

DEAD LOAD DEFLECTION TABLE FOR GIRDERS

| | | GIRDER #3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | | SPAN B | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ① | 0.03L | 0.06L | ② | 0.12L | 0.15L | ③ | 0.21L | 0.24L | ④ | 0.30L | 0.33L | ⑤ | 0.39L | 0.42L | ⑥ | 0.48L | 0.52L | ⑦ | 0.58L | 0.61L | ⑧ | 0.67L | 0.70L | ⑨ | 0.76L | 0.79L | ⑩ | 0.85L | 0.88L | ⑪ | 0.94L | 0.97L | ⑫ | |
| A | DEFLECTION DUE TO EXISTING COVERPLATES | ↓ | 0.004 | 0.025 | 0.047 | 0.069 | 0.089 | 0.108 | 0.126 | 0.141 | 0.155 | 0.166 | 0.176 | 0.183 | 0.188 | 0.190 | 0.191 | 0.189 | 0.185 | 0.178 | ⑦ | 0.160 | 0.148 | 0.135 | 0.121 | 0.107 | 0.091 | 0.076 | 0.062 | 0.048 | 0.036 | 0.026 | 0.017 | 0.011 | 0.007 | 0.006 |
| B | DEFLECTION DUE TO NEW STEEL | ↓ | 0.036 | 0.067 | 0.098 | 0.129 | 0.158 | 0.185 | 0.211 | 0.232 | 0.252 | 0.269 | 0.282 | 0.292 | 0.299 | 0.302 | 0.301 | 0.298 | 0.291 | 0.282 | 0.270 | 0.254 | 0.236 | 0.217 | 0.195 | 0.172 | 0.149 | 0.125 | 0.103 | 0.082 | 0.063 | 0.046 | 0.032 | 0.021 | 0.013 | 0.010 |
| C | DEFLECTION DUE TO SLAB AND BARRIER RAIL IN BAY 2 | ↓ | 0.030 | 0.149 | 0.271 | 0.391 | 0.503 | 0.609 | 0.708 | 0.794 | 0.871 | 0.938 | 0.991 | 1.032 | 1.063 | 1.078 | 1.082 | 1.075 | 1.054 | 1.022 | 0.981 | 0.927 | 0.864 | 0.795 | 0.717 | 0.637 | 0.555 | 0.469 | 0.387 | 0.311 | 0.239 | 0.176 | 0.125 | 0.081 | 0.050 | 0.037 |
| D | DEFLECTION DUE TO BAY 3 DECK REMOVAL | ↓ | -0.021 | -0.158 | -0.296 | -0.431 | -0.559 | -0.679 | -0.790 | -0.891 | -0.979 | -1.054 | -1.115 | -1.163 | -1.196 | -1.216 | -1.222 | -1.214 | -1.192 | -1.156 | -1.109 | -1.050 | -0.981 | -0.903 | -0.818 | -0.727 | -0.634 | -0.539 | -0.448 | -0.362 | -0.282 | -0.211 | -0.152 | -0.104 | -0.069 | -0.053 |
| E | DEFLECTION DUE TO SLAB AND BARRIER RAIL IN BAY 3 | ↓ | 0.000 | 0.162 | 0.325 | 0.483 | 0.632 | 0.772 | 0.900 | 1.016 | 1.117 | 1.204 | 1.273 | 1.326 | 1.363 | 1.384 | 1.388 | 1.377 | 1.348 | 1.306 | 1.250 | 1.181 | 1.101 | 1.012 | 0.913 | 0.811 | 0.706 | 0.600 | 0.499 | 0.404 | 0.315 | 0.236 | 0.170 | 0.114 | 0.071 | 0.047 |
| F | DEFLECTION DUE TO BAY 1 DECK REMOVAL | ↓ | -0.018 | -0.047 | -0.077 | -0.106 | -0.135 | -0.162 | -0.188 | -0.211 | -0.233 | -0.251 | -0.266 | -0.277 | -0.286 | -0.291 | -0.292 | -0.290 | -0.284 | -0.275 | -0.264 | -0.249 | -0.231 | -0.211 | -0.189 | -0.167 | -0.143 | -0.120 | -0.097 | -0.078 | -0.059 | -0.042 | -0.029 | -0.018 | -0.011 | -0.009 |
| G | DEFLECTION DUE TO SLAB IN BAY 1 | ↓ | 0.022 | 0.050 | 0.079 | 0.107 | 0.135 | 0.162 | 0.187 | 0.209 | 0.230 | 0.248 | 0.262 | 0.274 | 0.282 | 0.286 | 0.288 | 0.286 | 0.280 | 0.272 | 0.260 | 0.246 | 0.229 | 0.210 | 0.189 | 0.167 | 0.145 | 0.122 | 0.100 | 0.081 | 0.062 | 0.046 | 0.032 | 0.020 | 0.011 | 0.007 |
