### CAMBER NOTES:

1. ALL CAMBER ORDINATES ARE MEASURED FROM A CHORD INTERSECTING THE CENTERLINE OF BEARING AT THE SUPPORTS.
2. "STEEL" INCLUDES THE DEAD LOAD DUE TO THE STEEL GIRDER, SPLICE PLATES, STEPPING, MISC. DETAILS AND GUARDRAILS.
3. "NCDL" NON-COMPOSITE DEAD LOAD INCLUDES THE CONCRETE SLAB AND HAUNCHES.
4. "CDL" COMPOSITE DEAD LOAD IS THE SUPERIMPOSED DEAD LOAD CONSISTING OF THE CONCRETE TRAFFIC MAILINGS.
5. "CVR" VERTICAL CURVE CORRECTION INCLUDES THE ADJUSTMENTS NECESSARY DUE TO THE ROADWAY PROFILE AND CROSS SLOPE.
6. ALL CAMBER ORDINATES ARE GIVEN IN INCHES.
7. POSITIVE CAMBERS ARE UPWARD.
8. CAMBER VALUES SHOWN ARE BASED ON A GRID ANALYSIS.
9. SEE SHEETS B-XX & B-XX FOR LOCATIONS OF CAMBER POINTS.

### SPAN NO. 1

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**DEPARTMENT OF TRANSPORTATION**

**CENTRAL OFFICE**
685 Suwannee Street, MS 33
Tallahassee, Florida 32399-0450

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**CAMBER DIAGRAM EXAMPLE 1**

**BRIDGE NO. XXXXXX**

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**STATE OF FLORIDA**

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**CAMBER DIAGRAM SHEET 1 OF 2**

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**CONTINUOUS 1-GIRDER**

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**CAMBER DIAGRAM EXAMPLE 1**

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**REV.**

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**TOTAL**

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**MADEalmö**
1. All camber ordinates are measured from a chord intersecting the centerline of bearing at the supports.

2. "Steel" includes the dead load due to the steel girder, splice plates, stiffeners, miscellaneous details and diaphragms.

3. "NCDL" non-composite dead load includes the concrete slab and haunches.

4. "NCDL" composite dead load is the superimposed dead load consisting of the concrete slab and haunches.

5. "VCD" vertical curve correction includes the adjustments necessary due to the roadway profile and cross slope.

6. All camber ordinates are given in inches.

7. Positive cambers are upward.

8. Camber values shown are based on a grid analysis.

9. See sheets B-XX & B-XX for locations of camber points.