

DEAD LOAD DEFLECTION AND CAMBER TABLE FOR GIRDERS - SPANS A & B

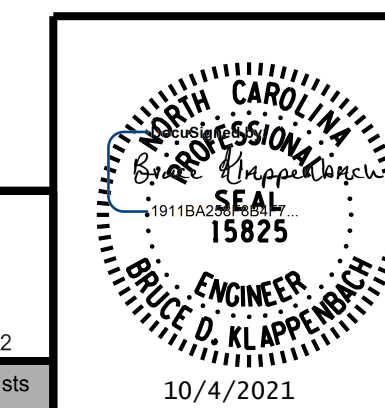
| GIRDER | | FORTIETH POINTS | | | | | | | | | | | | | | | | | | | | |
|-------------------------|--------------------------------------|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | 0 | 0.025 | 0.05 | 0.075 | 0.1 | 0.125 | 0.15 | 0.175 | 0.2 | 0.225 | 0.25 | 0.275 | 0.3 | 0.325 | 0.35 | 0.375 | 0.4 | 0.425 | 0.45 | 0.475 | 0.5 |
| AG1-AG3, BG1-BG3 | CAMBER (GIRDER ALONE IN PLACE) | 0.000 | 0.022 | 0.043 | 0.064 | 0.085 | 0.105 | 0.124 | 0.143 | 0.161 | 0.177 | 0.193 | 0.206 | 0.220 | 0.231 | 0.242 | 0.250 | 0.258 | 0.262 | 0.267 | 0.269 | 0.271 |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | 0.000 | -0.015 | -0.031 | -0.046 | -0.061 | -0.076 | -0.091 | -0.106 | -0.120 | -0.132 | -0.143 | -0.155 | -0.167 | -0.174 | -0.181 | -0.189 | -0.196 | -0.199 | -0.201 | -0.204 | -0.206 |
| | FINAL CAMBER | 0 | 1/16 | 1/8 | 3/16 | 1/4 | 5/16 | 3/8 | 7/16 | 1/2 | 9/16 | 5/8 | 11/16 | 3/4 | 13/16 | 7/8 | 15/16 | 1 | 1 | 1 | 1 | 1 |
| | | 0.525 | 0.55 | 0.575 | 0.6 | 0.625 | 0.65 | 0.675 | 0.7 | 0.725 | 0.75 | 0.775 | 0.8 | 0.825 | 0.85 | 0.875 | 0.9 | 0.925 | 0.95 | 0.975 | 1.0 | |
| | CAMBER (GIRDER ALONE IN PLACE) | 0.269 | 0.267 | 0.262 | 0.258 | 0.250 | 0.242 | 0.231 | 0.220 | 0.206 | 0.193 | 0.177 | 0.161 | 0.143 | 0.124 | 0.105 | 0.085 | 0.064 | 0.043 | 0.022 | 0.000 | |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | -0.204 | -0.201 | -0.199 | -0.196 | -0.189 | -0.181 | -0.174 | -0.167 | -0.155 | -0.143 | -0.132 | -0.120 | -0.106 | -0.091 | -0.076 | -0.061 | -0.046 | -0.031 | -0.015 | 0.000 | |
| AG4 & AG5, BG4 & BG5 | CAMBER (GIRDER ALONE IN PLACE) | 0.000 | 0.022 | 0.043 | 0.064 | 0.085 | 0.105 | 0.124 | 0.143 | 0.161 | 0.177 | 0.193 | 0.206 | 0.220 | 0.231 | 0.242 | 0.250 | 0.258 | 0.262 | 0.267 | 0.269 | 0.271 |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | 0.000 | -0.015 | -0.029 | -0.044 | -0.058 | -0.072 | -0.086 | -0.100 | -0.114 | -0.125 | -0.136 | -0.147 | -0.158 | -0.165 | -0.172 | -0.179 | -0.186 | -0.188 | -0.191 | -0.193 | -0.196 |
| | FINAL CAMBER | 0 | 1/16 | 3/16 | 1/4 | 5/16 | 3/8 | 7/16 | 1/2 | 9/16 | 5/8 | 11/16 | 11/16 | 3/4 | 13/16 | 13/16 | 7/8 | 7/8 | 7/8 | 15/16 | 15/16 | 7/8 |
| | | 0.525 | 0.55 | 0.575 | 0.6 | 0.625 | 0.65 | 0.675 | 0.7 | 0.725 | 0.75 | 0.775 | 0.8 | 0.825 | 0.85 | 0.875 | 0.9 | 0.925 | 0.95 | 0.975 | 1.0 | |
| | CAMBER (GIRDER ALONE IN PLACE) | 0.269 | 0.267 | 0.262 | 0.258 | 0.250 | 0.242 | 0.231 | 0.220 | 0.206 | 0.193 | 0.177 | 0.161 | 0.143 | 0.124 | 0.105 | 0.085 | 0.064 | 0.043 | 0.022 | 0.000 | |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | -0.193 | -0.191 | -0.188 | -0.186 | -0.179 | -0.172 | -0.165 | -0.158 | -0.147 | -0.136 | -0.125 | -0.114 | -0.100 | -0.086 | -0.072 | -0.058 | -0.044 | -0.029 | -0.015 | 0.000 | |