| H | DEFLECTION DUE TO FINAL BARRIER RAILS AND PPC | ↓ | 0.007 | 0.022 | 0.038 | 0.054 | 0.069 | 0.083 | 0.097 | 0.109 | 0.119 | 0.129 | 0.136 | 0.142 | 0.147 | 0.148 | 0.149 | 0.148 | 0.145 | 0.141 | 0.135 | 0.127 | 0.118 | 0.108 | 0.096 | 0.085 | 0.073 | 0.060 | 0.049 | 0.039 | 0.029 | 0.021 | 0.015 | 0.010 | 0.006 | 0.006 |
| I | TOTAL SDL (I = A+B+C+D+E+F+G+H) | ↓ | 0.059 | 0.271 | 0.486 | 0.696 | 0.892 | 1.078 | 1.251 | 1.400 | 1.533 | 1.648 | 1.738 | 1.809 | 1.860 | 1.882 | 1.885 | 1.869 | 1.828 | 1.769 | 1.695 | 1.596 | 1.484 | 1.362 | 1.225 | 1.084 | 0.942 | 0.794 | 0.654 | 0.526 | 0.404 | 0.297 | 0.210 | 0.134 | 0.079 | 0.051 |

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|---|--|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| | | SPAN C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ⑫ | 0.02L | 0.05L | ⑬ | 0.10L | 0.12L | ⑭ | 0.17L | 0.19L | ⑮ | 0.24L | 0.26L | ⑯ | 0.31L | 0.33L | ⑰ | 0.38L | 0.40L | ⑱ | 0.45L | 0.48L | ⑲ | 0.52L | 0.55L | ⑳ | 0.60L | 0.62L | ㉑ | 0.67L | 0.69L | ㉒ | 0.74L | 0.76L | ㉓ | 0.81L | 0.83L | ㉔ | 0.88L | 0.90L | ㉕ | 0.95L | 0.98L | ㉖ | | |
| A | DEFLECTION DUE TO EXISTING COVERPLATES | ↓ | 0.006 | 0.010 | 0.017 | 0.026 | 0.037 | 0.050 | 0.065 | 0.081 | 0.099 | 0.117 | 0.135 | 0.153 | 0.171 | 0.187 | 0.203 | 0.216 | 0.229 | 0.239 | 0.247 | 0.253 | 0.256 | 0.257 | 0.256 | 0.247 | 0.239 | 0.229 | 0.229 | 0.229 | 0.216 | 0.203 | 0.187 | 0.171 | 0.153 | 0.135 | 0.117 | 0.099 | 0.081 | 0.065 | 0.050 | 0.037 | 0.026 | 0.017 | 0.010 | 0.006 |
| B | DEFLECTION DUE TO NEW STEEL | ↓ | 0.010 | 0.017 | 0.030 | 0.046 | 0.063 | 0.084 | 0.108 | 0.133 | 0.160 | 0.188 | 0.216 | 0.243 | 0.270 | 0.294 | 0.316 | 0.337 | 0.354 | 0.369 | 0.381 | 0.389 | 0.394 | 0.396 | 0.394 | 0.389 | 0.381 | 0.369 | 0.354 | 0.337 | 0.316 | 0.294 | 0.269 | 0.243 | 0.216 | 0.188 | 0.160 | 0.133 | 0.108 | 0.084 | 0.063 | 0.046 | 0.030 | 0.017 | 0.010 | |
| C | DEFLECTION DUE TO SLAB AND BARRIER RAIL IN BAY 2 | ↓ | 0.037 | 0.061 | 0.102 | 0.158 | 0.220 | 0.293 | 0.376 | 0.464 | 0.559 | 0.658 | 0.754 | 0.849 | 0.942 | 1.027 | 1.106 | 1.179 | 1.239 | 1.289 | 1.331 | 1.359 | 1.376 | 1.383 | 1.375 | 1.357 | 1.328 | 1.286 | 1.235 | 1.174 | 1.102 | 1.022 | 0.936 | 0.844 | 0.748 | 0.653 | 0.554 | 0.460 | 0.372 | 0.290 | 0.217 | 0.156 | 0.101 | 0.059 | 0.036 | |
| D | DEFLECTION DUE TO BAY 3 DECK REMOVAL | ↓ | -0.053 | -0.080 | -0.127 | -0.189 | -0.261 | -0.345 | -0.438 | -0.540 | -0.649 | -0.761 | -0.873 | -0.983 | -1.089 | -1.188 | -1.280 | -1.362 | -1.433 | -1.493 | -1.540 | -1.574 | -1.594 | -1.574 | -1.541 | -1.493 | -1.434 | -1.362 | -1.280 | -1.189 | -1.090 | -0.984 | -0.873 | -0.761 | -0.649 | -0.540 | -0.438 | -0.343 | -0.259 | -0.187 | -0.125 | -0.078 | -0.051 | | | |
