

## DEAD LOAD DEFLECTION TABLE

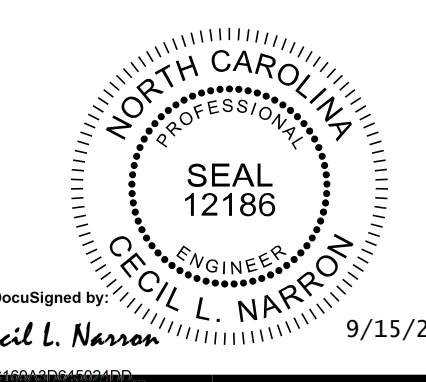
### SPAN A

GIRDER A1 & A8																					
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	0
DEFLECTION DUE TO WEIGHT OF GIRDER ↓	0.00	0.036	0.071	0.103	0.131	0.155	0.174	0.189	0.200	0.207	0.209	0.207	0.200	0.189	0.174	0.155	0.131	0.103	0.071	0.036	0.00
DEFLECTION DUE TO WEIGHT OF SLAB * ↓	0.00	0.079	0.177	0.268	0.347	0.413	0.467	0.510	0.541	0.561	0.567	0.561	0.541	0.510	0.467	0.413	0.347	0.268	0.177	0.079	0.00
DEFLECTION DUE TO WEIGHT OF RAIL ↓	0.00	0.013	0.025	0.036	0.047	0.055	0.062	0.068	0.072	0.074	0.075	0.074	0.072	0.068	0.062	0.055	0.047	0.036	0.025	0.013	0.00
DEFLECTION DUE TO WEIGHT OF SIDEWALK ↓	0.00	0.012	0.024	0.035	0.045	0.053	0.060	0.065	0.069	0.072	0.073	0.072	0.069	0.065	0.060	0.053	0.045	0.035	0.024	0.012	0.00
DEFLECTION DUE TO WEIGHT OF MEDIAN ↓	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
TOTAL DEAD LOAD DEFLECTION ↓	0.00	0.140	0.297	0.442	0.570	0.676	0.763	0.832	0.883	0.914	0.924	0.914	0.883	0.832	0.763	0.676	0.570	0.442	0.297	0.140	0.00
VERTICAL CURVE ORDINATE ↑	0.00	0.253	0.479	0.678	0.851	0.997	1.117	1.210	1.277	1.316	1.330	1.316	1.276	1.210	1.117	0.997	0.851	0.678	0.479	0.253	0.00
REQUIRED CAMBER ↑	0	4 <sup>11</sup> / <sub>16</sub>	9 <sup>3</sup> / <sub>16</sub>	13 <sup>1</sup> / <sub>16</sub>	17 <sup>1</sup> / <sub>16</sub>	20 <sup>1</sup> / <sub>16</sub>	22 <sup>3</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>2</sub>	25 <sup>15</sup> / <sub>16</sub>	26 <sup>3</sup> / <sub>4</sub>	27 <sup>1</sup> / <sub>16</sub>	26 <sup>3</sup> / <sub>4</sub>	25 <sup>15</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>2</sub>	22 <sup>3</sup> / <sub>16</sub>	20 <sup>1</sup> / <sub>16</sub>	17 <sup>1</sup> / <sub>16</sub>	13 <sup>1</sup> / <sub>16</sub>	9 <sup>3</sup> / <sub>16</sub>	4 <sup>11</sup> / <sub>16</sub>	0
GIRDER A2 & 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	0
DEFLECTION DUE TO WEIGHT OF GIRDER ↓	0.00	0.036	0.071	0.103	0.131	0.155	0.174	0.189	0.200	0.207	0.209	0.207	0.200	0.189	0.174	0.155	0.131	0.103	0.071	0.036	0.00
DEFLECTION DUE TO WEIGHT OF SLAB * ↓	0.00	0.080	0.179	0.271	0.351	0.418	0.472	0.516	0.547	0.567	0.573	0.567	0.547	0.516	0.472	0.418	0.351	0.271	0.179	0.080	0.00
DEFLECTION DUE TO WEIGHT OF RAIL ↓	0.00	0.009	0.018	0.026	0.034	0.040	0.045	0.049	0.052	0.054	0.055	0.054	0.052	0.049	0.045	0.040	0.034	0.026	0.018	0.009	0.00
DEFLECTION DUE TO WEIGHT OF SIDEWALK ↓	0.00	0.009	0.017	0.025	0.033	0.039	0.043	0.047	0.050	0.052	0.053	0.052	0.050	0.047	0.043	0.039	0.033	0.025	0.017	0.009	0.00
