

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
51	1	51	29.77	21.04	0.00	0.00	0.00	-1,049.06
		52	-29.77	-21.04	0.00	0.00	0.00	1,112.20
	2	51	1,241.07	-12,280.63	0.00	0.00	0.00	172,577.90
		52	-1,269.82	13,386.33	0.00	0.00	0.00	-211,097.40
	3	51	297.78	-2,887.23	0.00	0.00	0.00	42,235.32
		52	-303.27	3,098.10	0.00	0.00	0.00	-51,216.25
	4	51	1,533.15	-15,166.85	0.00	0.00	0.00	214,868.90
		52	-1,567.38	16,483.43	0.00	0.00	0.00	-262,369.20
52	1	52	29.79	21.03	0.00	0.00	0.00	-1,112.23
		53	-29.79	-21.03	0.00	0.00	0.00	1,196.39
	2	52	1,259.80	-13,387.50	0.00	0.00	0.00	211,094.50
		53	-1,298.39	14,915.72	0.00	0.00	0.00	-267,724.50
	3	52	300.93	-3,098.39	0.00	0.00	0.00	51,216.49
		53	-308.03	3,379.55	0.00	0.00	0.00	-64,176.42
	4	52	1,555.09	-16,486.06	0.00	0.00	0.00	262,373.20
		53	-1,600.78	18,295.45	0.00	0.00	0.00	-331,962.40
53	1	53	30.05	20.66	0.00	0.00	0.00	-1,196.37
		54	-30.05	-20.66	0.00	0.00	0.00	1,237.71
	2	53	1,108.29	-14,929.52	0.00	0.00	0.00	267,722.50
		54	-1,118.03	15,708.66	0.00	0.00	0.00	-298,365.10
	3	53	264.91	-3,383.31	0.00	0.00	0.00	64,176.59
		54	-266.66	3,523.89	0.00	0.00	0.00	-71,083.64
	4	53	1,367.39	-18,310.12	0.00	0.00	0.00	331,966.60
		54	-1,378.88	19,229.84	0.00	0.00	0.00	-369,517.60
54	1	54	15.77	-79.52	0.00	0.00	0.00	-2,763.46
		55	-15.77	79.52	0.00	0.00	0.00	2,603.99
	2	54	2,413.63	15,679.80	0.00	0.00	0.00	300,411.30
		55	-2,357.14	-14,900.67	0.00	0.00	0.00	-269,750.20
	3	54	566.79	3,518.26	0.00	0.00	0.00	71,627.08
		55	-556.59	-3,377.68	0.00	0.00	0.00	-64,713.49
	4	54	2,971.56	19,197.13	0.00	0.00	0.00	372,079.20
		55	-2,904.88	-18,277.42	0.00	0.00	0.00	-334,512.60
55	1	55	14.75	-79.71	0.00	0.00	0.00	-2,604.01
		56	-14.75	79.71	0.00	0.00	0.00	2,284.01
	2	55	2,545.60	14,867.94	0.00	0.00	0.00	269,751.60
		56	-2,415.32	-13,339.72	0.00	0.00	0.00	-213,126.90
	3	55	599.32	3,369.98	0.00	0.00	0.00	64,713.44
		56	-575.35	-3,088.82	0.00	0.00	0.00	-51,748.84
	4	55	3,136.26	18,237.17	0.00	0.00	0.00	334,508.80
		56	-2,982.01	-16,427.79	0.00	0.00	0.00	-264,918.50
56	1	56	14.69	-79.73	0.00	0.00	0.00	-2,284.04
		57	-14.69	79.73	0.00	0.00	0.00	2,043.93
	2	56	2,425.09	13,337.66	0.00	0.00	0.00	213,126.40
		57	-2,330.00	-12,231.95	0.00	0.00	0.00	-174,624.50
	3	56	577.65	3,088.35	0.00	0.00	0.00	51,748.71
		57	-559.51	-2,877.48	0.00	0.00	0.00	-42,766.87
	4	56	2,994.11	16,425.98	0.00	0.00	0.00	264,917.20
		57	-2,880.88	-15,109.40	0.00	0.00	0.00	-217,427.80
57	1	57	14.65	-79.69	0.00	0.00	0.00	-2,043.94
		58	-14.65	79.69	0.00	0.00	0.00	1,803.98

728

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	57	2,338.10	12,229.45	0.00	0.00	0.00	174,620.60
		58	-2,245.44	-11,160.32	0.00	0.00	0.00	-139,397.30
	3	57	561.44	2,877.23	0.00	0.00	0.00	42,766.76
		58	-543.17	-2,666.36	0.00	0.00	0.00	-34,419.80
	4	57	2,890.85	15,109.23	0.00	0.00	0.00	217,427.10
		58	-2,779.92	-13,829.23	0.00	0.00	0.00	-173,849.30
58	1	58	14.64	-79.74	0.00	0.00	0.00	-1,803.92
		59	-14.64	79.74	0.00	0.00	0.00	1,563.80
	2	58	2,245.61	11,162.99	0.00	0.00	0.00	139,396.40
		59	-2,156.26	-10,132.03	0.00	0.00	0.00	-107,323.50
	3	58	543.17	2,666.56	0.00	0.00	0.00	34,420.03
		59	-524.89	-2,455.69	0.00	0.00	0.00	-26,707.64
	4	58	2,780.15	13,828.07	0.00	0.00	0.00	173,849.10
		59	-2,672.52	-12,586.24	0.00	0.00	0.00	-134,060.60
59	1	59	14.64	-79.74	0.00	0.00	0.00	-1,563.85
		60	-14.64	79.74	0.00	0.00	0.00	1,323.73
	2	59	2,156.31	10,133.04	0.00	0.00	0.00	107,327.70
		60	-2,070.40	-9,141.82	0.00	0.00	0.00	-78,299.77
	3	59	524.87	2,455.38	0.00	0.00	0.00	26,707.80
		60	-506.59	-2,244.51	0.00	0.00	0.00	-19,630.97
	4	59	2,672.53	12,587.64	0.00	0.00	0.00	134,064.30
		60	-2,568.35	-11,385.55	0.00	0.00	0.00	-97,951.49
60	1	60	14.68	-79.73	0.00	0.00	0.00	-1,323.84
		61	-14.68	79.73	0.00	0.00	0.00	1,083.63
	2	60	2,067.24	9,141.48	0.00	0.00	0.00	78,299.67
		61	-1,985.24	-8,191.65	0.00	0.00	0.00	-52,194.55
	3	60	505.84	2,244.65	0.00	0.00	0.00	19,630.77
		61	-487.63	-2,033.77	0.00	0.00	0.00	-13,188.71
	4	60	2,564.40	11,385.14	0.00	0.00	0.00	97,953.26
		61	-2,464.20	-10,224.44	0.00	0.00	0.00	-65,399.31
61	1	61	14.69	-79.72	0.00	0.00	0.00	-1,083.67
		62	-14.69	79.72	0.00	0.00	0.00	843.69
	2	61	1,982.39	8,190.65	0.00	0.00	0.00	52,191.82
		62	-1,904.41	-7,283.81	0.00	0.00	0.00	-28,884.89
	3	61	487.01	2,034.54	0.00	0.00	0.00	13,189.21
		62	-468.88	-1,823.67	0.00	0.00	0.00	-7,379.86
	4	61	2,460.74	10,225.25	0.00	0.00	0.00	65,398.54
		62	-2,364.62	-9,107.54	0.00	0.00	0.00	-36,271.48
62	1	62	14.75	-79.70	0.00	0.00	0.00	-843.64
		63	-14.75	79.70	0.00	0.00	0.00	603.72
	2	62	1,899.75	7,284.94	0.00	0.00	0.00	28,882.15
		63	-1,826.17	-6,422.67	0.00	0.00	0.00	-8,228.96
	3	62	467.63	1,823.33	0.00	0.00	0.00	7,380.48
		63	-449.63	-1,612.46	0.00	0.00	0.00	-2,207.04
	4	62	2,358.57	9,108.07	0.00	0.00	0.00	36,268.14
		63	-2,267.00	-8,034.93	0.00	0.00	0.00	-10,439.17
63	1	63	19.12	-78.77	0.00	0.00	0.00	-603.66
		64	-19.12	78.77	0.00	0.00	0.00	327.85
	2	63	1,469.42	6,513.34	0.00	0.00	0.00	8,229.27
		64	-1,440.03	-5,533.81	0.00	0.00	0.00	12,877.34

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	3	63	360.09	1,634.72	0.00	0.00	0.00	2,206.88
		64	-352.71	-1,388.70	0.00	0.00	0.00	3,087.78
	4	63	1,820.89	8,148.62	0.00	0.00	0.00	10,437.09
		64	-1,784.12	-6,923.09	0.00	0.00	0.00	15,969.80
64	1	64	19.12	-78.79	0.00	0.00	0.00	-327.91
		65	-19.12	78.79	0.00	0.00	0.00	51.96
	2	64	1,440.01	5,534.08	0.00	0.00	0.00	-12,878.92
		65	-1,410.62	-4,554.55	0.00	0.00	0.00	30,554.08
	3	64	352.70	1,388.60	0.00	0.00	0.00	-3,087.93
		65	-345.32	-1,142.58	0.00	0.00	0.00	7,520.94
	4	64	1,784.08	6,923.15	0.00	0.00	0.00	-15,969.66
		65	-1,747.32	-5,697.61	0.00	0.00	0.00	38,086.27
65	1	65	19.12	-78.78	0.00	0.00	0.00	-52.03
		66	-19.12	78.78	0.00	0.00	0.00	-223.82
	2	65	1,410.61	4,555.34	0.00	0.00	0.00	-30,554.99
		66	-1,381.22	-3,575.82	0.00	0.00	0.00	44,800.96
	3	65	345.33	1,142.73	0.00	0.00	0.00	-7,521.29
		66	-337.95	-896.72	0.00	0.00	0.00	11,092.75
	4	65	1,747.34	5,698.06	0.00	0.00	0.00	-38,085.95
		66	-1,710.58	-4,472.52	0.00	0.00	0.00	55,906.32
66	1	66	19.12	-78.78	0.00	0.00	0.00	223.81
		67	-19.12	78.78	0.00	0.00	0.00	-499.70
	2	66	1,381.28	3,576.50	0.00	0.00	0.00	-44,797.44
		67	-1,351.89	-2,596.98	0.00	0.00	0.00	55,616.55
	3	66	337.95	897.02	0.00	0.00	0.00	-11,092.65
		67	-330.57	-651.00	0.00	0.00	0.00	13,803.31
	4	66	1,710.52	4,472.41	0.00	0.00	0.00	-55,906.84
		67	-1,673.75	-3,246.88	0.00	0.00	0.00	69,432.41
67	1	67	19.12	-78.74	0.00	0.00	0.00	499.68
		68	-19.12	78.74	0.00	0.00	0.00	-775.46
	2	67	1,351.82	2,595.50	0.00	0.00	0.00	-55,613.86
		68	-1,322.44	-1,615.97	0.00	0.00	0.00	62,994.44
	3	67	330.58	650.95	0.00	0.00	0.00	-13,802.32
		68	-323.20	-404.93	0.00	0.00	0.00	15,651.84
	4	67	1,673.70	3,245.62	0.00	0.00	0.00	-69,437.34
		68	-1,636.93	-2,020.07	0.00	0.00	0.00	78,661.69
68	1	68	19.11	-78.80	0.00	0.00	0.00	775.46
		69	-19.11	78.80	0.00	0.00	0.00	-1,051.33
	2	68	1,322.53	1,616.83	0.00	0.00	0.00	-62,993.39
		69	-1,293.15	-637.33	0.00	0.00	0.00	66,945.73
	3	68	323.18	404.68	0.00	0.00	0.00	-15,651.54
		69	-315.80	-158.66	0.00	0.00	0.00	16,638.84
	4	68	1,637.00	2,018.76	0.00	0.00	0.00	-78,668.59
		69	-1,600.23	-793.22	0.00	0.00	0.00	83,598.48
69	1	69	19.10	-78.76	0.00	0.00	0.00	1,051.33
		70	-19.10	78.76	0.00	0.00	0.00	-1,208.97
	2	69	1,293.15	636.61	0.00	0.00	0.00	-66,945.01
		70	-1,276.35	-76.88	0.00	0.00	0.00	67,658.57
	3	69	315.74	158.66	0.00	0.00	0.00	-16,640.19
		70	-311.52	-18.08	0.00	0.00	0.00	16,813.96