| E | DEFLECTION DUE TO SLAB AND BARRIER RAIL IN BAY 3 | ↓ | 0.047 | 0.061 | 0.093 | 0.140 | 0.196 | 0.264 | 0.344 | 0.432 | 0.528 | 0.629 | 0.732 | 0.835 | 0.935 | 1.029 | 1.117 | 1.197 | 1.266 | 1.324 | 1.371 | 1.404 | 1.423 | 1.430 | 1.422 | 1.401 | 1.368 | 1.320 | 1.261 | 1.191 | 1.110 | 1.022 | 0.927 | 0.827 | 0.724 | 0.621 | 0.520 | 0.425 | 0.338 | 0.258 | 0.190 | 0.135 | 0.089 | 0.058 | 0.045 | |
| F | DEFLECTION DUE TO BAY 1 DECK REMOVAL | ↓ | -0.009 | -0.017 | -0.030 | -0.047 | -0.067 | -0.089 | -0.115 | -0.143 | -0.173 | -0.204 | -0.235 | -0.266 | -0.296 | -0.324 | -0.350 | -0.374 | -0.394 | -0.410 | -0.424 | -0.433 | -0.438 | -0.441 | -0.438 | -0.433 | -0.424 | -0.410 | -0.393 | -0.374 | -0.350 | -0.324 | -0.296 | -0.266 | -0.235 | -0.204 | -0.172 | -0.142 | -0.115 | -0.089 | -0.067 | -0.047 | -0.030 | -0.017 | -0.009 | |
| G | DEFLECTION DUE TO SLAB IN BAY 1 | ↓ | 0.007 | 0.011 | 0.019 | 0.029 | 0.042 | 0.058 | 0.076 | 0.096 | 0.118 | 0.141 | 0.164 | 0.187 | 0.210 | 0.231 | 0.250 | 0.268 | 0.283 | 0.296 | 0.306 | 0.313 | 0.317 | 0.319 | 0.317 | 0.312 | 0.306 | 0.295 | 0.282 | 0.267 | 0.250 | 0.230 | 0.209 | 0.186 | 0.163 | 0.140 | 0.117 | 0.095 | 0.075 | 0.057 | 0.042 | 0.029 | 0.018 | 0.011 | 0.007 | |
| H | DEFLECTION DUE TO FINAL BARRIER RAILS AND PPC | ↓ | 0.006 | 0.010 | 0.017 | 0.026 | 0.036 | 0.047 | 0.061 | 0.074 | 0.090 | 0.106 | 0.121 | 0.136 | 0.152 | 0.166 | 0.179 | 0.191 | 0.200 | 0.208 | 0.215 | 0.220 | 0.223 | 0.225 | 0.223 | 0.220 | 0.216 | 0.209 | 0.201 | 0.192 | 0.180 | 0.167 | 0.153 | 0.138 | 0.122 | 0.106 | 0.090 | 0.074 | 0.060 | 0.047 | 0.035 | 0.026 | 0.017 | 0.010 | 0.006 | |
| I | TOTAL SDL (I = A+B+C+D+E+F+G+H) | ↓ | 0.051 | 0.072 | 0.119 | 0.187 | 0.266 | 0.363 | 0.476 | 0.597 | 0.731 | 0.874 | 1.013 | 1.154 | 1.293 | 1.421 | 1.542 | 1.653 | 1.744 | 1.822 | 1.887 | 1.930 | 1.957 | 1.969 | 1.955 | 1.926 | 1.881 | 1.815 | 1.735 | 1.642 | 1.530 | 1.408 | 1.280 | 1.141 | 1.000 | 0.861 | 0.719 | 0.586 | 0.466 | 0.354 | 0.258 | 0.182 | 0.115 | 0.069 | 0.049 | |

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| | | SPAN D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | ⑳ | 0.03L | 0.06L | ㉑ | 0.12L | 0.15L | ㉒ | 0.21L | 0.24L | ㉓ | 0.30L | 0.33L | ㉔ | 0.39L | 0.42L | ㉕ | 0.48L | 0.52L | ㉖ | 0.58L | 0.61L | ㉗ | 0.67L | 0.70L | ㉘ | 0.76L | 0.79L | ㉙ | 0.85L | 0.88L | ㉚ | 0.94L | 0.97L | ㉛ | |
