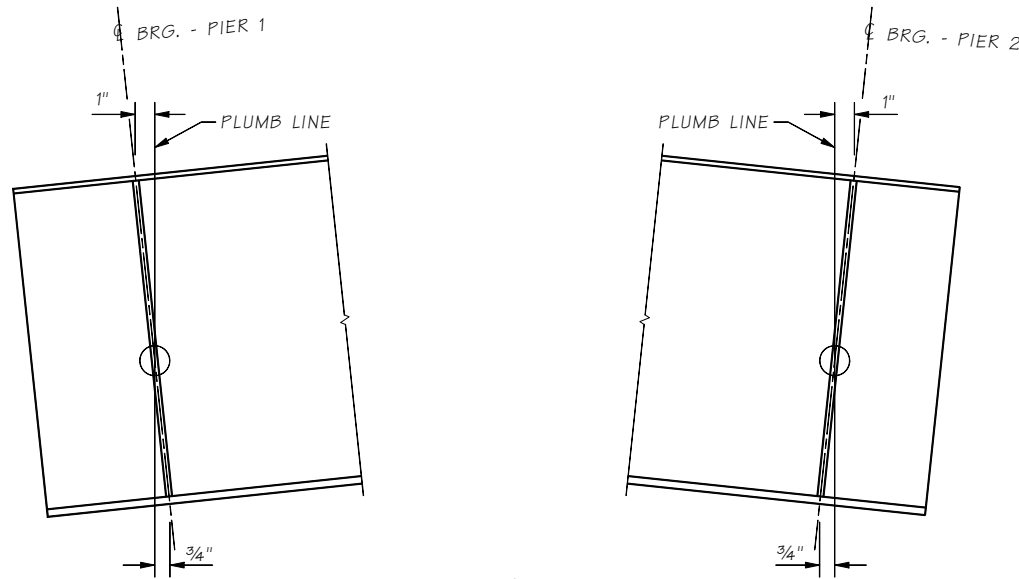


DEAD LOAD CAMBER DIAGRAM

EFFECTS OF PROFILE GRADE ARE NOT SHOWN. FOR THE PURPOSE OF MEASURING CAMBER TOLERANCES AT THE TIME OF SHOP ASSEMBLY, GIRDER TOP FLANGES ARE EMBEDDED IN CONCRETE WITHOUT A DESIGNED HAUNCH.

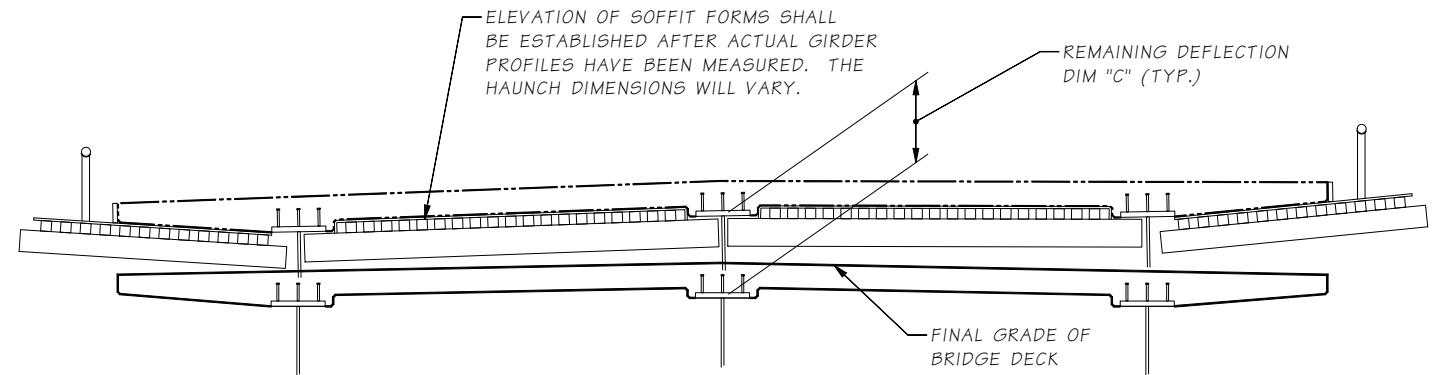
- δ - INCLUDES THE EFFECTS OF SLAB SHRINKAGE AND AN ALLOWANCE OF 10 PSF FOR DECK FORMWORK.
- ψ - DOES NOT INCLUDE WEIGHT OF DECK FORMWORK.

	TENTH POINTS								
	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
TOTAL DEAD LOAD CAMBER (IN.) δ	5 3/8	9 7/8	13 1/8	15 1/8	16	15 1/8	13 1/8	9 7/8	5 3/8
CAMBER DUE TO SELF WEIGHT OF STEEL (IN.) ψ	1	2	2 1/2	3	3 1/8	3	2 1/2	2	1
REMAINING CAMBER "C" GIR. A - C (IN.)	4	7 1/4	9 3/4	11 1/8	11 3/4	11 1/8	9 3/4	7 1/4	4



BEARING STIFFENER ROTATIONAL CAMBER DIAGRAM

OFFSETS TO COMPENSATE FOR TOTAL DEAD LOAD ROTATION. DOES NOT INCLUDE EFFECTS OF PROFILE GRADE.



SCREED SETTING DETAIL

OFFSET CORRECTIONS FOR SETTING THE SCREED RAILS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

LAST REVISION 12-11-2014

SHEET

SR JOB NO.

6.4-A6

Bridge Design Engr.	<Window files>S64-A6		REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
Supervisor			10	WASH.			
Designed By			JOB NUMBER		BR-002(230)		
Checked By							
Detailed By							
Bridge Projects Engr.							
Prelim. Plan By							
Architect/Specialist	DATE	REVISION	BY	APP'D			

BRIDGE AND STRUCTURES OFFICE



EXAMPLE - CAMBER DIAGRAM

BRIDGE SHEET NO.
SHEET
OF
SHEETS