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DEAD LOAD DEFLECTION TABLE FOR GIRDERS (RIGHT LANE)

SPAN "A"

0.6" Ø LOW RELAXATION	GIRDERS A1 & A7																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.079	0.150	0.212	0.266	0.312	0.349	0.379	0.400	0.412	0.417	0.412	0.400	0.379	0.349	0.312	0.266	0.212	0.150	0.079	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.030	0.061	0.089	0.116	0.140	0.161	0.179	0.191	0.198	0.200	0.198	0.191	0.179	0.161	0.140	0.116	0.089	0.061	0.030	0.000
FINAL CAMBER ↑	0	9/16"	1 1/16"	1 1/2"	1 13/16"	2 1/16"	2 1/4"	2 3/8"	2 1/2"	2 9/16"	2 5/8"	2 9/16"	2 1/2"	2 3/8"	2 1/4"	2 1/16"	1 13/16"	1 1/2"	1 1/16"	9/16"	0"

0.6" Ø LOW RELAXATION	GIRDERS A2 & A6																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.079	0.150	0.212	0.266	0.312	0.349	0.379	0.400	0.412	0.417	0.412	0.400	0.379	0.349	0.312	0.266	0.212	0.150	0.079	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.031	0.062	0.092	0.119	0.144	0.166	0.183	0.196	0.204	0.205	0.204	0.196	0.183	0.166	0.144	0.119	0.092	0.062	0.031	0.000
FINAL CAMBER ↑	0	9/16"	1 1/16"	1 7/16"	1 3/4"	2"	2 3/16"	2 3/8"	2 7/16"	2 1/2"	2 9/16"	2 1/2"	2 7/16"	2 3/8"	2 3/16"	2"	1 3/4"	1 7/16"	1 1/16"	9/16"	0"

0.6" Ø LOW RELAXATION	GIRDERS A3 & A5																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.079	0.150	0.212	0.266	0.312	0.349	0.379	0.400	0.412	0.417	0.412	0.400	0.379	0.349	0.312	0.266	0.212	0.150	0.079	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.031	0.061	0.091	0.118	0.143	0.164	0.181	0.194	0.201	0.203	0.201	0.194	0.181	0.164	0.143	0.118	0.091	0.061	0.031	0.000
FINAL CAMBER ↑	0	9/16"	1 1/16"	1 7/16"	1 3/4"	2 1/16"	2 1/4"	2 3/8"	2 1/2"	2 9/16"	2 9/16"	2 9/16"	2 1/2"	2 3/8"	2 1/4"	2 1/16"	1 3/4"	1 7/16"	1 1/16"	9/16"	0"

0.6" Ø LOW RELAXATION	GIRDER A4																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.079	0.150	0.212	0.266	0.312	0.349	0.379	0.400	0.412	0.417	0.412	0.400	0.379	0.349	0.312	0.266	0.212	0.150	0.079	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.030	0.059	0.088	0.114	0.138	0.158	0.175	0.188	0.195	0.196	0.195	0.188	0.175	0.158	0.138	0.114	0.088	0.059	0.030	0.000
FINAL CAMBER ↑	0	9/16"	1 1/16"	1 1/2"	1 13/16"	2 1/16"	2 5/16"	2 7/16"	2 9/16"	2 5/8"	2 5/8"	2 5/8"	2 9/16"	2 7/16"	2 5/16"	2 1/16"	1 13/16"	1 1/2"	1 1/16"	9/16"	0"

✳ INCLUDES FUTURE WEARING SURFACE
ALL VALUES ARE SHOWN IN FEET (DECIMAL FORM), EXCEPT "FINAL CAMBER", WHICH IS GIVEN IN INCHES (FRACTIONAL FORM).

DEAD LOAD DEFLECTION TABLE FOR GIRDERS (RIGHT LANE)

SPAN "B"

0.6" Ø LOW RELAXATION	GIRDERS B1 & B7																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.072	0.137	0.194	0.243	0.285	0.320	0.347	0.366	0.378	0.383	0.378	0.366	0.347	0.320	0.285	0.243	0.194	0.137	0.072	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.023	0.045	0.067	0.087	0.105	0.121	0.134	0.144	0.149	0.150	0.149	0.144	0.134	0.121	0.105	0.087	0.067	0.045	0.023	0.000
FINAL CAMBER ↑	0	9/16"	1 1/16"	1 1/2"	1 7/8"	2 3/16"	2 3/8"	2 9/16"	2 11/16"	2 3/4"	2 13/16"	2 3/4"	2 11/16"	2 9/16"	2 3/8"	2 3/16"	1 7/8"	1 1/2"	1 1/16"	9/16"	0"

0.6" Ø LOW RELAXATION	GIRDERS B2 & B6																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.072	0.137	0.194	0.243	0.285	0.320	0.347	0.366	0.378	0.383	0.378	0.366	0.347	0.320	0.285	0.243	0.194	0.137	0.072	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.023	0.047	0.069	0.090	0.109	0.125	0.138	0.148	0.154	0.155	0.154	0.148	0.138	0.125	0.109	0.090	0.069	0.047	0.023	0.000
FINAL CAMBER ↑	0	9/16"	1 1/16"	1 1/2"	1 13/16"	2 1/8"	2 5/16"	2 1/2"	2 5/8"	2 11/16"	2 3/4"	2 11/16"	2 5/8"	2 1/2"	2 5/16"	2 1/8"	1 13/16"	1 1/2"	1 1/16"	9/16"	0"

0.6" Ø LOW RELAXATION	GIRDERS B3 & B5																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.072	0.137	0.194	0.243	0.285	0.320	0.347	0.366	0.378	0.383	0.378	0.366	0.347	0.320	0.285	0.243	0.194	0.137	0.072	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.023	0.046	0.068	0.089	0.107	0.123	0.136	0.146	0.151	0.152	0.151	0.146	0.136	0.123	0.107	0.089	0.068	0.046	0.023	0.000
FINAL CAMBER ↑	0	9/16"	1 1/16"	1 1/2"	1 7/8"	2 1/8"	2 3/8"	2 1/2"	2 5/8"	2 3/4"	2 3/4"	2 3/4"	2 5/8"	2 1/2"	2 3/8"	2 1/8"	1 7/8"	1 1/2"	1 1/16"	9/16"	0"

0.6" Ø LOW RELAXATION	GIRDER B4																				
TWENTIETH POINTS	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1
CAMBER (GIRDER ALONE IN PLACE) ↑	0.000	0.072	0.137	0.194	0.243	0.285	0.320	0.347	0.366	0.378	0.383	0.378	0.366	0.347	0.320	0.285	0.243	0.194	0.137	0.072	0.000
✳ DEFLECTION DUE TO SUPERIMPOSED D.L. ↓	0.000	0.022	0.045	0.066	0.086	0.104	0.119	0.132	0.141	0.146	0.147	0.146	0.141	0.132	0.119	0.104	0.086	0.066	0.045	0.022	0.000
FINAL CAMBER ↑	0	5/8"	1 1/8"	1 9/16"	1 7/8"	2 3/16"	2 7/16"	2 9/16"	2 11/16"	2 13/16"	2 13/16"	2 13/16"	2 11/16"	2 9/16"	2 7/16"	2 3/16"	1 7/8"	1 9/16"	1 1/8"	5/8"	0"

✳ INCLUDES FUTURE WEARING SURFACE
ALL VALUES ARE SHOWN IN FEET (DECIMAL FORM), EXCEPT "FINAL CAMBER", WHICH IS GIVEN IN INCHES (FRACTIONAL FORM).

PROJECT NO. U-2579B
FORSYTH COUNTY
STATION: 642+81.42 -L-

SHEET 4 OF 5

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

SUPERSTRUCTURE
DEAD LOAD DEFLECTIONS
(RIGHT LANE)

NORTH CAROLINA PROFESSIONAL SEAL 026891 ENGINEER JOHN T. DIFFEE III

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559 Jones Franklin Rd. Suite 164
Raleigh, N.C. 27606
Bus: 919 851 8077
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TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN
CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	S-525
1			3			TOTAL SHEETS
2			4			707

DRAWN BY : J.M. BRITT DATE : 10-1-13
CHECKED BY : B.C. HUNT DATE : 4-1-14
DESIGN ENGINEER OF RECORD : T. DIFFEE DATE : 4-15-14

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