| A | DEFLECTION DUE TO EXISTING COVERPLATES | ↓ | 0.005 | 0.007 | 0.011 | 0.017 | 0.025 | 0.036 | 0.048 | 0.061 | 0.076 | 0.091 | 0.106 | 0.121 | 0.135 | 0.148 | 0.160 | 0.170 | 0.178 | 0.185 | 0.189 | 0.191 | 0.190 | 0.188 | 0.183 | 0.176 | 0.166 | 0.155 | 0.141 | 0.126 | 0.108 | 0.089 | 0.069 | 0.047 | 0.025 | 0.004 |
| B | DEFLECTION DUE TO NEW STEEL | ↓ | 0.010 | 0.013 | 0.020 | 0.032 | 0.045 | 0.062 | 0.082 | 0.103 | 0.125 | 0.149 | 0.172 | 0.194 | 0.216 | 0.236 | 0.254 | 0.270 | 0.282 | 0.291 | 0.298 | 0.301 | 0.302 | 0.299 | 0.292 | 0.282 | 0.269 | 0.252 | 0.233 | 0.211 | 0.185 | 0.158 | 0.129 | 0.098 | 0.067 | 0.037 |
| C | DEFLECTION DUE TO SLAB AND BARRIER RAIL IN BAY 2 | ↓ | 0.036 | 0.049 | 0.080 | 0.125 | 0.176 | 0.238 | 0.310 | 0.386 | 0.468 | 0.554 | 0.636 | 0.717 | 0.794 | 0.864 | 0.926 | 0.980 | 1.021 | 1.053 | 1.074 | 1.081 | 1.077 | 1.062 | 1.031 | 0.989 | 0.936 | 0.870 | 0.793 | 0.707 | 0.607 | 0.500 | 0.388 | 0.268 | 0.146 | 0.027 |
| D | DEFLECTION DUE TO BAY 3 DECK REMOVAL | ↓ | -0.051 | -0.066 | -0.101 | -0.150 | -0.208 | -0.279 | -0.359 | -0.445 | -0.536 | -0.630 | -0.724 | -0.815 | -0.900 | -0.978 | -1.047 | -1.106 | -1.154 | -1.189 | -1.212 | -1.220 | -1.214 | -1.194 | -1.161 | -1.114 | -1.053 | -0.977 | -0.890 | -0.789 | -0.678 | -0.558 | -0.430 | -0.296 | -0.158 | -0.021 |
| E | DEFLECTION DUE TO SLAB AND BARRIER RAIL IN BAY 3 | ↓ | 0.045 | 0.069 | 0.112 | 0.169 | 0.236 | 0.315 | 0.405 | 0.500 | 0.602 | 0.708 | 0.813 | 0.916 | 1.014 | 1.103 | 1.184 | 1.253 | 1.309 | 1.351 | 1.380 | 1.391 | 1.387 | 1.366 | 1.329 | 1.276 | 1.207 | 1.120 | 1.018 | 0.903 | 0.774 | 0.635 | 0.486 | 0.328 | 0.165 | 0.002 |
| F | DEFLECTION DUE TO BAY 1 DECK REMOVAL | ↓ | -0.009 | -0.011 | -0.018 | -0.029 | -0.042 | -0.058 | -0.078 | -0.097 | -0.120 | -0.143 | -0.166 | -0.189 | -0.211 | -0.231 | -0.249 | -0.264 | -0.275 | -0.284 | -0.290 | -0.292 | -0.291 | -0.287 | -0.278 | -0.266 | -0.252 | -0.233 | -0.212 | -0.189 | -0.162 | -0.134 | -0.106 | -0.076 | -0.046 | -0.016 |
| G | DEFLECTION DUE TO SLAB IN BAY 1 | ↓ | 0.007 | 0.011 | 0.020 | 0.032 | 0.046 | 0.063 | 0.082 | 0.101 | 0.123 | 0.146 | 0.168 | 0.190 | 0.211 | 0.231 | 0.248 | 0.262 | 0.273 | 0.282 | 0.288 | 0.289 | 0.288 | 0.284 | 0.275 | 0.264 | 0.249 | 0.231 | 0.210 | 0.188 | 0.162 | 0.135 | 0.107 | 0.078 | 0.049 | 0.020 |
| H | DEFLECTION DUE TO FINAL BARRIER RAILS AND PPC | ↓ | 0.006 | 0.006 | 0.009 | 0.015 | 0.021 | 0.029 | 0.039 | 0.049 | 0.060 | 0.072 | 0.084 | 0.096 | 0.107 | 0.117 | 0.126 | 0.134 | 0.140 | 0.144 | 0.148 | 0.149 | 0.149 | 0.147 | 0.143 | 0.137 | 0.129 | 0.120 | 0.109 | 0.097 | 0.083 | 0.069 | 0.054 | 0.038 | 0.021 | 0.006 |
| I | TOTAL SDL (I = A+B+C+D+E+F+G+H) | ↓ | 0.049 | 0.078 | 0.134 | 0.211 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |