

| DEAD LOAD DEFLECTION TABLE FOR GIRDERS | | | | | | | | | | | | | | | | | | | | | |
|---|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|---------|--------|--------|--------|--------|--------|--------|----------|------|
| 0.6" Ø LOW RELAXATION | SPAN A | | | | | | | | | | | | | | | | | | | | |
| | GIRDERS 1 & 4 | | | | | | | | | | | | | | | | | | | | |
| TWENTIETH POINTS | 0 | .05 | .10 | .15 | .20 | .25 | .30 | .35 | .40 | .45 | .50 | .55 | .60 | .65 | .70 | .75 | .80 | .85 | .90 | .95 | 1.00 |
| CAMBER (GIRDER ALONE IN PLACE) ↑ | 0 | 0.015 | 0.029 | 0.043 | 0.055 | 0.067 | 0.076 | 0.083 | 0.089 | 0.092 | 0.093 | 0.092 | 0.089 | 0.083 | 0.076 | 0.067 | 0.055 | 0.043 | 0.029 | 0.015 | 0 |
| * DEFLECTION DUE TO SUPERIMPOSED D.L. ↓ | 0 | 0.007 | 0.014 | 0.020 | 0.026 | 0.031 | 0.036 | 0.039 | 0.042 | 0.044 | 0.044 | 0.044 | 0.042 | 0.039 | 0.036 | 0.031 | 0.026 | 0.020 | 0.014 | 0.007 | 0 |
| FINAL CAMBER ↑ | 0 | 1/8" | 3/16" | 1/4" | 3/8" | 7/16" | 1/2" | 1/2" | 9/16" | 5/8" | 11/16" | 1" | 1 1/16" | 1 1/8" | 1 1/4" | 1 1/2" | 1 5/8" | 1 3/4" | 1 7/8" | 1 15/16" | 2" |

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

| DEAD LOAD DEFLECTION TABLE FOR GIRDERS | | | | | | | | | | | | | | | | | | | | | |
|---|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 0.6" Ø LOW RELAXATION | SPAN A | | | | | | | | | | | | | | | | | | | | |
| | GIRDERS 2 & 3 | | | | | | | | | | | | | | | | | | | | |
| TWENTIETH POINTS | 0 | .05 | .10 | .15 | .20 | .25 | .30 | .35 | .40 | .45 | .50 | .55 | .60 | .65 | .70 | .75 | .80 | .85 | .90 | .95 | 1.00 |
| CAMBER (GIRDER ALONE IN PLACE) ↑ | 0 | 0.015 | 0.029 | 0.043 | 0.055 | 0.067 | 0.076 | 0.083 | 0.089 | 0.092 | 0.093 | 0.092 | 0.089 | 0.083 | 0.076 | 0.067 | 0.055 | 0.043 | 0.029 | 0.015 | 0 |
| * DEFLECTION DUE TO SUPERIMPOSED D.L. ↓ | 0 | 0.008 | 0.015 | 0.022 | 0.029 | 0.035 | 0.040 | 0.043 | 0.046 | 0.048 | 0.049 | 0.048 | 0.046 | 0.043 | 0.040 | 0.035 | 0.029 | 0.022 | 0.015 | 0.008 | 0 |
| FINAL CAMBER ↑ | 0 | 1/16" | 3/16" | 1/4" | 5/16" | 3/8" | 7/16" | 1/2" | 1/2" | 1/2" | 1/2" | 1/2" | 1/2" | 1/2" | 1/2" | 7/16" | 3/8" | 5/16" | 1/4" | 3/16" | 1/16" |

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

PROJECT NO. **B-5981**
DUPLIN COUNTY
STATION: **23+56.64 -L-**

SHEET 1 OF 3



DocuSigned by:
William C. Smith
10/24/2023

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH
SUPERSTRUCTURE
DEAD LOAD DEFLECTIONS
(SPAN A)

DRAWN BY : K. BEARD DATE : 5/9/22
CHECKED BY : D. SHACKELFORD DATE : 5/19/22
DESIGN ENGINEER OF RECORD : W.C. SMITH DATE : 3/8/23

10/18/2023
R:\Structures\Plans\300016\401_039_B5981_SMU_DL_S1-20_300016.dgn
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DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

| REVISIONS | | | | | SHEET NO. |
|-----------|-----|-------|-----|-----|-----------|
| NO. | BY: | DATE: | NO. | BY: | DATE: |
| 1 | | | 3 | | |
| 2 | | | 4 | | |

TOTAL SHEETS: 43