| AG6 & AG7, BG6 & BG7 | CAMBER (GIRDER ALONE IN PLACE) | 0.000 | 0.022 | 0.043 | 0.064 | 0.085 | 0.105 | 0.124 | 0.143 | 0.161 | 0.177 | 0.193 | 0.206 | 0.220 | 0.231 | 0.242 | 0.250 | 0.258 | 0.262 | 0.267 | 0.269 | 0.271 |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | 0.000 | -0.014 | -0.027 | -0.041 | -0.054 | -0.067 | -0.080 | -0.093 | -0.106 | -0.116 | -0.127 | -0.137 | -0.147 | -0.153 | -0.160 | -0.166 | -0.173 | -0.175 | -0.177 | -0.180 | -0.182 |
| | FINAL CAMBER | 0 | 1/8 | 3/16 | 1/4 | 3/8 | 7/16 | 9/16 | 9/16 | 5/8 | 3/4 | 13/16 | 13/16 | 7/8 | 15/16 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | 0.525 | 0.55 | 0.575 | 0.6 | 0.625 | 0.65 | 0.675 | 0.7 | 0.725 | 0.75 | 0.775 | 0.8 | 0.825 | 0.85 | 0.875 | 0.9 | 0.925 | 0.95 | 0.975 | 1.0 | |
| | CAMBER (GIRDER ALONE IN PLACE) | 0.269 | 0.267 | 0.262 | 0.258 | 0.250 | 0.242 | 0.231 | 0.220 | 0.206 | 0.193 | 0.177 | 0.161 | 0.143 | 0.124 | 0.105 | 0.085 | 0.064 | 0.043 | 0.022 | 0.000 | |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | -0.180 | -0.177 | -0.175 | -0.173 | -0.166 | -0.160 | -0.153 | -0.147 | -0.137 | -0.127 | -0.116 | -0.106 | -0.093 | -0.080 | -0.067 | -0.054 | -0.041 | -0.027 | -0.014 | 0.000 | |
| AG8, BG8 | CAMBER (GIRDER ALONE IN PLACE) | 0.000 | 0.022 | 0.043 | 0.064 | 0.085 | 0.105 | 0.124 | 0.143 | 0.161 | 0.177 | 0.193 | 0.206 | 0.220 | 0.231 | 0.242 | 0.250 | 0.258 | 0.262 | 0.267 | 0.269 | 0.271 |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | 0.000 | -0.015 | -0.029 | -0.044 | -0.059 | -0.073 | -0.087 | -0.101 | -0.115 | -0.126 | -0.137 | -0.149 | -0.160 | -0.167 | -0.174 | -0.181 | -0.188 | -0.190 | -0.193 | -0.195 | -0.197 |
| | FINAL CAMBER | 0 | 1/16 | 3/16 | 1/4 | 5/16 | 3/8 | 7/16 | 1/2 | 9/16 | 5/8 | 11/16 | 11/16 | 3/4 | 3/4 | 13/16 | 13/16 | 13/16 | 7/8 | 7/8 | 7/8 | 7/8 |
| | | 0.525 | 0.55 | 0.575 | 0.6 | 0.625 | 0.65 | 0.675 | 0.7 | 0.725 | 0.75 | 0.775 | 0.8 | 0.825 | 0.85 | 0.875 | 0.9 | 0.925 | 0.95 | 0.975 | 1.0 | |
| | CAMBER (GIRDER ALONE IN PLACE) | 0.269 | 0.267 | 0.262 | 0.258 | 0.250 | 0.242 | 0.231 | 0.220 | 0.206 | 0.193 | 0.177 | 0.161 | 0.143 | 0.124 | 0.105 | 0.085 | 0.064 | 0.043 | 0.022 | 0.000 | |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | -0.195 | -0.193 | -0.190 | -0.188 | -0.181 | -0.174 | -0.167 | -0.160 | -0.149 | -0.137 | -0.126 | -0.115 | -0.101 | -0.087 | -0.073 | -0.059 | -0.044 | -0.029 | -0.015 | 0.000 | |
| AG9, BG9 | CAMBER (GIRDER ALONE IN PLACE) | 0.000 | 0.022 | 0.043 | 0.064 | 0.085 | 0.105 | 0.124 | 0.143 | 0.161 | 0.177 | 0.193 | 0.206 | 0.220 | 0.231 | 0.242 | 0.250 | 0.258 | 0.262 | 0.267 | 0.269 | 0.271 |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | 0.000 | -0.016 | -0.031 | -0.047 | -0.062 | -0.077 | -0.092 | -0.107 | -0.122 | -0.134 | -0.145 | -0.157 | -0.169 | -0.176 | -0.176 | -0.191 | -0.199 | -0.201 | -0.204 | -0.206 | -0.209 |
| | FINAL CAMBER | 0 | 1/16 | 1/8 | 3/16 | 1/4 | 5/16 | 3/8 | 7/16 | 1/2 | 9/16 | 9/16 | 5/8 | 5/8 | 5/8 | 11/16 | 11/16 | 3/4 | 3/4 | 3/4 | 3/4 | 3/4 |
| | | 0.525 | 0.55 | 0.575 | 0.6 | 0.625 | 0.65 | 0.675 | 0.7 | 0.725 | 0.75 | 0.775 | 0.8 | 0.825 | 0.85 | 0.875 | 0.9 | 0.925 | 0.95 | 0.975 | 1.0 | |
| | CAMBER (GIRDER ALONE IN PLACE) | 0.269 | 0.267 | 0.262 | 0.258 | 0.250 | 0.242 | 0.242 | 0.220 | 0.206 | 0.193 | 0.177 | 0.161 | 0.143 | 0.124 | 0.105 | 0.085 | 0.064 | 0.043 | 0.022 | 0.000 | |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | -0.206 | -0.204 | -0.201 | -0.199 | -0.191 | -0.184 | -0.184 | -0.169 | -0.157 | -0.137 | -0.134 | -0.122 | -0.107 | -0.092 | -0.077 | -0.062 | -0.047 | -0.031 | -0.016 | 0.000 | |
| AG10-AG11, BG10-BG11 | CAMBER (GIRDER ALONE IN PLACE) | 0.000 | 0.022 | 0.043 | 0.064 | 0.085 | 0.105 | 0.124 | 0.143 | 0.161 | 0.177 | 0.193 | 0.206 | 0.220 | 0.231 | 0.242 | 0.250 | 0.258 | 0.262 | 0.267 | 0.269 | 0.271 |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | 0.000 | -0.016 | -0.032 | -0.048 | -0.065 | -0.080 | -0.096 | -0.111 | -0.127 | -0.139 | -0.151 | -0.163 | -0.175 | -0.183 | -0.191 | -0.199 | -0.206 | -0.209 | -0.212 | -0.214 | -0.217 |
| | FINAL CAMBER | 0 | 1/16 | 1/8 | 3/16 | 1/4 | 5/16 | 3/8 | 3/8 | 7/16 | 7/16 | 1/2 | 1/2 | 9/16 | 9/16 | 5/8 | 5/8 | 5/8 | 5/8 | 11/16 | 11/16 | 5/8 |
| | | 0.525 | 0.55 | 0.575 | 0.6 | 0.625 | 0.65 | 0.675 | 0.7 | 0.725 | 0.75 | 0.775 | 0.8 | 0.825 | 0.85 | 0.875 | 0.9 | 0.925 | 0.95 | 0.975 | 1.0 | |
| | CAMBER (GIRDER ALONE IN PLACE) | 0.269 | 0.267 | 0.262 | 0.258 | 0.250 | 0.242 | 0.231 | 0.220 | 0.206 | 0.193 | 0.177 | 0.161 | 0.143 | 0.124 | 0.105 | 0.085 | 0.064 | 0.043 | 0.022 | 0.000 | |
| | DEFLECTION DUE TO SUPERIMPOSED D.L.* | -0.214 | -0.212 | -0.209 | -0.206 | -0.199 | -0.191 | -0.183 | -0.175 | -0.163 | -0.151 | -0.139 | -0.127 | -0.111 | -0.096 | -0.080 | -0.065 | -0.048 | -0.032 | -0.016 | 0.000 | |

DEFLECTIONS ARE IN FEET (DECIMAL FORM) AT THE FORTIETH POINTS BETWEEN BEARINGS, REQUIRED CAMBER VALUES ARE IN INCHES (FRACTIONAL FORM).

* INCLUDES FUTURE WEARING SURFACE IN SUPERIMPOSED DEAD LOAD.

PROJECT NO. I-5972
JOHNSTON COUNTY
 STATION: 36+93.50 -Y1-

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
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 SPANS A AND B



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| 1 | | | 3 | | |
| 2 | | | 4 | | |

TOTAL SHEETS: 54

DOCUMENT NOT CONSIDERED FINAL
 UNLESS ALL SIGNATURES COMPLETED

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DRAWN BY : B. A. HAAG DATE : JUN 2021
 CHECKED BY : B. D. KLAPPENBACH DATE : JUN 2021
 DESIGN ENGINEER OF RECORD : B. D. KLAPPENBACH DATE : JUN 2021