DEFLECTION DUE TO WEIGHT OF MEDIAN ↓	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
TOTAL DEAD LOAD DEFLECTION ↓	0.00	0.135	0.286	0.426	0.549	0.651	0.734	0.801	0.850	0.880	0.890	0.880	0.850	0.801	0.734	0.651	0.549	0.426	0.286	0.135	0.00
VERTICAL CURVE ORDINATE ↑	0.00	0.253	0.479	0.678	0.851	0.997	1.117	1.210	1.277	1.316	1.330	1.316	1.276	1.210	1.117	0.997	0.851	0.678	0.479	0.253	0.00
REQUIRED CAMBER ↑	0	4 <sup>5</sup> / <sub>8</sub>	9 <sup>3</sup> / <sub>16</sub>	13 <sup>1</sup> / <sub>4</sub>	16 <sup>13</sup> / <sub>16</sub>	19 <sup>3</sup> / <sub>4</sub>	22 <sup>3</sup> / <sub>16</sub>	24 <sup>1</sup> / <sub>8</sub>	25 <sup>1</sup> / <sub>2</sub>	26 <sup>3</sup> / <sub>8</sub>	26 <sup>3</sup> / <sub>8</sub>	26 <sup>3</sup> / <sub>8</sub>	25 <sup>1</sup> / <sub>2</sub>	24 <sup>1</sup> / <sub>8</sub>	22 <sup>3</sup> / <sub>16</sub>	19 <sup>3</sup> / <sub>4</sub>	16 <sup>13</sup> / <sub>16</sub>	13 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>16</sub>	4 <sup>5</sup> / <sub>8</sub>	0
GIRDER A3 & 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	0
DEFLECTION DUE TO WEIGHT OF GIRDER ↓	0.00	0.036	0.071	0.103	0.131	0.155	0.174	0.189	0.200	0.207	0.209	0.207	0.200	0.189	0.174	0.155	0.131	0.103	0.071	0.036	0.00
DEFLECTION DUE TO WEIGHT OF SLAB * ↓	0.00	0.081	0.182	0.274	0.355	0.422	0.477	0.521	0.553	0.573	0.580	0.573	0.553	0.521	0.477	0.422	0.355	0.274	0.182	0.081	0.00
DEFLECTION DUE TO WEIGHT OF RAIL ↓	0.00	0.006	0.013	0.018	0.024	0.028	0.032	0.034	0.037	0.038	0.038	0.038	0.037	0.034	0.032	0.028	0.024	0.018	0.013	0.006	0.00
DEFLECTION DUE TO WEIGHT OF SIDEWALK ↓	0.00	0.006	0.012	0.018	0.023	0.027	0.030	0.033	0.035	0.036	0.037	0.036	0.035	0.033	0.030	0.027	0.023	0.018	0.012	0.006	0.00
DEFLECTION DUE TO WEIGHT OF MEDIAN ↓	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
TOTAL DEAD LOAD DEFLECTION ↓	0.00	0.130	0.277	0.413	0.533	0.632	0.713	0.778	0.825	0.854	0.864	0.854	0.825	0.778	0.713	0.632	0.533	0.413	0.277	0.130	0.00
VERTICAL CURVE ORDINATE ↑	0.00	0.253	0.479	0.678	0.851	0.997	1.117	1.210	1.277	1.316	1.330	1.316	1.276	1.210	1.117	0.997	0.851	0.678	0.479	0.253	0.00
REQUIRED CAMBER ↑	0	4 <sup>5</sup> / <sub>8</sub>	9 <sup>1</sup> / <sub>16</sub>	13 <sup>1</sup> / <sub>8</sub>	16 <sup>5</sup> / <sub>8</sub>	19 <sup>1</sup> / <sub>16</sub>	21 <sup>5</sup> / <sub>16</sub>	23 <sup>7</sup> / <sub>8</sub>	25 <sup>1</sup> / <sub>4</sub>	26 <sup>1</sup> / <sub>16</sub>	26 <sup>1</sup> / <sub>16</sub>	26 <sup>1</sup> / <sub>16</sub>	25 <sup>1</sup> / <sub>4</sub>	23 <sup>7</sup> / <sub>8</sub>	21 <sup>5</sup> / <sub>16</sub>	19 <sup>1</sup> / <sub>16</sub>	16 <sup>5</sup> / <sub>8</sub>	13 <sup>1</sup> / <sub>8</sub>	9 <sup>1</sup> / <sub>16</sub>	4 <sup>5</sup> / <sub>8</sub>	0
GIRDER A4 & 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	0
DEFLECTION DUE TO WEIGHT OF GIRDER ↓	0.00	0.036	0.071	0.103	0.131	0.155	0.174	0.189	0.200	0.207	0.209	0.207	0.200	0.189	0.174	0.155	0.131	0.103	0.071	0.036	0.00
DEFLECTION DUE TO WEIGHT OF SLAB * ↓	0.00	0.081	0.182	0.274	0.355	0.422	0.477	0.521	0.553	0.573	0.580	0.573	0.553	0.521	0.477	0.422	0.355	0.274	0.182	0.081	0.00
DEFLECTION DUE TO WEIGHT OF RAIL ↓	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
DEFLECTION DUE TO WEIGHT OF SIDEWALK ↓	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00
DEFLECTION DUE TO WEIGHT OF MEDIAN ↓	0.00	0.006	0.013	0.018	0.024	0.028	0.032	0.034	0.036	0.038	0.038	0.038	0.036	0.034	0.032	0.028	0.024	0.018	0.013	0.006	0.00
TOTAL DEAD LOAD DEFLECTION ↓	0.00	0.124	0.265	0.395	0.510	0.605	0.682	0.745	0.790	0.818	0.827	0.818	0.790	0.745	0.682	0.605	0.510	0.395	0.265	0.124	0.00
VERTICAL CURVE ORDINATE ↑	0.00	0.253	0.479	0.678	0.851	0.997	1.117	1.210	1.276	1.316	1.330	1.316	1.276	1.210	1.117	0.997	0.851	0.678	0.479	0.253	0.00
REQUIRED CAMBER ↑	0	4 <sup>1</sup> / <sub>2</sub>	8 <sup>15</sup> / <sub>16</sub>	12 <sup>7</sup> / <sub>8</sub>	16 <sup>3</sup> / <sub>16</sub>	19 <sup>1</sup> / <sub>4</sub>	21 <sup>1</sup> / <sub>16</sub>	23 <sup>1</sup> / <sub>16</sub>	24 <sup>13</sup> / <sub>16</sub>	25 <sup>5</sup> / <sub>8</sub>	25 <sup>5</sup> / <sub>8</sub>	25 <sup>5</sup> / <sub>8</sub>	24 <sup>13</sup> / <sub>16</sub>	23 <sup>1</sup> / <sub>16</sub>	21 <sup>1</sup> / <sub>16</sub>	19 <sup>1</sup> / <sub>4</sub>	16 <sup>3</sup> / <sub>16</sub>	12 <sup>7</sup> / <sub>8</sub>	8 <sup>15</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>2</sub>	0

\* INCLUDES SLAB, BUILDUPS, AND STAY-IN-PLACE FORMS.  
ALL VALUES ARE SHOWN IN FEET, EXCEPT 'FINAL CAMBER,' WHICH IS SHOWN IN INCHES



PROJECT NO. U-3315  
PITT COUNTY  
 STATION: 65+56.61 -L-  
16+96.14 -Y10-



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STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
SUPERSTRUCTURE DEAD LOAD DEFLECTIONS					
REVISIONS					SHEET NO. S-14
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
					TOTAL SHEETS 33

K:\BIDI-Structures\Bridges\NC\011036175\_U3315-10th-St-Greenville-Cov\egm\sl4.dgn 9/12/2014

DRAWN BY: <u>J. I. KIMBLE</u>	DATE: <u>9/14</u>
CHECKED BY: <u>J. C. WILSON</u>	DATE: <u>9/14</u>
DESIGN ENGINEER OF RECORD: <u>C.L. NARRON</u>	DATE: <u>9/14</u>