

NOTE :  
 SLOPE TO ZERO BASELINE VARIES

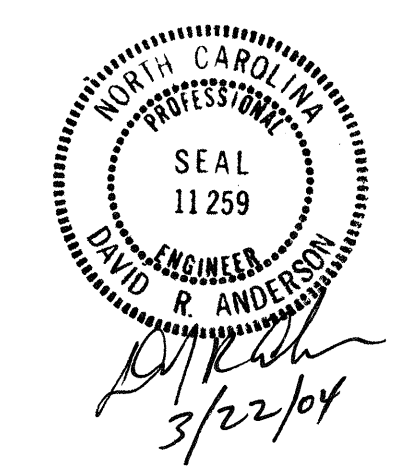
DEAD LOAD DEFLECTION TABLE FOR GIRDERS																					
	SPAN B																				
	EXTERIOR GIRDERS #1 & #6																				
TWENTIETH POINTS	0	.05	.1	.15	.2	.25	.3	.35	.4	.45	.5	.55	.6	.65	.7	.75	.8	.85	.9	.95	0
DEFLECTION DUE TO WEIGHT OF GIRDER	0.000	0.000	0.000	0.001	0.002	0.002	0.003	0.004	0.005	0.006	0.006	0.007	0.007	0.007	0.006	0.006	0.005	0.004	0.003	0.001	0.000
DEFLECTION DUE TO WEIGHT OF SLAB *	0.000	0.001	0.002	0.005	0.008	0.013	0.017	0.022	0.026	0.030	0.033	0.035	0.035	0.035	0.033	0.030	0.026	0.020	0.014	0.007	0.000
DEFLECTION DUE TO WEIGHT OF BARRIER RAIL	0.000	0.000	0.000	0.001	0.001	0.002	0.003	0.003	0.004	0.004	0.005	0.005	0.005	0.005	0.005	0.004	0.004	0.003	0.002	0.001	0.000
TOTAL DEAD LOAD DEFLECTION	0.000	0.001	0.002	0.007	0.011	0.017	0.023	0.029	0.035	0.040	0.044	0.047	0.047	0.047	0.044	0.040	0.035	0.027	0.019	0.009	0.000
VERTICAL CURVE ORDINATE	0.000	0.006	0.011	0.015	0.019	0.022	0.025	0.027	0.028	0.029	0.029	0.029	0.028	0.027	0.025	0.022	0.019	0.015	0.011	0.006	0.000
ORDINATE DUE TO SUPERELEVATION	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	0.000	0.000
REQUIRED CAMBER	0	7	13	22	30	39	48	56	63	69	73	76	75	74	69	62	54	42	30	15	0

\* INCLUDES FUTURE WEARING SURFACE.  
 ALL VALUES ARE SHOWN IN METERS, EXCEPT "REQUIRED CAMBER" WHICH IS SHOWN IN MILLIMETERS.  
 POSITIVE CAMBER = UPWARD CAMPER

DEAD LOAD DEFLECTION TABLE FOR GIRDERS																					
	SPAN B																				
	INTERIOR GIRDERS #2 THRU #5																				
TWENTIETH POINTS	0	.05	.1	.15	.2	.25	.3	.35	.4	.45	.5	.55	.6	.65	.7	.75	.8	.85	.9	.95	0
DEFLECTION DUE TO WEIGHT OF GIRDER	0.000	0.000	0.000	0.001	0.002	0.002	0.003	0.004	0.005	0.006	0.006	0.007	0.007	0.007	0.006	0.006	0.005	0.004	0.003	0.001	0.000
DEFLECTION DUE TO WEIGHT OF SLAB *	0.000	0.001	0.002	0.006	0.010	0.015	0.021	0.026	0.031	0.036	0.039	0.042	0.042	0.042	0.040	0.036	0.031	0.024	0.017	0.009	0.000
DEFLECTION DUE TO WEIGHT OF BARRIER RAIL	0.000	0.000	0.001	0.001	0.002	0.002	0.003	0.004	0.005	0.005	0.006	0.006	0.006	0.006	0.006	0.005	0.004	0.004	0.002	0.001	0.000
TOTAL DEAD LOAD DEFLECTION	0.000	0.001	0.003	0.008	0.014	0.019	0.027	0.034	0.041	0.047	0.051	0.055	0.055	0.055	0.052	0.047	0.040	0.032	0.022	0.011	0.000
VERTICAL CURVE ORDINATE	0.000	0.006	0.011	0.015	0.019	0.022	0.025	0.027	0.028	0.029	0.029	0.029	0.028	0.027	0.025	0.022	0.019	0.015	0.011	0.006	0.000
ORDINATE DUE TO SUPERELEVATION	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	0.000	0.000
REQUIRED CAMBER	0	7	14	23	33	41	52	61	69	76	80	84	83	82	77	69	59	47	33	17	0

\* INCLUDES FUTURE WEARING SURFACE  
 ALL VALUES ARE SHOWN IN METERS, EXCEPT "REQUIRED CAMBER" WHICH IS SHOWN IN MILLIMETERS.  
 POSITIVE CAMBER = UPWARD CAMPER

PROJECT NO. R-513C  
ROBESON COUNTY  
 STATION: 318+10.648 -L-  
 SHEET 2 OF 2



STATE OF NORTH CAROLINA  
 DEPARTMENT OF TRANSPORTATION  
 RALEIGH

**SUPERSTRUCTURE**  
**DEAD LOAD DEFLECTIONS**  
**SPAN B**

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

TOTAL SHEETS: 312

DRAWN BY : N. O. TRAN DATE : 8-02  
 CHECKED BY : T.A. WALTER DATE : 10-24-02