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	4	69	1,599.82	785.18	0.00	0.00	0.00	-83,605.10
		70	-1,578.81	-84.88	0.00	0.00	0.00	84,493.17
70	1	70	19.11	-78.61	0.00	0.00	0.00	1,209.20
		71	-19.11	78.61	0.00	0.00	0.00	-1,366.15
	2	70	1,276.01	71.02	0.00	0.00	0.00	-67,666.41
		71	-1,259.22	488.71	0.00	0.00	0.00	67,245.84
	3	70	311.59	17.14	0.00	0.00	0.00	-16,816.97
		71	-307.37	123.44	0.00	0.00	0.00	16,710.81
	4	70	1,579.22	99.82	0.00	0.00	0.00	-84,497.33
		71	-1,558.21	600.49	0.00	0.00	0.00	83,978.07
71	1	71	19.12	-78.70	0.00	0.00	0.00	1,366.63
		72	-19.12	78.70	0.00	0.00	0.00	-1,642.34
	2	71	1,259.51	-480.50	0.00	0.00	0.00	-67,251.76
		72	-1,230.13	1,460.03	0.00	0.00	0.00	63,846.18
	3	71	307.38	-122.32	0.00	0.00	0.00	-16,711.40
		72	-300.00	368.34	0.00	0.00	0.00	15,852.27
	4	71	1,558.20	-606.31	0.00	0.00	0.00	-83,981.46
		72	-1,521.43	1,831.85	0.00	0.00	0.00	79,712.97
72	1	72	19.12	-78.74	0.00	0.00	0.00	1,642.40
		73	-19.12	78.74	0.00	0.00	0.00	-1,918.19
	2	72	1,230.09	-1,463.13	0.00	0.00	0.00	-63,844.93
		73	-1,200.71	2,442.65	0.00	0.00	0.00	57,007.00
	3	72	299.98	-368.37	0.00	0.00	0.00	-15,852.43
		73	-292.60	614.39	0.00	0.00	0.00	14,131.34
	4	72	1,521.45	-1,831.73	0.00	0.00	0.00	-79,716.09
		73	-1,484.68	3,057.26	0.00	0.00	0.00	71,146.92
73	1	73	19.12	-78.78	0.00	0.00	0.00	1,918.23
		74	-19.12	78.78	0.00	0.00	0.00	-2,194.05
	2	73	1,200.76	-2,441.32	0.00	0.00	0.00	-57,006.93
		74	-1,171.38	3,420.84	0.00	0.00	0.00	46,734.66
	3	73	292.62	-614.42	0.00	0.00	0.00	-14,131.05
		74	-285.24	860.44	0.00	0.00	0.00	11,548.89
	4	73	1,484.67	-3,056.60	0.00	0.00	0.00	-71,149.30
		74	-1,447.90	4,282.14	0.00	0.00	0.00	58,291.25
74	1	74	19.12	-78.82	0.00	0.00	0.00	2,193.98
		75	-19.12	78.82	0.00	0.00	0.00	-2,469.88
	2	74	1,171.38	-3,421.70	0.00	0.00	0.00	-46,735.88
		75	-1,142.00	4,401.22	0.00	0.00	0.00	33,031.55
	3	74	285.23	-860.65	0.00	0.00	0.00	-11,549.16
		75	-277.85	1,106.67	0.00	0.00	0.00	8,104.33
	4	74	1,447.91	-4,282.77	0.00	0.00	0.00	-58,290.87
		75	-1,411.15	5,508.31	0.00	0.00	0.00	41,136.61
75	1	75	19.12	-78.82	0.00	0.00	0.00	2,469.82
		76	-19.12	78.82	0.00	0.00	0.00	-2,745.73
	2	75	1,141.95	-4,401.37	0.00	0.00	0.00	-33,032.89
		76	-1,112.57	5,380.90	0.00	0.00	0.00	15,897.61
	3	75	277.84	-1,106.39	0.00	0.00	0.00	-8,104.80
		76	-270.46	1,332.41	0.00	0.00	0.00	3,799.36
	4	75	1,411.14	-5,507.32	0.00	0.00	0.00	-41,138.68
		76	-1,374.38	6,732.86	0.00	0.00	0.00	19,692.72

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
76	1	76	19.12	-78.80	0.00	0.00	0.00	2,745.70
		77	-19.12	78.80	0.00	0.00	0.00	-3,021.54
	2	76	1,112.64	-5,379.61	0.00	0.00	0.00	-15,897.83
		77	-1,083.25	6,359.14	0.00	0.00	0.00	-4,664.49
	3	76	270.47	-1,352.44	0.00	0.00	0.00	-3,799.08
		77	-263.09	1,598.46	0.00	0.00	0.00	-1,367.62
	4	76	1,374.35	-6,733.55	0.00	0.00	0.00	-19,694.97
		77	-1,337.59	7,959.10	0.00	0.00	0.00	-6,045.51
77	1	77	23.45	-77.68	0.00	0.00	0.00	3,021.33
		78	-23.45	77.68	0.00	0.00	0.00	-3,254.55
	2	77	1,433.20	-6,289.79	0.00	0.00	0.00	4,666.41
		78	-1,455.05	7,152.06	0.00	0.00	0.00	-24,844.09
	3	77	351.06	-1,581.60	0.00	0.00	0.00	1,367.32
		78	-356.40	1,792.47	0.00	0.00	0.00	-6,431.04
	4	77	1,775.70	-7,873.70	0.00	0.00	0.00	6,043.28
		78	-1,802.89	8,946.83	0.00	0.00	0.00	-31,296.28
78	1	78	23.50	-77.61	0.00	0.00	0.00	3,254.23
		79	-23.50	77.61	0.00	0.00	0.00	-3,487.23
	2	78	1,459.78	-7,151.01	0.00	0.00	0.00	24,847.38
		79	-1,483.35	8,057.85	0.00	0.00	0.00	-47,676.03
	3	78	357.59	-1,791.79	0.00	0.00	0.00	6,430.87
		79	-363.08	2,002.66	0.00	0.00	0.00	-12,125.57
	4	78	1,808.67	-8,942.36	0.00	0.00	0.00	31,296.93
		79	-1,837.73	10,060.07	0.00	0.00	0.00	-59,827.90
79	1	79	23.52	-77.57	0.00	0.00	0.00	3,487.11
		80	-23.52	77.57	0.00	0.00	0.00	-3,719.95
	2	79	1,486.06	-8,057.57	0.00	0.00	0.00	47,678.49
		80	-1,511.08	9,007.39	0.00	0.00	0.00	-73,294.53
	3	79	363.75	-2,002.79	0.00	0.00	0.00	12,125.81
		80	-369.31	2,213.66	0.00	0.00	0.00	-18,453.29
	4	79	1,841.16	-10,060.89	0.00	0.00	0.00	59,830.27
		80	-1,871.72	11,221.58	0.00	0.00	0.00	-91,781.37
80	1	80	23.54	-77.49	0.00	0.00	0.00	3,720.02
		81	-23.54	77.49	0.00	0.00	0.00	-3,952.71
	2	80	1,514.06	-9,005.13	0.00	0.00	0.00	73,295.37
		81	-1,540.50	9,996.35	0.00	0.00	0.00	-101,820.00
	3	80	370.05	-2,213.42	0.00	0.00	0.00	18,453.80
		81	-375.67	2,424.29	0.00	0.00	0.00	-25,412.36
	4	80	1,875.48	-11,221.87	0.00	0.00	0.00	91,781.60
		81	-1,907.53	12,423.97	0.00	0.00	0.00	-127,275.80
81	1	81	23.55	-77.41	0.00	0.00	0.00	3,952.97
		82	-23.55	77.41	0.00	0.00	0.00	-4,185.32
	2	81	1,540.60	-9,997.75	0.00	0.00	0.00	101,821.90
		82	-1,568.09	11,028.72	0.00	0.00	0.00	-133,380.90
	3	81	375.67	-2,424.66	0.00	0.00	0.00	25,413.36
		82	-381.29	2,635.53	0.00	0.00	0.00	-33,006.33
	4	81	1,907.55	-12,422.93	0.00	0.00	0.00	127,274.90
		82	-1,940.67	13,664.77	0.00	0.00	0.00	-166,433.10
82	1	82	23.53	-77.57	0.00	0.00	0.00	4,185.69
		83	-23.53	77.57	0.00	0.00	0.00	-4,418.12

332

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	82	1,568.00	-11,028.16	0.00	0.00	0.00	133,382.20
		83	-1,596.51	12,097.28	0.00	0.00	0.00	-168,089.60
	3	82	381.30	-2,635.04	0.00	0.00	0.00	33,006.47
		83	-386.93	2,845.91	0.00	0.00	0.00	-41,231.39
	4	82	1,940.69	-13,664.46	0.00	0.00	0.00	166,434.70
		83	-1,974.83	14,944.45	0.00	0.00	0.00	-209,371.80
83	1	83	23.49	-77.55	0.00	0.00	0.00	4,418.31
		84	-23.49	77.55	0.00	0.00	0.00	-4,651.05
	2	83	1,588.60	-12,099.60	0.00	0.00	0.00	168,090.30
		84	-1,617.34	13,205.30	0.00	0.00	0.00	-206,066.10
	3	83	385.03	-2,846.44	0.00	0.00	0.00	41,231.78
		84	-390.51	3,057.31	0.00	0.00	0.00	-50,090.55
	4	83	1,964.85	-14,945.94	0.00	0.00	0.00	209,376.40
		84	-1,999.08	16,262.52	0.00	0.00	0.00	-256,209.70
84	1	84	23.44	-77.59	0.00	0.00	0.00	4,651.00
		85	-23.44	77.59	0.00	0.00	0.00	-4,961.54
	2	84	1,607.34	-13,205.93	0.00	0.00	0.00	206,065.40
		85	-1,645.93	14,734.16	0.00	0.00	0.00	-261,968.10
	3	84	388.20	-3,057.60	0.00	0.00	0.00	50,090.64
		85	-395.30	3,338.76	0.00	0.00	0.00	-62,887.68
	4	84	1,986.91	-16,265.30	0.00	0.00	0.00	256,211.00
		85	-2,032.60	18,074.69	0.00	0.00	0.00	-324,918.60
85	1	85	22.44	-77.85	0.00	0.00	0.00	4,961.57
		86	-22.44	77.85	0.00	0.00	0.00	-5,117.25
	2	85	1,457.94	-14,756.89	0.00	0.00	0.00	261,968.70
		86	-1,467.68	15,536.02	0.00	0.00	0.00	-292,256.30
	3	85	352.71	-3,342.49	0.00	0.00	0.00	62,888.79
		86	-354.47	3,483.07	0.00	0.00	0.00	-69,714.87
	4	85	1,802.23	-18,094.39	0.00	0.00	0.00	324,916.30
		86	-1,813.72	19,014.10	0.00	0.00	0.00	-362,036.00
86	1	86	264.83	528.16	0.00	0.00	0.00	14,768.68
		87	-264.83	-528.16	0.00	0.00	0.00	-13,709.53
	2	86	2,597.37	15,548.25	0.00	0.00	0.00	294,761.30
		87	-2,540.88	-14,769.11	0.00	0.00	0.00	-264,367.50
	3	86	611.96	3,487.02	0.00	0.00	0.00	70,296.68
		87	-601.77	-3,346.44	0.00	0.00	0.00	-63,444.97
	4	86	3,199.75	19,038.66	0.00	0.00	0.00	365,132.50
		87	-3,133.07	-18,118.95	0.00	0.00	0.00	-327,875.10
87	1	87	271.51	524.86	0.00	0.00	0.00	13,709.53
		88	-271.51	-524.86	0.00	0.00	0.00	-11,602.27
	2	87	2,727.92	14,736.63	0.00	0.00	0.00	264,365.70
		88	-2,597.64	-13,208.40	0.00	0.00	0.00	-208,268.10
	3	87	644.12	3,338.48	0.00	0.00	0.00	63,445.19
		88	-620.15	-3,057.52	0.00	0.00	0.00	-50,606.82
	4	87	3,362.23	18,075.01	0.00	0.00	0.00	327,875.70
		88	-3,207.98	-16,265.62	0.00	0.00	0.00	-258,935.80
88	1	88	271.88	524.54	0.00	0.00	0.00	11,602.13
		89	-271.88	-524.54	0.00	0.00	0.00	-10,022.61
	2	88	2,607.45	13,206.71	0.00	0.00	0.00	208,267.50
		89	-2,512.36	-12,101.01	0.00	0.00	0.00	-170,159.50

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : _____ Designed by : _____ Checked by : _____ Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	3	88	622.45	3,057.02	0.00	0.00	0.00	50,606.95
		89	-604.32	-2,846.15	0.00	0.00	0.00	-41,719.14
	4	88	3,220.28	16,264.61	0.00	0.00	0.00	258,936.00
		89	-3,107.05	-14,948.05	0.00	0.00	0.00	-211,932.70
89	1	89	272.23	524.40	0.00	0.00	0.00	10,022.38
		90	-272.23	-524.40	0.00	0.00	0.00	-8,443.08
	2	89	2,520.31	12,098.45	0.00	0.00	0.00	170,157.80
		90	-2,427.66	-11,029.32	0.00	0.00	0.00	-135,327.80
	3	89	606.19	2,845.58	0.00	0.00	0.00	41,719.53
		90	-587.92	-2,634.71	0.00	0.00	0.00	-33,467.39
	4	89	3,116.87	14,944.92	0.00	0.00	0.00	211,934.20
		90	-3,005.93	-13,664.92	0.00	0.00	0.00	-168,840.30
90	1	90	272.23	524.28	0.00	0.00	0.00	8,443.08
		91	-272.23	-524.28	0.00	0.00	0.00	-6,863.83
	2	90	2,427.64	11,027.79	0.00	0.00	0.00	135,323.80
		91	-2,338.29	-9,996.83	0.00	0.00	0.00	-103,656.70
	3	90	587.95	2,634.78	0.00	0.00	0.00	33,467.84
		91	-569.67	-2,423.91	0.00	0.00	0.00	-25,850.33
	4	90	3,005.92	13,665.86	0.00	0.00	0.00	168,840.30
		91	-2,898.30	-12,424.02	0.00	0.00	0.00	-129,542.10
91	1	91	272.24	524.29	0.00	0.00	0.00	6,863.65
		92	-272.24	-524.29	0.00	0.00	0.00	-5,284.16
	2	91	2,338.58	10,001.06	0.00	0.00	0.00	103,655.90
		92	-2,252.67	-9,009.83	0.00	0.00	0.00	-75,018.32
	3	91	569.63	2,423.59	0.00	0.00	0.00	25,850.11
		92	-551.35	-2,212.72	0.00	0.00	0.00	-18,868.93
	4	91	2,898.39	12,424.76	0.00	0.00	0.00	129,546.00
		92	-2,794.20	-11,222.66	0.00	0.00	0.00	-93,919.55
92	1	92	272.06	524.43	0.00	0.00	0.00	5,284.36
		93	-272.06	-524.43	0.00	0.00	0.00	-3,704.54
	2	92	2,249.53	9,008.77	0.00	0.00	0.00	75,023.96
		93	-2,167.53	-8,058.94	0.00	0.00	0.00	-49,308.79
	3	92	550.62	2,213.35	0.00	0.00	0.00	18,868.15
		93	-532.42	-2,002.48	0.00	0.00	0.00	-12,520.73
	4	92	2,790.46	11,223.84	0.00	0.00	0.00	93,922.39
		93	-2,690.25	-10,063.14	0.00	0.00	0.00	-61,852.06
93	1	93	271.91	524.56	0.00	0.00	0.00	3,704.68
		94	-271.91	-524.56	0.00	0.00	0.00	-2,124.71
	2	93	2,164.75	8,058.72	0.00	0.00	0.00	49,311.66
		94	-2,086.76	-7,151.88	0.00	0.00	0.00	-26,394.14
	3	93	531.78	2,002.87	0.00	0.00	0.00	12,521.24
		94	-513.65	-1,792.00	0.00	0.00	0.00	-6,807.29
	4	93	2,686.79	10,060.83	0.00	0.00	0.00	61,849.81
		94	-2,590.67	-8,943.13	0.00	0.00	0.00	-33,215.43
94	1	94	271.53	524.83	0.00	0.00	0.00	2,124.65
		95	-271.53	-524.83	0.00	0.00	0.00	-544.37
	2	94	2,082.10	7,154.12	0.00	0.00	0.00	26,393.81
		95	-2,008.51	-6,291.85	0.00	0.00	0.00	-6,136.51
	3	94	512.44	1,792.07	0.00	0.00	0.00	6,807.70
		95	-494.44	-1,581.20	0.00	0.00	0.00	-1,728.88

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	4	94	2,584.83	8,946.33	0.00	0.00	0.00	33,211.57
		95	-2,493.26	-7,873.19	0.00	0.00	0.00	-7,866.49
95	1	95	242.21	-538.90	0.00	0.00	0.00	544.19
		96	-242.21	-538.90	0.00	0.00	0.00	1,343.03
	2	95	1,658.76	6,393.24	0.00	0.00	0.00	6,136.52
		96	-1,629.37	-5,413.72	0.00	0.00	0.00	14,548.42
	3	95	406.57	1,605.81	0.00	0.00	0.00	1,728.87
		96	-399.19	-1,359.79	0.00	0.00	0.00	3,464.85
	4	95	2,055.53	7,998.87	0.00	0.00	0.00	7,866.05
		96	-2,018.77	-6,773.34	0.00	0.00	0.00	18,020.23
96	1	96	242.21	-538.89	0.00	0.00	0.00	-1,343.21
		97	-242.21	-538.89	0.00	0.00	0.00	3,230.54
	2	96	1,629.35	5,412.99	0.00	0.00	0.00	-14,549.42
		97	-1,599.96	-4,433.46	0.00	0.00	0.00	31,801.99
	3	96	399.19	1,359.86	0.00	0.00	0.00	-3,464.59
		97	-391.81	-1,113.84	0.00	0.00	0.00	7,796.62
	4	96	2,018.77	6,774.11	0.00	0.00	0.00	-18,019.48
		97	-1,982.00	-5,548.57	0.00	0.00	0.00	39,615.32
97	1	97	242.22	539.08	0.00	0.00	0.00	-3,230.24
		98	-242.22	-539.08	0.00	0.00	0.00	5,118.31
	2	97	1,599.97	4,433.32	0.00	0.00	0.00	-31,804.08
		98	-1,570.58	-3,453.80	0.00	0.00	0.00	45,623.82
	3	97	391.81	1,113.97	0.00	0.00	0.00	-7,796.48
		98	-384.43	-867.96	0.00	0.00	0.00	11,266.99
	4	97	1,982.00	5,548.79	0.00	0.00	0.00	-39,615.22
		98	-1,945.24	-4,323.25	0.00	0.00	0.00	56,913.77
98	1	98	242.21	538.71	0.00	0.00	0.00	-5,118.44
		99	-242.21	-538.71	0.00	0.00	0.00	7,005.14
	2	98	1,570.59	3,453.85	0.00	0.00	0.00	-45,626.27
		99	-1,541.20	-2,474.33	0.00	0.00	0.00	56,014.20
	3	98	384.42	867.74	0.00	0.00	0.00	-11,267.19
		99	-377.04	-621.72	0.00	0.00	0.00	13,875.72
	4	98	1,945.21	4,321.23	0.00	0.00	0.00	-56,914.89
		99	-1,908.45	-3,095.70	0.00	0.00	0.00	69,918.34
99	1	99	242.21	538.88	0.00	0.00	0.00	-7,005.26
		100	-242.21	-538.88	0.00	0.00	0.00	8,892.96
	2	99	1,541.24	2,476.31	0.00	0.00	0.00	-56,013.88
		100	-1,511.85	-1,496.79	0.00	0.00	0.00	62,973.48
	3	99	377.06	622.18	0.00	0.00	0.00	-13,875.28
		100	-369.67	-376.17	0.00	0.00	0.00	15,623.57
	4	99	1,908.47	3,096.18	0.00	0.00	0.00	-69,919.25
		100	-1,871.70	-1,870.64	0.00	0.00	0.00	78,626.10
100	1	100	242.21	539.10	0.00	0.00	0.00	-8,892.58
		101	-242.21	-539.10	0.00	0.00	0.00	10,780.35
	2	100	1,511.83	1,494.51	0.00	0.00	0.00	-62,971.44
		101	-1,482.45	-514.99	0.00	0.00	0.00	66,498.85
	3	100	369.67	376.03	0.00	0.00	0.00	-15,622.67
		101	-362.29	-130.02	0.00	0.00	0.00	16,508.65
	4	100	1,871.78	1,874.76	0.00	0.00	0.00	-78,622.75
		101	-1,835.01	-649.22	0.00	0.00	0.00	83,044.64

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
101	1	101	242.20	538.45	0.00	0.00	0.00	-10,780.72
		102	-225.83	7.29	0.00	0.00	0.00	11,312.11
	2	101	1,482.52	518.34	0.00	0.00	0.00	-66,497.50
		102	-1,465.73	41.39	0.00	0.00	0.00	66,970.75
	3	101	362.39	131.51	0.00	0.00	0.00	-16,507.95
		102	-358.17	9.07	0.00	0.00	0.00	16,628.55
	4	101	1,835.26	650.32	0.00	0.00	0.00	-83,035.45
		102	-1,814.25	49.99	0.00	0.00	0.00	83,641.09
204	1	204	21.83	-30.22	0.00	0.00	0.00	-486.85
		205	-21.83	30.22	0.00	0.00	0.00	441.46
	2	204	32,034.80	-920.66	0.00	0.00	0.00	-20,914.64
		205	-32,628.80	920.66	0.00	0.00	0.00	19,546.56
	3	204	6,884.53	-225.55	0.00	0.00	0.00	-4,790.42
		205	-6,884.53	225.55	0.00	0.00	0.00	4,453.22
	4	204	38,919.73	-1,126.30	0.00	0.00	0.00	-25,687.14
		205	-39,513.73	1,126.30	0.00	0.00	0.00	24,005.81
205	1	205	21.83	-30.32	0.00	0.00	0.00	-441.34
		206	-21.83	30.32	0.00	0.00	0.00	304.91
	2	205	32,628.54	-921.27	0.00	0.00	0.00	-19,543.05
		206	-34,194.54	921.27	0.00	0.00	0.00	15,418.02
	3	205	6,884.54	-222.62	0.00	0.00	0.00	-4,455.05
		206	-6,884.54	222.62	0.00	0.00	0.00	3,454.20
	4	205	39,512.74	-1,138.18	0.00	0.00	0.00	-23,998.44
		206	-41,078.73	1,138.18	0.00	0.00	0.00	18,906.93
206	1	206	21.83	-30.30	0.00	0.00	0.00	-304.90
		207	-21.83	30.30	0.00	0.00	0.00	168.51
	2	206	34,194.64	-921.12	0.00	0.00	0.00	-15,417.87
		207	-35,760.64	921.12	0.00	0.00	0.00	11,285.24
	3	206	6,884.56	-222.68	0.00	0.00	0.00	-3,454.44
		207	-6,884.56	222.68	0.00	0.00	0.00	2,452.82
	4	206	41,078.80	-1,138.22	0.00	0.00	0.00	-18,906.77
		207	-42,644.80	1,138.22	0.00	0.00	0.00	13,803.38
207	1	207	21.83	-30.41	0.00	0.00	0.00	-168.61
		208	-21.83	30.41	0.00	0.00	0.00	122.76
	2	207	35,760.68	-918.87	0.00	0.00	0.00	-11,286.48
		208	-36,354.68	918.87	0.00	0.00	0.00	9,904.73
	3	207	6,884.58	-224.91	0.00	0.00	0.00	-2,453.90
		208	-6,884.58	224.91	0.00	0.00	0.00	2,117.72
	4	207	42,644.98	-1,136.17	0.00	0.00	0.00	-13,806.63
		208	-43,238.98	1,136.17	0.00	0.00	0.00	12,102.13
210	1	210	-98.44	8.68	0.00	0.00	0.00	1,495.65
		211	98.44	-8.68	0.00	0.00	0.00	-1,482.48
	2	210	32,880.56	-348.63	0.00	0.00	0.00	-831.51
		211	-33,474.56	348.63	0.00	0.00	0.00	306.49
	3	210	7,076.35	-89.20	0.00	0.00	0.00	-243.38
		211	-7,076.35	89.20	0.00	0.00	0.00	108.25
	4	210	39,956.82	-441.18	0.00	0.00	0.00	-1,065.91
		211	-40,530.83	441.18	0.00	0.00	0.00	393.46
211	1	211	-98.44	8.85	0.00	0.00	0.00	1,482.40
		212	98.44	-8.85	0.00	0.00	0.00	-1,429.31

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	211	33,474.72	-351.96	0.00	0.00	0.00	-302.57
		212	-35,562.72	351.96	0.00	0.00	0.00	-1,830.00
	3	211	7,076.45	-88.27	0.00	0.00	0.00	-109.47
		212	-7,076.45	88.27	0.00	0.00	0.00	-421.19
	4	211	40,551.64	-437.26	0.00	0.00	0.00	-396.56
		212	-42,639.64	437.26	0.00	0.00	0.00	-2,258.25
212	1	212	-98.44	8.84	0.00	0.00	0.00	1,429.32
		213	98.44	-8.84	0.00	0.00	0.00	-1,376.24
	2	212	35,562.82	-352.06	0.00	0.00	0.00	1,829.59
		213	-37,650.82	352.06	0.00	0.00	0.00	-3,962.07
	3	212	7,076.43	-88.27	0.00	0.00	0.00	421.24
		213	-7,076.43	88.27	0.00	0.00	0.00	-951.88
	4	212	42,639.70	-437.29	0.00	0.00	0.00	2,258.04
		213	-44,727.70	437.29	0.00	0.00	0.00	-4,912.07
213	1	213	-98.44	8.85	0.00	0.00	0.00	1,376.24
		214	98.44	-8.85	0.00	0.00	0.00	-1,362.98
	2	213	37,650.73	-352.13	0.00	0.00	0.00	3,961.12
		214	-38,244.74	352.13	0.00	0.00	0.00	-4,495.20
	3	213	7,076.29	-88.27	0.00	0.00	0.00	952.02
		214	-7,076.29	88.27	0.00	0.00	0.00	-1,084.70
	4	213	44,727.93	-438.91	0.00	0.00	0.00	4,908.25
		214	-45,321.93	438.91	0.00	0.00	0.00	-5,576.22
216	1	216	624.16	-204.28	0.00	0.00	0.00	-8,956.16
		217	-624.16	204.28	0.00	0.00	0.00	8,650.17
	2	216	32,593.36	-198.34	0.00	0.00	0.00	-1,850.52
		217	-33,187.36	198.34	0.00	0.00	0.00	1,553.40
	3	216	7,010.34	-47.83	0.00	0.00	0.00	-419.73
		217	-7,010.34	47.83	0.00	0.00	0.00	348.31
	4	216	39,605.01	-240.63	0.00	0.00	0.00	-2,274.33
		217	-40,199.02	240.63	0.00	0.00	0.00	1,913.19
217	1	217	624.15	-204.47	0.00	0.00	0.00	-8,650.03
		218	-624.15	204.47	0.00	0.00	0.00	7,117.02
	2	217	33,187.35	-192.89	0.00	0.00	0.00	-1,556.44
		218	-35,797.36	192.89	0.00	0.00	0.00	100.09
	3	217	7,010.39	-47.33	0.00	0.00	0.00	-348.45
		218	-7,010.39	47.33	0.00	0.00	0.00	-7.03
	4	217	40,198.24	-239.09	0.00	0.00	0.00	-1,913.18
		218	-42,808.24	239.09	0.00	0.00	0.00	105.27
218	1	218	624.15	-204.48	0.00	0.00	0.00	-7,117.04
		219	-624.15	204.48	0.00	0.00	0.00	5,583.84
	2	218	35,797.34	-192.88	0.00	0.00	0.00	-100.11
		219	-38,407.34	192.88	0.00	0.00	0.00	-1,357.09
	3	218	7,010.38	-47.32	0.00	0.00	0.00	7.04
		219	-7,010.38	47.32	0.00	0.00	0.00	-362.50
	4	218	42,808.29	-239.09	0.00	0.00	0.00	-105.37
		219	-45,418.30	239.09	0.00	0.00	0.00	-1,703.71
219	1	219	624.15	-204.66	0.00	0.00	0.00	-5,583.37
		220	-624.15	204.66	0.00	0.00	0.00	5,277.16
	2	219	38,407.05	-194.33	0.00	0.00	0.00	1,356.68
		220	-39,001.05	194.33	0.00	0.00	0.00	-1,649.42

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	3	219	7,010.39	-46.44	0.00	0.00	0.00	363.39
		220	-7,010.39	46.44	0.00	0.00	0.00	-432.83
	4	219	45,417.82	-239.92	0.00	0.00	0.00	1,702.17
		220	-46,011.82	239.92	0.00	0.00	0.00	-2,065.47
239	1	209	15.53	-54.14	0.00	0.00	0.00	-4.17
		240	-15.53	54.14	0.00	0.00	0.00	-252.99
	2	209	1,112.21	-19,185.88	0.00	0.00	0.00	-70,082.30
		240	-1,112.21	20,179.41	0.00	0.00	0.00	-23,414.06
	3	209	229.49	-3,636.12	0.00	0.00	0.00	-12,651.25
		240	-229.49	3,636.12	0.00	0.00	0.00	-4,620.45
	4	209	1,338.68	-22,815.74	0.00	0.00	0.00	-82,709.94
		240	-1,338.68	23,809.28	0.00	0.00	0.00	-28,029.77
240	1	240	0.00	0.00	0.00	0.00	0.00	0.00
		241	0.00	0.00	0.00	0.00	0.00	0.00
	2	240	0.13	365.94	0.00	0.00	0.00	320.03
		241	-0.13	0.10	0.00	0.00	0.00	-0.35
	3	240	0.00	0.00	0.00	0.00	0.00	-0.02
		241	0.00	0.00	0.00	0.00	0.00	-0.03
	4	240	-0.31	366.27	0.00	0.00	0.00	320.36
		241	0.31	-0.23	0.00	0.00	0.00	-0.08
241	1	209	-14.78	32.31	0.00	0.00	0.00	-81.72
		242	14.78	-32.31	0.00	0.00	0.00	235.18
	2	209	191.09	-17,762.76	0.00	0.00	0.00	-78,608.61
		242	-191.09	18,756.30	0.00	0.00	0.00	-8,124.86
	3	209	6.92	-3,248.44	0.00	0.00	0.00	-14,436.56
		242	-6.92	3,248.44	0.00	0.00	0.00	-993.53
	4	209	200.53	-21,017.07	0.00	0.00	0.00	-93,106.69
		242	-200.53	22,010.61	0.00	0.00	0.00	-9,085.02
242	1	242	-0.01	0.00	0.00	0.00	0.00	0.00
		243	0.01	0.00	0.00	0.00	0.00	0.00
	2	242	0.26	366.57	0.00	0.00	0.00	320.68
		243	-0.26	-0.53	0.00	0.00	0.00	0.39
	3	242	-0.03	0.04	0.00	0.00	0.00	0.06
		243	0.03	-0.04	0.00	0.00	0.00	0.04
	4	242	-0.45	365.96	0.00	0.00	0.00	320.44
		243	0.45	0.08	0.00	0.00	0.00	0.04
243	1	215	-6.11	74.34	0.00	0.00	0.00	-481.22
		244	6.11	74.34	0.00	0.00	0.00	128.12
	2	215	860.23	-20,542.47	0.00	0.00	0.00	-80,582.53
		244	-860.23	21,536.01	0.00	0.00	0.00	-19,356.97
	3	215	165.62	-3,812.64	0.00	0.00	0.00	-14,530.00
		244	-165.62	3,812.64	0.00	0.00	0.00	-3,580.16
	4	215	1,024.11	-24,354.97	0.00	0.00	0.00	-95,131.23
		244	-1,024.11	25,348.51	0.00	0.00	0.00	-22,918.81
244	1	244	0.00	0.00	0.00	0.00	0.00	0.00
		245	0.00	0.00	0.00	0.00	0.00	0.00
	2	244	-0.01	366.18	0.00	0.00	0.00	320.33
		245	0.01	-0.14	0.00	0.00	0.00	-0.03
	3	244	-0.03	0.00	0.00	0.00	0.00	0.01
		245	0.03	0.00	0.00	0.00	0.00	0.01

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	4	244	0.02	365.64	0.00	0.00	0.00	319.93
		245	-0.02	0.40	0.00	0.00	0.00	-0.23
245	1	215	2.73	172.78	0.00	0.00	0.00	868.49
		246	-2.73	-172.78	0.00	0.00	0.00	-47.80
	2	215	508.18	-18,296.38	0.00	0.00	0.00	-75,555.50
		246	-508.18	19,289.92	0.00	0.00	0.00	-13,713.91
	3	215	77.35	-3,263.80	0.00	0.00	0.00	-13,312.88
		246	-77.35	3,263.80	0.00	0.00	0.00	-2,190.20
	4	215	586.67	-21,560.75	0.00	0.00	0.00	-88,893.63
		246	-586.67	22,554.29	0.00	0.00	0.00	-15,882.33
246	1	246	0.00	0.00	0.00	0.00	0.00	0.00
		247	0.00	0.00	0.00	0.00	0.00	0.00
	2	246	0.14	366.20	0.00	0.00	0.00	320.63
		247	-0.14	-0.16	0.00	0.00	0.00	0.31
	3	246	0.00	0.02	0.00	0.00	0.00	0.02
		247	0.00	-0.02	0.00	0.00	0.00	0.02
	4	246	0.00	365.52	0.00	0.00	0.00	319.61
		247	0.00	0.52	0.00	0.00	0.00	-0.69
247	1	221	112.98	-147.36	0.00	0.00	0.00	1,257.55
		248	-112.98	147.36	0.00	0.00	0.00	-1,957.54
	2	221	793.73	-20,329.57	0.00	0.00	0.00	-80,529.12
		248	-793.73	21,323.10	0.00	0.00	0.00	-18,398.56
	3	221	144.03	-3,637.15	0.00	0.00	0.00	-14,043.77
		248	-144.03	3,637.15	0.00	0.00	0.00	-3,232.70
	4	221	937.08	-23,966.12	0.00	0.00	0.00	-94,586.52
		248	-937.08	24,959.65	0.00	0.00	0.00	-21,615.73
248	1	248	0.03	0.00	0.00	0.00	0.00	0.00
		249	-0.03	0.00	0.00	0.00	0.00	0.00
	2	248	-0.06	365.38	0.00	0.00	0.00	319.94
		249	0.06	0.66	0.00	0.00	0.00	-0.31
	3	248	-0.02	0.00	0.00	0.00	0.00	0.00
		249	0.02	0.00	0.00	0.00	0.00	0.00
	4	248	-0.03	366.29	0.00	0.00	0.00	320.46
		249	0.03	-0.25	0.00	0.00	0.00	0.17
249	1	221	-91.50	-476.78	0.00	0.00	0.00	-3,712.99
		250	91.50	476.78	0.00	0.00	0.00	1,448.28
	2	221	600.88	-19,265.76	0.00	0.00	0.00	-78,589.24
		250	-600.88	20,259.30	0.00	0.00	0.00	-15,285.27
	3	221	96.71	-3,373.22	0.00	0.00	0.00	-13,539.09
		250	-96.71	3,373.22	0.00	0.00	0.00	-2,483.82
	4	221	697.95	-22,640.17	0.00	0.00	0.00	-92,159.59
		250	-697.95	23,633.71	0.00	0.00	0.00	-17,744.17
250	1	250	0.03	0.00	0.00	0.00	0.00	0.00
		251	-0.03	0.00	0.00	0.00	0.00	0.00
	2	250	-0.01	366.51	0.00	0.00	0.00	320.64
		251	0.01	-0.47	0.00	0.00	0.00	0.19
	3	250	0.00	0.02	0.00	0.00	0.00	0.01
		251	0.00	-0.02	0.00	0.00	0.00	0.01
	4	250	0.01	365.86	0.00	0.00	0.00	319.90
		251	-0.01	0.18	0.00	0.00	0.00	-0.39

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
256	1	256	0.00	0.00	0.00	0.00	0.00	0.00
		257	0.00	0.00	0.00	0.00	0.00	0.00
	2	256	-0.11	365.84	0.00	0.00	0.00	320.18
		257	0.11	0.21	0.00	0.00	0.00	-0.09
	3	256	-0.03	0.01	0.00	0.00	0.00	0.00
		257	0.03	-0.01	0.00	0.00	0.00	-0.02
	4	256	-0.06	366.11	0.00	0.00	0.00	320.47
		257	0.06	-0.07	0.00	0.00	0.00	0.02
257	1	233	-6.11	-74.33	0.00	0.00	0.00	-481.21
		258	6.11	74.33	0.00	0.00	0.00	128.13
	2	233	860.23	-20,542.91	0.00	0.00	0.00	-80,582.38
		258	-860.23	21,536.44	0.00	0.00	0.00	-19,358.09
	3	233	165.64	-3,812.73	0.00	0.00	0.00	-14,529.99
		258	-165.64	3,812.73	0.00	0.00	0.00	-3,580.43
	4	233	1,024.13	-24,355.48	0.00	0.00	0.00	-95,131.13
		258	-1,024.13	25,349.02	0.00	0.00	0.00	-22,920.03
258	1	258	0.00	0.00	0.00	0.00	0.00	0.00
		259	0.00	0.00	0.00	0.00	0.00	0.00
	2	258	0.17	366.10	0.00	0.00	0.00	320.46
		259	-0.17	-0.06	0.00	0.00	0.00	0.28
	3	258	0.04	-0.02	0.00	0.00	0.00	0.00
		259	-0.04	0.02	0.00	0.00	0.00	-0.01
	4	258	0.02	366.20	0.00	0.00	0.00	320.41
		259	-0.02	-0.15	0.00	0.00	0.00	0.20
259	1	239	-14.79	32.30	0.00	0.00	0.00	-81.73
		260	14.79	-32.30	0.00	0.00	0.00	235.17
	2	239	190.59	-17,762.46	0.00	0.00	0.00	-78,607.44
		260	-190.59	18,755.99	0.00	0.00	0.00	-8,123.82
	3	239	6.87	-3,248.37	0.00	0.00	0.00	-14,436.35
		260	-6.87	3,248.37	0.00	0.00	0.00	-993.28
	4	239	200.30	-21,016.66	0.00	0.00	0.00	-93,105.11
		260	-200.30	22,010.19	0.00	0.00	0.00	-9,083.71
260	1	260	0.02	0.00	0.00	0.00	0.00	0.00
		261	-0.02	0.00	0.00	0.00	0.00	0.00
	2	260	0.08	365.52	0.00	0.00	0.00	319.92
		261	-0.08	0.53	0.00	0.00	0.00	-0.50
	3	260	0.08	0.00	0.00	0.00	0.00	-0.01
		261	-0.08	0.00	0.00	0.00	0.00	-0.02
	4	260	0.09	366.01	0.00	0.00	0.00	320.36
		261	-0.09	0.04	0.00	0.00	0.00	0.01
261	1	239	15.53	-54.14	0.00	0.00	0.00	-4.17
		262	-15.53	54.14	0.00	0.00	0.00	-252.98
	2	239	1,112.53	-19,186.20	0.00	0.00	0.00	-70,082.96
		262	-1,112.53	20,179.74	0.00	0.00	0.00	-23,414.94
	3	239	229.45	-3,636.18	0.00	0.00	0.00	-12,651.37
		262	-229.45	3,636.18	0.00	0.00	0.00	-4,620.65
	4	239	1,338.50	-22,816.10	0.00	0.00	0.00	-82,710.78
		262	-1,338.50	23,809.64	0.00	0.00	0.00	-28,030.77
262	1	262	0.00	0.00	0.00	0.00	0.00	0.00
		263	0.00	0.00	0.00	0.00	0.00	0.00

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	262	0.23	365.85	0.00	0.00	0.00	320.28
		263	-0.23	0.19	0.00	0.00	0.00	-0.17
	3	262	0.01	0.09	0.00	0.00	0.00	0.09
		263	-0.01	-0.09	0.00	0.00	0.00	0.08
	4	262	0.21	365.57	0.00	0.00	0.00	319.83
		263	-0.21	0.47	0.00	0.00	0.00	-0.17
263	1	240	54.14	-15.53	0.00	0.00	0.00	-252.98
		264	-54.14	15.53	0.00	0.00	0.00	229.72
	2	240	20,545.69	-1,111.65	0.00	0.00	0.00	-23,093.69
		264	-20,859.44	1,111.65	0.00	0.00	0.00	21,447.55
	3	240	3,636.11	-229.44	0.00	0.00	0.00	-4,620.37
		264	-3,636.11	229.44	0.00	0.00	0.00	4,276.85
	4	240	24,175.32	-1,337.82	0.00	0.00	0.00	-27,708.88
		264	-24,489.06	1,337.82	0.00	0.00	0.00	25,732.49
264	1	264	54.14	-15.53	0.00	0.00	0.00	-229.70
		265	-54.14	15.53	0.00	0.00	0.00	89.90
	2	264	20,859.18	-1,112.36	0.00	0.00	0.00	-21,447.24
		265	-22,741.67	1,112.36	0.00	0.00	0.00	11,441.97
	3	264	3,636.12	-229.50	0.00	0.00	0.00	-4,276.84
		265	-3,636.12	229.50	0.00	0.00	0.00	2,210.81
	4	264	24,489.15	-1,338.71	0.00	0.00	0.00	-25,731.61
		265	-26,371.64	1,338.71	0.00	0.00	0.00	13,686.36
265	1	265	54.14	-15.53	0.00	0.00	0.00	-89.90
		266	-54.14	15.53	0.00	0.00	0.00	-143.09
	2	265	22,741.71	-1,112.36	0.00	0.00	0.00	-11,441.95
		266	-25,879.20	1,112.36	0.00	0.00	0.00	-5,492.15
	3	265	3,636.11	-229.50	0.00	0.00	0.00	-2,210.81
		266	-3,636.11	229.50	0.00	0.00	0.00	-1,240.55
	4	265	26,371.60	-1,338.71	0.00	0.00	0.00	-13,686.37
		266	-29,509.09	1,338.71	0.00	0.00	0.00	-6,747.33
266	1	266	54.14	-11.28	0.00	0.00	0.00	143.09
		267	-54.14	11.28	0.00	0.00	0.00	-160.01
	2	266	25,879.11	-876.80	0.00	0.00	0.00	5,492.02
		267	-26,192.86	876.80	0.00	0.00	0.00	-6,834.63
	3	266	3,636.12	-179.71	0.00	0.00	0.00	1,240.46
		267	-3,636.12	179.71	0.00	0.00	0.00	-1,510.85
	4	266	29,509.13	-1,053.10	0.00	0.00	0.00	6,747.26
		267	-29,822.88	1,053.10	0.00	0.00	0.00	-8,364.57
267	1	267	54.14	-4.59	0.00	0.00	0.00	160.02
		268	-54.14	4.59	0.00	0.00	0.00	-166.89
	2	267	26,193.18	-498.02	0.00	0.00	0.00	6,834.67
		268	-26,506.93	498.02	0.00	0.00	0.00	-7,606.72
	3	267	3,636.12	-99.60	0.00	0.00	0.00	1,510.77
		268	-3,636.12	99.60	0.00	0.00	0.00	-1,660.90
	4	267	29,822.74	-593.68	0.00	0.00	0.00	8,364.44
		268	-30,136.49	593.68	0.00	0.00	0.00	-9,289.54
268	1	268	54.14	0.52	0.00	0.00	0.00	166.89
		269	-54.14	-0.52	0.00	0.00	0.00	-166.11
	2	268	26,506.69	-203.18	0.00	0.00	0.00	7,606.74
		269	-26,820.44	203.18	0.00	0.00	0.00	-7,933.76

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	3	268	3,636.12	-37.54	0.00	0.00	0.00	1,660.89
		269	-3,636.12	37.54	0.00	0.00	0.00	-1,717.86
	4	268	30,136.50	-236.30	0.00	0.00	0.00	9,289.50
		269	-30,450.25	236.30	0.00	0.00	0.00	-9,674.48
269	1	269	54.14	4.25	0.00	0.00	0.00	166.11
		270	-54.14	-4.25	0.00	0.00	0.00	-159.74
	2	269	26,820.19	17.87	0.00	0.00	0.00	7,933.74
		270	-27,133.94	-17.87	0.00	0.00	0.00	-7,926.10
	3	269	3,636.11	8.94	0.00	0.00	0.00	1,717.85
		270	-3,636.11	-8.94	0.00	0.00	0.00	-1,704.99
	4	269	30,450.37	-31.55	0.00	0.00	0.00	9,674.50
		270	-30,764.11	-31.55	0.00	0.00	0.00	-9,653.63
270	1	270	54.14	6.84	0.00	0.00	0.00	159.74
		271	-54.14	-6.84	0.00	0.00	0.00	-149.48
	2	270	27,134.08	176.34	0.00	0.00	0.00	7,925.96
		271	-27,447.82	-176.34	0.00	0.00	0.00	-7,677.47
	3	270	3,636.11	42.10	0.00	0.00	0.00	1,705.02
		271	-3,636.11	-42.10	0.00	0.00	0.00	-1,642.31
	4	270	30,764.25	223.18	0.00	0.00	0.00	9,653.58
		271	-31,078.00	-223.18	0.00	0.00	0.00	-9,340.85
271	1	271	54.14	8.98	0.00	0.00	0.00	149.48
		272	-54.14	-8.98	0.00	0.00	0.00	-136.01
	2	271	27,448.23	313.74	0.00	0.00	0.00	7,677.48
		272	-27,761.98	-313.74	0.00	0.00	0.00	-7,219.82
	3	271	3,636.12	70.66	0.00	0.00	0.00	1,642.33
		272	-3,636.12	-70.66	0.00	0.00	0.00	-1,536.71
	4	271	31,078.21	388.98	0.00	0.00	0.00	9,340.80
		272	-31,391.96	-388.98	0.00	0.00	0.00	-8,775.11
272	1	272	54.14	12.24	0.00	0.00	0.00	136.01
		273	-54.14	-12.24	0.00	0.00	0.00	-117.66
	2	272	27,761.48	538.65	0.00	0.00	0.00	7,219.86
		273	-28,075.23	-538.65	0.00	0.00	0.00	-6,421.93
	3	272	3,636.10	117.12	0.00	0.00	0.00	1,536.71
		273	-3,636.10	-117.12	0.00	0.00	0.00	-1,361.30
	4	272	31,391.48	660.15	0.00	0.00	0.00	8,775.05
		273	-31,705.23	-660.15	0.00	0.00	0.00	-7,798.54
273	1	273	54.14	13.63	0.00	0.00	0.00	117.66
		274	-54.14	-13.63	0.00	0.00	0.00	-97.21
	2	273	28,075.57	653.75	0.00	0.00	0.00	6,421.94
		274	-28,389.32	-653.75	0.00	0.00	0.00	-5,448.68
	3	273	3,636.11	140.53	0.00	0.00	0.00	1,361.31
		274	-3,636.11	-140.53	0.00	0.00	0.00	-1,150.70
	4	273	31,705.44	798.22	0.00	0.00	0.00	7,798.54
		274	-32,019.19	-798.22	0.00	0.00	0.00	-6,611.23
274	1	274	54.14	13.76	0.00	0.00	0.00	97.21
		275	-54.14	-13.76	0.00	0.00	0.00	-76.57
	2	274	28,389.27	699.91	0.00	0.00	0.00	5,448.68
		275	-28,703.02	-699.91	0.00	0.00	0.00	-4,403.84
	3	274	3,636.11	149.34	0.00	0.00	0.00	1,150.71
		275	-3,636.11	-149.34	0.00	0.00	0.00	-926.84

342

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	4	274	32,019.28	852.56	0.00	0.00	0.00	6,611.23
		275	-32,333.03	-852.56	0.00	0.00	0.00	-5,339.25
275	1	275	54.14	12.79	0.00	0.00	0.00	76.57
		276	-54.14	-12.79	0.00	0.00	0.00	-57.40
	2	275	28,703.07	676.40	0.00	0.00	0.00	4,403.85
		276	-29,016.81	-676.40	0.00	0.00	0.00	-3,392.36
	3	275	3,636.11	143.64	0.00	0.00	0.00	926.84
		276	-3,636.11	-143.64	0.00	0.00	0.00	-711.46
	4	275	32,332.54	822.67	0.00	0.00	0.00	5,339.25
		276	-32,646.29	-822.67	0.00	0.00	0.00	-4,109.48
276	1	276	54.14	11.20	0.00	0.00	0.00	57.40
		277	-54.14	-11.20	0.00	0.00	0.00	-40.60
	2	276	29,016.65	610.31	0.00	0.00	0.00	3,392.37
		277	-29,330.40	-610.31	0.00	0.00	0.00	-2,478.52
	3	276	3,636.13	129.15	0.00	0.00	0.00	711.46
		277	-3,636.13	-129.15	0.00	0.00	0.00	-517.77
	4	276	32,646.58	741.44	0.00	0.00	0.00	4,109.48
		277	-32,960.33	-741.44	0.00	0.00	0.00	-2,999.49
277	1	277	54.14	9.34	0.00	0.00	0.00	40.60
		278	-54.14	-9.34	0.00	0.00	0.00	-26.59
	2	277	29,330.39	522.60	0.00	0.00	0.00	2,478.53
		278	-29,644.14	-522.60	0.00	0.00	0.00	-1,695.10
	3	277	3,636.11	110.27	0.00	0.00	0.00	517.77
		278	-3,636.11	-110.27	0.00	0.00	0.00	-352.38
	4	277	32,960.40	634.28	0.00	0.00	0.00	2,999.50
		278	-33,274.15	-634.28	0.00	0.00	0.00	-2,048.70
278	1	278	54.14	7.47	0.00	0.00	0.00	26.59
		279	-54.14	-7.47	0.00	0.00	0.00	-15.38
	2	278	29,644.24	428.66	0.00	0.00	0.00	1,695.11
		279	-29,957.99	-428.66	0.00	0.00	0.00	-1,051.82
	3	278	3,636.12	90.21	0.00	0.00	0.00	352.37
		279	-3,636.12	-90.21	0.00	0.00	0.00	-217.04
	4	278	33,274.13	519.78	0.00	0.00	0.00	2,048.70
		279	-33,587.88	-519.78	0.00	0.00	0.00	-1,268.63
279	1	279	54.14	5.76	0.00	0.00	0.00	15.38
		280	-54.14	-5.76	0.00	0.00	0.00	-6.74
	2	279	29,957.83	339.02	0.00	0.00	0.00	1,051.81
		280	-30,271.58	-339.02	0.00	0.00	0.00	-542.47
	3	279	3,636.13	71.17	0.00	0.00	0.00	217.04
		280	-3,636.13	-71.17	0.00	0.00	0.00	-110.27
	4	279	33,587.63	410.74	0.00	0.00	0.00	1,268.63
		280	-33,901.38	-410.74	0.00	0.00	0.00	-651.40
280	1	280	54.14	4.30	0.00	0.00	0.00	6.74
		281	-54.14	-4.30	0.00	0.00	0.00	-0.29
	2	280	30,271.84	260.35	0.00	0.00	0.00	542.46
		281	-30,585.58	-260.35	0.00	0.00	0.00	-150.85
	3	280	3,636.11	54.51	0.00	0.00	0.00	110.27
		281	-3,636.11	-54.51	0.00	0.00	0.00	-28.48
	4	280	33,901.55	315.07	0.00	0.00	0.00	651.43
		281	-34,215.30	-315.07	0.00	0.00	0.00	-177.32

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
281	1	281	54.14	3.14	0.00	0.00	0.00	0.29
		282	-54.14	-3.14	0.00	0.00	0.00	4.42
	2	281	30,585.34	196.05	0.00	0.00	0.00	150.86
		282	-30,899.08	-196.05	0.00	0.00	0.00	144.40
	3	281	3,636.12	40.93	0.00	0.00	0.00	28.48
		282	-3,636.12	-40.93	0.00	0.00	0.00	32.95
	4	281	34,215.43	236.98	0.00	0.00	0.00	177.34
		282	-34,529.17	-236.98	0.00	0.00	0.00	179.75
282	1	282	54.14	1.98	0.00	0.00	0.00	-4.42
		283	-54.14	-1.98	0.00	0.00	0.00	7.39
	2	282	30,899.18	130.90	0.00	0.00	0.00	-144.39
		283	-31,212.92	-130.90	0.00	0.00	0.00	341.89
	3	282	3,636.11	27.21	0.00	0.00	0.00	-32.95
		283	-3,636.11	-27.21	0.00	0.00	0.00	73.79
	4	282	34,528.92	157.92	0.00	0.00	0.00	-179.75
		283	-34,842.67	-157.92	0.00	0.00	0.00	418.16
283	1	283	54.14	1.19	0.00	0.00	0.00	-7.39
		284	-54.14	-1.19	0.00	0.00	0.00	9.18
	2	283	31,212.86	85.24	0.00	0.00	0.00	-341.88
		284	-31,526.61	-85.24	0.00	0.00	0.00	470.73
	3	283	3,636.11	17.61	0.00	0.00	0.00	-73.78
		284	-3,636.11	-17.61	0.00	0.00	0.00	100.23
	4	283	34,842.82	102.56	0.00	0.00	0.00	-418.17
		284	-35,156.57	-102.56	0.00	0.00	0.00	573.35
284	1	284	54.14	-0.25	0.00	0.00	0.00	-9.18
		285	-54.14	0.25	0.00	0.00	0.00	8.80
	2	284	31,526.65	-0.76	0.00	0.00	0.00	-470.74
		285	-31,840.40	0.76	0.00	0.00	0.00	470.38
	3	284	3,636.12	-0.41	0.00	0.00	0.00	-100.23
		285	-3,636.12	0.41	0.00	0.00	0.00	99.64
	4	284	35,156.47	-1.58	0.00	0.00	0.00	-573.35
		285	-35,470.22	1.58	0.00	0.00	0.00	572.04
285	1	285	54.14	-1.00	0.00	0.00	0.00	-8.80
		286	-54.14	1.00	0.00	0.00	0.00	6.80
	2	285	31,840.50	-47.73	0.00	0.00	0.00	-470.38
		286	-32,258.83	47.73	0.00	0.00	0.00	375.63
	3	285	3,636.12	-10.20	0.00	0.00	0.00	-99.64
		286	-3,636.12	10.20	0.00	0.00	0.00	79.25
	4	285	35,470.28	-58.37	0.00	0.00	0.00	-572.03
		286	-35,888.61	58.37	0.00	0.00	0.00	456.25
286	1	286	54.14	-1.15	0.00	0.00	0.00	-6.80
		287	-54.14	1.15	0.00	0.00	0.00	4.51
	2	286	32,258.87	-59.84	0.00	0.00	0.00	-375.63
		287	-32,677.20	59.84	0.00	0.00	0.00	256.34
	3	286	3,636.10	-12.68	0.00	0.00	0.00	-79.25
		287	-3,636.10	12.68	0.00	0.00	0.00	53.90
	4	286	35,888.61	-72.87	0.00	0.00	0.00	-456.25
		287	-36,306.94	72.87	0.00	0.00	0.00	311.03
287	1	287	54.14	-0.98	0.00	0.00	0.00	-4.51
		288	-54.14	0.98	0.00	0.00	0.00	2.55

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	287	32,677.17	-53.21	0.00	0.00	0.00	-256.34
		288	-33,095.50	53.21	0.00	0.00	0.00	150.07
	3	287	3,636.13	-11.23	0.00	0.00	0.00	-53.90
		288	-3,636.13	11.23	0.00	0.00	0.00	31.44
	4	287	36,306.94	-64.69	0.00	0.00	0.00	-311.03
		288	-36,725.27	64.69	0.00	0.00	0.00	181.87
288	1	288	54.14	-0.70	0.00	0.00	0.00	-2.55
		289	-54.14	0.70	0.00	0.00	0.00	1.15
	2	288	33,095.47	-39.06	0.00	0.00	0.00	-150.07
		289	-33,513.80	39.06	0.00	0.00	0.00	71.97
	3	288	3,636.12	-8.22	0.00	0.00	0.00	-31.44
		289	-3,636.12	8.22	0.00	0.00	0.00	15.00
	4	288	36,725.14	-47.42	0.00	0.00	0.00	-181.87
		289	-37,143.47	47.42	0.00	0.00	0.00	87.04
289	1	289	54.14	-0.44	0.00	0.00	0.00	-1.15
		290	-54.14	0.44	0.00	0.00	0.00	0.27
	2	289	33,513.79	-25.39	0.00	0.00	0.00	-71.97
		290	-33,932.12	25.39	0.00	0.00	0.00	21.14
	3	289	3,636.11	-5.33	0.00	0.00	0.00	-15.00
		290	-3,636.11	5.33	0.00	0.00	0.00	4.33
	4	289	37,143.55	-30.79	0.00	0.00	0.00	-87.04
		290	-37,561.88	30.79	0.00	0.00	0.00	25.39
290	1	290	54.14	-0.23	0.00	0.00	0.00	-0.27
		291	-54.14	0.23	0.00	0.00	0.00	-0.20
	2	290	33,932.17	-14.01	0.00	0.00	0.00	-21.14
		291	-34,350.50	14.01	0.00	0.00	0.00	-6.96
	3	290	3,636.11	-2.94	0.00	0.00	0.00	-4.33
		291	-3,636.11	2.94	0.00	0.00	0.00	-1.54
	4	290	37,561.96	-16.97	0.00	0.00	0.00	-25.39
		291	-37,980.30	16.97	0.00	0.00	0.00	-8.65
291	1	291	54.14	-0.09	0.00	0.00	0.00	0.20
		292	-54.14	0.09	0.00	0.00	0.00	-0.38
	2	291	34,350.42	-5.93	0.00	0.00	0.00	-6.96
		292	-34,768.75	5.93	0.00	0.00	0.00	-18.89
	3	291	3,636.12	-1.24	0.00	0.00	0.00	1.54
		292	-3,636.12	1.24	0.00	0.00	0.00	-4.02
	4	291	37,980.39	-7.16	0.00	0.00	0.00	8.65
		292	-38,398.72	7.16	0.00	0.00	0.00	-23.06
292	1	292	54.14	-0.01	0.00	0.00	0.00	0.38
		293	-54.14	0.01	0.00	0.00	0.00	-0.39
	2	292	34,768.75	-0.96	0.00	0.00	0.00	18.89
		293	-35,187.08	0.96	0.00	0.00	0.00	-20.87
	3	292	3,636.12	-0.19	0.00	0.00	0.00	4.02
		293	-3,636.12	0.19	0.00	0.00	0.00	-4.41
	4	292	38,398.61	-1.13	0.00	0.00	0.00	23.06
		293	-38,816.94	1.13	0.00	0.00	0.00	-25.40
293	1	293	54.14	0.03	0.00	0.00	0.00	0.39
		294	-54.14	-0.03	0.00	0.00	0.00	-0.32
	2	293	35,187.15	1.57	0.00	0.00	0.00	20.87
		294	-35,605.48	-1.57	0.00	0.00	0.00	-17.77

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	3	293	3,636.11	0.33	0.00	0.00	0.00	4.41
		294	-3,636.11	-0.33	0.00	0.00	0.00	-3.74
	4	293	38,817.04	1.93	0.00	0.00	0.00	25.40
		294	-39,235.38	-1.93	0.00	0.00	0.00	-21.59
294	1	294	54.14	0.05	0.00	0.00	0.00	0.32
		295	-54.14	-0.05	0.00	0.00	0.00	-0.23
	2	294	35,605.45	2.46	0.00	0.00	0.00	17.77
		295	-36,023.79	-2.46	0.00	0.00	0.00	-12.86
	3	294	3,636.11	0.52	0.00	0.00	0.00	3.74
		295	-3,636.11	-0.52	0.00	0.00	0.00	-2.70
	4	294	39,235.27	3.01	0.00	0.00	0.00	21.59
		295	-39,653.60	-3.01	0.00	0.00	0.00	-15.61
295	1	295	54.14	0.04	0.00	0.00	0.00	0.23
		296	-54.14	-0.04	0.00	0.00	0.00	-0.14
	2	295	36,023.79	2.41	0.00	0.00	0.00	12.86
		296	-36,442.12	-2.41	0.00	0.00	0.00	-8.05
	3	295	3,636.11	0.51	0.00	0.00	0.00	2.70
		296	-3,636.11	-0.51	0.00	0.00	0.00	-1.69
	4	295	39,653.57	2.93	0.00	0.00	0.00	15.61
		296	-40,071.91	-2.93	0.00	0.00	0.00	-9.77
296	1	296	54.14	0.03	0.00	0.00	0.00	0.14
		297	-54.14	-0.03	0.00	0.00	0.00	-0.07
	2	296	36,442.11	1.92	0.00	0.00	0.00	8.05
		297	-36,860.44	-1.92	0.00	0.00	0.00	-4.22
	3	296	3,636.12	0.40	0.00	0.00	0.00	1.69
		297	-3,636.12	-0.40	0.00	0.00	0.00	-0.88
	4	296	40,071.95	2.33	0.00	0.00	0.00	9.77
		297	-40,490.29	-2.33	0.00	0.00	0.00	-5.11
297	1	297	54.14	0.02	0.00	0.00	0.00	0.07
		298	-54.14	-0.02	0.00	0.00	0.00	-0.02
	2	297	36,860.46	1.31	0.00	0.00	0.00	4.22
		298	-37,278.79	-1.31	0.00	0.00	0.00	-1.60
	3	297	3,636.11	0.28	0.00	0.00	0.00	0.88
		298	-3,636.11	-0.28	0.00	0.00	0.00	-0.33
	4	297	40,490.30	1.59	0.00	0.00	0.00	5.11
		298	-40,908.63	-1.59	0.00	0.00	0.00	-1.92
298	1	298	54.14	0.01	0.00	0.00	0.00	0.02
		299	-54.14	-0.01	0.00	0.00	0.00	0.00
	2	298	37,278.73	0.77	0.00	0.00	0.00	1.60
		299	-37,697.06	-0.77	0.00	0.00	0.00	-0.04
	3	298	3,636.12	0.16	0.00	0.00	0.00	0.33
		299	-3,636.12	-0.16	0.00	0.00	0.00	-0.01
	4	298	40,908.64	0.94	0.00	0.00	0.00	1.92
		299	-41,326.98	-0.94	0.00	0.00	0.00	-0.04
299	1	299	54.14	0.01	0.00	0.00	0.00	0.00
		300	-54.14	-0.01	0.00	0.00	0.00	0.01
	2	299	37,697.17	0.37	0.00	0.00	0.00	0.04
		300	-38,115.50	-0.37	0.00	0.00	0.00	0.70
	3	299	3,636.11	0.08	0.00	0.00	0.00	0.01
		300	-3,636.11	-0.08	0.00	0.00	0.00	0.15

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	4	299	41,326.94	0.45	0.00	0.00	0.00	0.04
		300	-41,745.27	-0.45	0.00	0.00	0.00	0.86
300	1	300	54.14	0.00	0.00	0.00	0.00	-0.01
		301	-54.14	0.00	0.00	0.00	0.00	0.02
	2	300	38,115.43	0.11	0.00	0.00	0.00	-0.70
		301	-38,533.77	-0.11	0.00	0.00	0.00	0.92
	3	300	3,636.11	0.02	0.00	0.00	0.00	-0.15
		301	-3,636.11	-0.02	0.00	0.00	0.00	0.19
	4	300	41,745.30	0.13	0.00	0.00	0.00	-0.86
		301	-42,163.64	-0.13	0.00	0.00	0.00	1.12
301	1	301	54.14	0.00	0.00	0.00	0.00	-0.02
		302	-54.14	0.00	0.00	0.00	0.00	0.02
	2	301	38,533.74	-0.04	0.00	0.00	0.00	-0.92
		302	-38,952.07	0.04	0.00	0.00	0.00	0.85
	3	301	3,636.11	-0.01	0.00	0.00	0.00	-0.19
		302	-3,636.11	0.01	0.00	0.00	0.00	0.18
	4	301	42,163.60	-0.05	0.00	0.00	0.00	-1.12
		302	-42,581.93	0.05	0.00	0.00	0.00	1.03
302	1	302	54.14	0.00	0.00	0.00	0.00	-0.02
		303	-54.14	0.00	0.00	0.00	0.00	0.01
	2	302	38,952.11	-0.10	0.00	0.00	0.00	-0.85
		303	-39,370.45	0.10	0.00	0.00	0.00	0.66
	3	302	3,636.12	-0.02	0.00	0.00	0.00	-0.18
		303	-3,636.12	0.02	0.00	0.00	0.00	0.14
	4	302	42,581.94	-0.12	0.00	0.00	0.00	-1.03
		303	-43,000.27	0.12	0.00	0.00	0.00	0.80
303	1	303	54.14	0.00	0.00	0.00	0.00	-0.01
		304	-54.14	0.00	0.00	0.00	0.00	0.01
	2	303	39,370.39	-0.11	0.00	0.00	0.00	-0.66
		304	-39,788.72	0.11	0.00	0.00	0.00	0.44
	3	303	3,636.12	-0.02	0.00	0.00	0.00	-0.14
		304	-3,636.12	0.02	0.00	0.00	0.00	0.09
	4	303	43,000.30	-0.13	0.00	0.00	0.00	-0.80
		304	-43,418.63	0.13	0.00	0.00	0.00	0.53
304	1	304	54.14	0.00	0.00	0.00	0.00	-0.01
		305	-54.14	0.00	0.00	0.00	0.00	0.00
	2	304	39,788.76	-0.10	0.00	0.00	0.00	-0.44
		305	-40,207.09	0.10	0.00	0.00	0.00	0.25
	3	304	3,636.11	-0.02	0.00	0.00	0.00	-0.09
		305	-3,636.11	0.02	0.00	0.00	0.00	0.05
	4	304	43,418.61	-0.12	0.00	0.00	0.00	-0.53
		305	-43,836.95	0.12	0.00	0.00	0.00	0.30
305	1	305	54.14	0.00	0.00	0.00	0.00	0.00
		306	-54.14	0.00	0.00	0.00	0.00	0.00
	2	305	40,207.11	-0.08	0.00	0.00	0.00	-0.25
		306	-40,625.44	0.08	0.00	0.00	0.00	0.10
	3	305	3,636.11	-0.02	0.00	0.00	0.00	-0.05
		306	-3,636.11	0.02	0.00	0.00	0.00	0.02
	4	305	43,836.96	-0.09	0.00	0.00	0.00	-0.30
		306	-44,255.29	0.09	0.00	0.00	0.00	0.12

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
306	1	306	54.14	0.00	0.00	0.00	0.00	0.00
		307	-54.14	0.00	0.00	0.00	0.00	0.00
	2	306	40,625.41	-0.06	0.00	0.00	0.00	-0.10
		307	-41,043.74	0.06	0.00	0.00	0.00	-0.02
	3	306	3,636.11	-0.01	0.00	0.00	0.00	-0.02
		307	-3,636.11	0.01	0.00	0.00	0.00	-0.01
	4	306	44,255.28	-0.07	0.00	0.00	0.00	-0.12
		307	-44,673.61	0.07	0.00	0.00	0.00	-0.03
307	1	307	54.14	0.00	0.00	0.00	0.00	0.00
		308	-54.14	0.00	0.00	0.00	0.00	0.00
	2	307	41,043.75	-0.05	0.00	0.00	0.00	0.02
		308	-41,462.08	0.05	0.00	0.00	0.00	-0.13
	3	307	3,636.11	-0.01	0.00	0.00	0.00	0.01
		308	-3,636.11	0.01	0.00	0.00	0.00	-0.03
	4	307	44,673.61	-0.06	0.00	0.00	0.00	0.03
		308	-45,091.94	0.06	0.00	0.00	0.00	-0.15
308	1	308	54.14	0.00	0.00	0.00	0.00	0.00
		309	-54.14	0.00	0.00	0.00	0.00	0.00
	2	308	41,462.09	-0.05	0.00	0.00	0.00	0.13
		309	-41,775.84	0.05	0.00	0.00	0.00	-0.20
	3	308	3,636.11	-0.01	0.00	0.00	0.00	0.03
		309	-3,636.11	0.01	0.00	0.00	0.00	-0.04
	4	308	45,091.94	-0.06	0.00	0.00	0.00	0.15
		309	-45,405.69	0.06	0.00	0.00	0.00	-0.24
309	1	242	-32.31	-14.81	0.00	0.00	0.00	-235.20
		310	32.31	14.81	0.00	0.00	0.00	212.98
	2	242	19,121.99	191.23	0.00	0.00	0.00	7,804.81
		310	-19,435.74	-191.23	0.00	0.00	0.00	-7,548.70
	3	242	3,248.44	6.81	0.00	0.00	0.00	993.44
		310	-3,248.44	-6.81	0.00	0.00	0.00	-984.42
	4	242	22,376.57	199.67	0.00	0.00	0.00	8,764.74
		310	-22,690.31	-199.67	0.00	0.00	0.00	-8,507.89
310	1	310	-32.31	-14.78	0.00	0.00	0.00	-213.01
		311	32.31	14.78	0.00	0.00	0.00	79.96
	2	310	19,436.02	190.91	0.00	0.00	0.00	7,549.28
		311	-21,318.51	-190.91	0.00	0.00	0.00	-5,975.40
	3	310	3,248.44	6.87	0.00	0.00	0.00	984.23
		311	-3,248.44	-6.87	0.00	0.00	0.00	-927.42
	4	310	22,690.42	200.34	0.00	0.00	0.00	8,507.62
		311	-24,572.92	-200.34	0.00	0.00	0.00	-6,908.26
311	1	311	-32.31	-14.78	0.00	0.00	0.00	-79.96
		312	32.31	14.78	0.00	0.00	0.00	-141.79
	2	311	21,318.56	190.91	0.00	0.00	0.00	5,975.38
		312	-24,456.04	-190.91	0.00	0.00	0.00	-3,226.57
	3	311	3,248.44	6.87	0.00	0.00	0.00	927.42
		312	-3,248.44	-6.87	0.00	0.00	0.00	-829.02
	4	311	24,572.91	200.34	0.00	0.00	0.00	6,908.26
		312	-27,710.40	-200.34	0.00	0.00	0.00	-4,071.14
312	1	312	-32.31	-10.66	0.00	0.00	0.00	141.78
		314	32.31	10.66	0.00	0.00	0.00	-157.77

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	312	24,456.23	212.80	0.00	0.00	0.00	3,226.58
		314	-24,769.98	-212.80	0.00	0.00	0.00	-2,912.12
	3	312	3,248.43	18.25	0.00	0.00	0.00	829.03
		314	-3,248.43	-18.25	0.00	0.00	0.00	-801.90
	4	312	27,710.29	233.54	0.00	0.00	0.00	4,071.13
		314	-28,024.04	-233.54	0.00	0.00	0.00	-3,728.14
313	1	314	-32.31	-4.16	0.00	0.00	0.00	157.77
		315	32.31	4.16	0.00	0.00	0.00	-164.00
	2	314	24,769.65	239.52	0.00	0.00	0.00	2,912.15
		315	-25,083.39	-239.52	0.00	0.00	0.00	-2,556.55
	3	314	3,248.42	34.75	0.00	0.00	0.00	801.90
		315	-3,248.42	-34.75	0.00	0.00	0.00	-749.98
	4	314	28,024.02	276.73	0.00	0.00	0.00	3,728.14
		315	-28,337.77	-276.73	0.00	0.00	0.00	-3,318.83
314	1	315	-32.31	0.78	0.00	0.00	0.00	164.00
		316	32.31	-0.78	0.00	0.00	0.00	-162.83
	2	315	25,083.76	253.17	0.00	0.00	0.00	2,556.56
		316	-25,397.51	-253.17	0.00	0.00	0.00	-2,179.55
	3	315	3,248.45	46.14	0.00	0.00	0.00	749.97
		316	-3,248.45	-46.14	0.00	0.00	0.00	-680.91
	4	315	28,337.83	301.67	0.00	0.00	0.00	3,318.85
		316	-28,651.58	-301.67	0.00	0.00	0.00	-2,870.74
315	1	316	-32.31	4.39	0.00	0.00	0.00	162.83
		317	32.31	-4.39	0.00	0.00	0.00	-156.24
	2	316	25,397.45	257.26	0.00	0.00	0.00	2,179.54
		317	-25,711.20	-257.26	0.00	0.00	0.00	-1,795.56
	3	316	3,248.45	53.41	0.00	0.00	0.00	680.91
		317	-3,248.45	-53.41	0.00	0.00	0.00	-600.91
	4	316	28,651.68	312.92	0.00	0.00	0.00	2,870.76
		317	-28,965.43	-312.92	0.00	0.00	0.00	-2,404.58
316	1	317	-32.31	6.89	0.00	0.00	0.00	156.24
		318	32.31	-6.89	0.00	0.00	0.00	-145.91
	2	317	25,711.01	254.78	0.00	0.00	0.00	1,795.56
		318	-26,024.76	-254.78	0.00	0.00	0.00	-1,414.61
	3	317	3,248.44	57.50	0.00	0.00	0.00	600.91
		318	-3,248.44	-57.50	0.00	0.00	0.00	-514.74
	4	317	28,965.44	314.38	0.00	0.00	0.00	2,404.58
		318	-29,279.19	-314.38	0.00	0.00	0.00	-1,935.16
317	1	318	-32.31	8.95	0.00	0.00	0.00	145.91
		319	32.31	-8.95	0.00	0.00	0.00	-132.49
	2	318	26,024.78	246.25	0.00	0.00	0.00	1,414.61
		319	-26,338.53	-246.25	0.00	0.00	0.00	-1,045.90
	3	318	3,248.44	59.74	0.00	0.00	0.00	514.74
		319	-3,248.44	-59.74	0.00	0.00	0.00	-425.19
	4	318	29,279.08	307.91	0.00	0.00	0.00	1,935.16
		319	-29,592.83	-307.91	0.00	0.00	0.00	-1,474.60
318	1	319	-32.31	12.06	0.00	0.00	0.00	132.49
		320	32.31	-12.06	0.00	0.00	0.00	-114.41
	2	319	26,338.51	215.77	0.00	0.00	0.00	1,045.91
		320	-26,652.25	-215.77	0.00	0.00	0.00	-722.49

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z	
319	3	319	3,248.45	60.01	0.00	0.00	0.00	425.19	
		320	-3,248.45	-60.01	0.00	0.00	0.00	-335.22	
	4	319	29,592.94	277.27	0.00	0.00	0.00	1,474.60	
		320	-29,906.69	-277.27	0.00	0.00	0.00	-1,059.32	
	319	1	320	-32.31	13.37	0.00	0.00	0.00	114.41
			321	32.31	-13.37	0.00	0.00	0.00	-94.36
		2	320	26,652.35	182.71	0.00	0.00	0.00	722.49
			321	-26,966.10	-182.71	0.00	0.00	0.00	-448.37
3		320	3,248.45	56.55	0.00	0.00	0.00	335.22	
		321	-3,248.45	-56.55	0.00	0.00	0.00	-250.42	
4		320	29,906.47	240.39	0.00	0.00	0.00	1,059.33	
		321	-30,220.22	-240.39	0.00	0.00	0.00	-698.90	
320		1	321	-32.31	13.44	0.00	0.00	0.00	94.36
			322	32.31	-13.44	0.00	0.00	0.00	-74.20
		2	321	26,966.07	140.97	0.00	0.00	0.00	448.37
			322	-27,279.81	-140.97	0.00	0.00	0.00	-236.65
	3	321	3,248.43	49.32	0.00	0.00	0.00	250.42	
		322	-3,248.43	-49.32	0.00	0.00	0.00	-176.45	
	4	321	30,220.26	191.01	0.00	0.00	0.00	698.90	
		322	-30,534.01	-191.01	0.00	0.00	0.00	-412.19	
	321	1	322	-32.31	12.46	0.00	0.00	0.00	74.20
			323	32.31	-12.46	0.00	0.00	0.00	-55.51
		2	322	27,279.89	103.22	0.00	0.00	0.00	236.65
			323	-27,593.64	-103.22	0.00	0.00	0.00	-81.46
3		322	3,248.44	40.87	0.00	0.00	0.00	176.45	
		323	-3,248.44	-40.87	0.00	0.00	0.00	-115.14	
4		322	30,534.02	144.49	0.00	0.00	0.00	412.19	
		323	-30,847.77	-144.49	0.00	0.00	0.00	-195.06	
322		1	323	-32.31	10.89	0.00	0.00	0.00	55.51
			324	32.31	-10.89	0.00	0.00	0.00	-39.17
		2	323	27,593.50	70.93	0.00	0.00	0.00	81.46
			324	-27,907.25	-70.93	0.00	0.00	0.00	25.35
	3	323	3,248.43	32.32	0.00	0.00	0.00	115.14	
		324	-3,248.43	-32.32	0.00	0.00	0.00	-66.65	
	4	323	30,847.92	103.41	0.00	0.00	0.00	195.07	
		324	-31,161.67	-103.41	0.00	0.00	0.00	-39.44	
	323	1	324	-32.31	9.07	0.00	0.00	0.00	39.17
			325	32.31	-9.07	0.00	0.00	0.00	-25.57
		2	324	27,907.31	44.68	0.00	0.00	0.00	-25.35
			325	-28,221.05	-44.68	0.00	0.00	0.00	92.79
3		324	3,248.44	24.38	0.00	0.00	0.00	66.65	
		325	-3,248.44	-24.38	0.00	0.00	0.00	-30.07	
4		324	31,161.54	69.05	0.00	0.00	0.00	39.45	
		325	-31,475.29	-69.05	0.00	0.00	0.00	64.66	
324		1	325	-32.31	7.24	0.00	0.00	0.00	25.57
			326	32.31	-7.24	0.00	0.00	0.00	-14.71
		2	325	28,221.08	24.35	0.00	0.00	0.00	-92.79
			326	-28,534.83	-24.35	0.00	0.00	0.00	129.70
	3	325	3,248.43	17.48	0.00	0.00	0.00	30.07	
		326	-3,248.43	-17.48	0.00	0.00	0.00	-3.84	

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	4	325	31,475.32	41.70	0.00	0.00	0.00	-64.66
		326	-31,789.07	-41.70	0.00	0.00	0.00	127.72
325	1	326	-32.31	5.57	0.00	0.00	0.00	14.71
		327	32.31	-5.57	0.00	0.00	0.00	-6.34
	2	326	28,534.74	9.40	0.00	0.00	0.00	-129.70
		327	-28,848.48	-9.40	0.00	0.00	0.00	144.12
	3	326	3,248.43	11.81	0.00	0.00	0.00	3.84
		327	-3,248.43	-11.81	0.00	0.00	0.00	13.89
	4	326	31,789.16	21.00	0.00	0.00	0.00	-127.72
		327	-32,102.91	-21.00	0.00	0.00	0.00	159.68
326	1	327	-32.31	4.15	0.00	0.00	0.00	6.34
		328	32.31	-4.15	0.00	0.00	0.00	-0.12
	2	327	28,848.54	-0.95	0.00	0.00	0.00	-144.12
		328	-29,162.29	0.95	0.00	0.00	0.00	142.96
	3	327	3,248.41	7.40	0.00	0.00	0.00	-13.88
		328	-3,248.41	-7.40	0.00	0.00	0.00	24.99
	4	327	32,102.73	6.19	0.00	0.00	0.00	-159.68
		328	-32,416.48	-6.19	0.00	0.00	0.00	169.37
327	1	328	-32.31	3.02	0.00	0.00	0.00	0.12
		329	32.31	-3.02	0.00	0.00	0.00	4.41
	2	328	29,162.19	-7.57	0.00	0.00	0.00	-142.96
		329	-29,475.93	7.57	0.00	0.00	0.00	131.81
	3	328	3,248.43	4.17	0.00	0.00	0.00	-24.99
		329	-3,248.43	-4.17	0.00	0.00	0.00	31.25
	4	328	32,416.63	-3.66	0.00	0.00	0.00	-169.37
		329	-32,730.37	3.66	0.00	0.00	0.00	164.19
328	1	329	-32.31	1.90	0.00	0.00	0.00	-4.41
		330	32.31	-1.90	0.00	0.00	0.00	7.26
	2	329	29,475.99	-12.58	0.00	0.00	0.00	-131.81
		330	-29,789.73	12.58	0.00	0.00	0.00	113.10
	3	329	3,248.42	1.25	0.00	0.00	0.00	-31.25
		330	-3,248.42	-1.25	0.00	0.00	0.00	33.13
	4	329	32,730.54	-11.58	0.00	0.00	0.00	-164.19
		330	-33,044.29	11.58	0.00	0.00	0.00	147.06
329	1	330	-32.31	1.13	0.00	0.00	0.00	-7.26
		331	32.31	-1.13	0.00	0.00	0.00	8.96
	2	330	29,789.90	-14.84	0.00	0.00	0.00	-113.10
		331	-30,103.64	14.84	0.00	0.00	0.00	90.95
	3	330	3,248.45	-0.54	0.00	0.00	0.00	-33.13
		331	-3,248.45	0.54	0.00	0.00	0.00	32.32
	4	330	33,044.05	-15.62	0.00	0.00	0.00	-147.06
		331	-33,357.80	15.62	0.00	0.00	0.00	123.80
330	1	331	-32.31	-0.26	0.00	0.00	0.00	-8.96
		313	32.31	0.26	0.00	0.00	0.00	8.57
	2	331	30,103.48	-16.13	0.00	0.00	0.00	-90.95
		313	-30,417.23	16.13	0.00	0.00	0.00	66.82
	3	331	3,248.42	-3.31	0.00	0.00	0.00	-32.32
		313	-3,248.42	3.31	0.00	0.00	0.00	27.36
	4	331	33,357.80	-19.62	0.00	0.00	0.00	-123.80
		313	-33,671.54	19.62	0.00	0.00	0.00	94.48

৩৫১

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
331	1	313	-32.31	-0.98	0.00	0.00	0.00	-8.57
		333	32.31	0.98	0.00	0.00	0.00	6.61
	2	313	30,417.27	-14.20	0.00	0.00	0.00	-66.82
		333	-30,835.60	14.20	0.00	0.00	0.00	38.47
	3	313	3,248.46	-4.29	0.00	0.00	0.00	-27.36
		333	-3,248.46	4.29	0.00	0.00	0.00	18.79
	4	313	33,671.68	-18.60	0.00	0.00	0.00	-94.48
		333	-34,090.01	18.60	0.00	0.00	0.00	57.35
332	1	333	-32.31	-1.12	0.00	0.00	0.00	-6.61
		334	32.31	1.12	0.00	0.00	0.00	4.37
	2	333	30,835.66	-10.43	0.00	0.00	0.00	-38.47
		334	-31,253.99	10.43	0.00	0.00	0.00	17.60
	3	333	3,248.44	-3.87	0.00	0.00	0.00	-18.79
		334	-3,248.44	3.87	0.00	0.00	0.00	11.05
	4	333	34,089.93	-14.37	0.00	0.00	0.00	-57.35
		334	-34,508.26	14.37	0.00	0.00	0.00	28.63
333	1	334	-32.31	-0.95	0.00	0.00	0.00	-4.37
		335	32.31	0.95	0.00	0.00	0.00	2.47
	2	334	31,253.98	-6.56	0.00	0.00	0.00	-17.60
		335	-31,672.31	6.56	0.00	0.00	0.00	4.47
	3	334	3,248.43	-2.89	0.00	0.00	0.00	-11.05
		335	-3,248.43	2.89	0.00	0.00	0.00	5.28
	4	334	34,508.32	-9.47	0.00	0.00	0.00	-28.63
		335	-34,926.66	9.47	0.00	0.00	0.00	9.67
334	1	335	-32.31	-0.68	0.00	0.00	0.00	-2.47
		336	32.31	0.68	0.00	0.00	0.00	1.11
	2	335	31,672.31	-3.40	0.00	0.00	0.00	-4.47
		336	-32,090.64	3.40	0.00	0.00	0.00	-2.34
	3	335	3,248.43	-1.83	0.00	0.00	0.00	-5.28
		336	-3,248.43	1.83	0.00	0.00	0.00	1.61
	4	335	34,926.65	-5.23	0.00	0.00	0.00	-9.67
		336	-35,344.98	5.23	0.00	0.00	0.00	-0.81
335	1	336	-32.31	-0.43	0.00	0.00	0.00	-1.11
		337	32.31	0.43	0.00	0.00	0.00	0.26
	2	336	32,090.50	-1.37	0.00	0.00	0.00	2.34
		337	-32,508.84	1.37	0.00	0.00	0.00	-5.11
	3	336	3,248.42	-1.02	0.00	0.00	0.00	-1.61
		337	-3,248.42	1.02	0.00	0.00	0.00	-0.43
	4	336	35,344.99	-2.39	0.00	0.00	0.00	0.81
		337	-35,763.32	2.39	0.00	0.00	0.00	-5.61
336	1	337	-32.31	-0.23	0.00	0.00	0.00	-0.26
		338	32.31	0.23	0.00	0.00	0.00	-0.20
	2	337	32,508.91	-0.15	0.00	0.00	0.00	5.11
		338	-32,927.25	0.15	0.00	0.00	0.00	-5.43
	3	337	3,248.44	-0.44	0.00	0.00	0.00	0.43
		338	-3,248.44	0.44	0.00	0.00	0.00	-1.31
	4	337	35,763.26	-0.58	0.00	0.00	0.00	5.61
		338	-36,181.59	0.58	0.00	0.00	0.00	-6.79
337	1	338	-32.31	-0.09	0.00	0.00	0.00	0.20
		339	32.31	0.09	0.00	0.00	0.00	-0.37

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	338	32,927.33	0.45	0.00	0.00	0.00	5.43
		339	-33,345.66	-0.45	0.00	0.00	0.00	-4.53
	3	338	3,248.43	-0.08	0.00	0.00	0.00	1.31
		339	-3,248.43	0.08	0.00	0.00	0.00	-1.47
	4	338	36,181.61	0.39	0.00	0.00	0.00	6.79
		339	-36,599.93	-0.39	0.00	0.00	0.00	-6.03
338	1	339	-32.31	-0.01	0.00	0.00	0.00	0.37
		340	32.31	0.01	0.00	0.00	0.00	-0.38
	2	339	33,345.57	0.65	0.00	0.00	0.00	4.53
		340	-33,763.90	-0.65	0.00	0.00	0.00	-3.22
	3	339	3,248.44	0.10	0.00	0.00	0.00	1.47
		340	-3,248.44	-0.10	0.00	0.00	0.00	-1.26
	4	339	36,600.03	0.77	0.00	0.00	0.00	6.03
		340	-37,018.36	-0.77	0.00	0.00	0.00	-4.51
339	1	340	-32.31	0.03	0.00	0.00	0.00	0.38
		341	32.31	-0.03	0.00	0.00	0.00	-0.31
	2	340	33,763.93	0.62	0.00	0.00	0.00	3.22
		341	-34,182.26	-0.62	0.00	0.00	0.00	-1.99
	3	340	3,248.44	0.17	0.00	0.00	0.00	1.26
		341	-3,248.44	-0.17	0.00	0.00	0.00	-0.92
	4	340	37,018.31	0.80	0.00	0.00	0.00	4.51
		341	-37,436.64	-0.80	0.00	0.00	0.00	-2.91
340	1	341	-32.31	0.05	0.00	0.00	0.00	0.31
		342	32.31	-0.05	0.00	0.00	0.00	-0.22
	2	341	34,182.29	0.49	0.00	0.00	0.00	1.99
		342	-34,600.62	-0.49	0.00	0.00	0.00	-1.02
	3	341	3,248.44	0.17	0.00	0.00	0.00	0.92
		342	-3,248.44	-0.17	0.00	0.00	0.00	-0.58
	4	341	37,436.50	0.66	0.00	0.00	0.00	2.91
		342	-37,854.83	-0.66	0.00	0.00	0.00	-1.60
341	1	342	-32.31	0.04	0.00	0.00	0.00	0.22
		343	32.31	-0.04	0.00	0.00	0.00	-0.13
	2	342	34,600.64	0.33	0.00	0.00	0.00	1.02
		343	-35,018.98	-0.33	0.00	0.00	0.00	-0.36
	3	342	3,248.44	0.14	0.00	0.00	0.00	0.58
		343	-3,248.44	-0.14	0.00	0.00	0.00	-0.31
	4	342	37,854.93	0.47	0.00	0.00	0.00	1.60
		343	-38,273.27	-0.47	0.00	0.00	0.00	-0.67
342	1	343	-32.31	0.03	0.00	0.00	0.00	0.13
		344	32.31	-0.03	0.00	0.00	0.00	-0.07
	2	343	35,018.95	0.19	0.00	0.00	0.00	0.36
		344	-35,437.28	-0.19	0.00	0.00	0.00	0.02
	3	343	3,248.43	0.09	0.00	0.00	0.00	0.31
		344	-3,248.43	-0.09	0.00	0.00	0.00	-0.12
	4	343	38,273.20	0.28	0.00	0.00	0.00	0.67
		344	-38,691.53	-0.28	0.00	0.00	0.00	-0.10
343	1	344	-32.31	0.02	0.00	0.00	0.00	0.07
		345	32.31	-0.02	0.00	0.00	0.00	-0.02
	2	344	35,437.32	0.09	0.00	0.00	0.00	-0.02
		345	-35,855.65	-0.09	0.00	0.00	0.00	0.19

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
		3	344	3,248.43	0.06	0.00	0.00	0.12
			345	-3,248.43	-0.06	0.00	0.00	-0.01
		4	344	38,691.61	0.14	0.00	0.00	0.10
			345	-39,109.94	-0.14	0.00	0.00	0.19
1	344	1	345	-32.31	0.01	0.00	0.00	0.02
			346	32.31	-0.01	0.00	0.00	0.00
		2	345	35,855.57	0.02	0.00	0.00	-0.19
			346	-36,273.91	-0.02	0.00	0.00	0.24
		3	345	3,248.44	0.03	0.00	0.00	0.01
			346	-3,248.44	-0.03	0.00	0.00	0.05
		4	345	39,109.89	0.05	0.00	0.00	-0.19
			346	-39,528.22	-0.05	0.00	0.00	0.29
	345	1	346	-32.31	0.01	0.00	0.00	0.00
			347	32.31	-0.01	0.00	0.00	0.01
		2	346	36,273.95	-0.01	0.00	0.00	-0.24
			347	-36,692.28	0.01	0.00	0.00	0.21
		3	346	3,248.44	0.01	0.00	0.00	-0.05
			347	-3,248.44	-0.01	0.00	0.00	0.06
		4	346	39,528.27	0.00	0.00	0.00	-0.29
			347	-39,946.60	0.00	0.00	0.00	0.28
	346	1	347	-32.31	0.00	0.00	0.00	-0.01
			348	32.31	0.00	0.00	0.00	0.02
		2	347	36,692.30	-0.03	0.00	0.00	-0.21
			348	-37,110.63	0.03	0.00	0.00	0.16
		3	347	3,248.44	0.00	0.00	0.00	-0.06
			348	-3,248.44	0.00	0.00	0.00	0.06
		4	347	39,946.63	-0.03	0.00	0.00	-0.28
			348	-40,364.96	0.03	0.00	0.00	0.22
	347	1	348	-32.31	0.00	0.00	0.00	-0.02
			349	32.31	0.00	0.00	0.00	0.02
		2	348	37,110.66	-0.03	0.00	0.00	-0.16
			349	-37,528.99	0.03	0.00	0.00	0.11
		3	348	3,248.44	-0.01	0.00	0.00	-0.06
			349	-3,248.44	0.01	0.00	0.00	0.05
		4	348	40,364.95	-0.04	0.00	0.00	-0.22
			349	-40,783.29	0.04	0.00	0.00	0.15
	348	1	349	-32.31	0.00	0.00	0.00	-0.02
			350	32.31	0.00	0.00	0.00	0.01
		2	349	37,528.92	-0.02	0.00	0.00	-0.11
			350	-37,947.25	0.02	0.00	0.00	0.06
		3	349	3,248.44	-0.01	0.00	0.00	-0.05
			350	-3,248.44	0.01	0.00	0.00	0.03
		4	349	40,783.25	-0.03	0.00	0.00	-0.15
			350	-41,201.58	0.03	0.00	0.00	0.09
	349	1	350	-32.31	0.00	0.00	0.00	-0.01
			351	32.31	0.00	0.00	0.00	0.01
		2	350	37,947.27	-0.02	0.00	0.00	-0.06
			351	-38,365.60	0.02	0.00	0.00	0.03
		3	350	3,248.44	-0.01	0.00	0.00	-0.03
			351	-3,248.44	0.01	0.00	0.00	0.02

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	4	350	41,201.62	-0.02	0.00	0.00	0.00	-0.09
		351	-41,619.95	0.02	0.00	0.00	0.00	0.04
350	1	351	-32.31	0.00	0.00	0.00	0.00	-0.01
		352	32.31	0.00	0.00	0.00	0.00	0.00
	2	351	38,365.57	-0.01	0.00	0.00	0.00	-0.03
		352	-38,783.91	0.01	0.00	0.00	0.00	0.00
	3	351	3,248.44	0.00	0.00	0.00	0.00	-0.02
		352	-3,248.44	0.00	0.00	0.00	0.00	0.01
	4	351	41,619.89	-0.02	0.00	0.00	0.00	-0.04
		352	-42,038.22	0.02	0.00	0.00	0.00	0.01
351	1	352	-32.31	0.00	0.00	0.00	0.00	0.00
		353	32.31	0.00	0.00	0.00	0.00	0.00
	2	352	38,783.90	-0.01	0.00	0.00	0.00	0.00
		353	-39,202.23	0.01	0.00	0.00	0.00	-0.01
	3	352	3,248.44	0.00	0.00	0.00	0.00	-0.01
		353	-3,248.44	0.00	0.00	0.00	0.00	0.00
	4	352	42,038.25	-0.01	0.00	0.00	0.00	-0.01
		353	-42,456.58	0.01	0.00	0.00	0.00	-0.01
352	1	353	-32.31	0.00	0.00	0.00	0.00	0.00
		354	32.31	0.00	0.00	0.00	0.00	0.00
	2	353	39,202.27	0.00	0.00	0.00	0.00	0.01
		354	-39,620.60	0.00	0.00	0.00	0.00	-0.01
	3	353	3,248.44	0.00	0.00	0.00	0.00	0.00
		354	-3,248.44	0.00	0.00	0.00	0.00	0.00
	4	353	42,456.59	-0.01	0.00	0.00	0.00	0.01
		354	-42,874.92	0.01	0.00	0.00	0.00	-0.02
353	1	354	-32.31	0.00	0.00	0.00	0.00	0.00
		332	32.31	0.00	0.00	0.00	0.00	0.00
	2	354	39,620.60	0.00	0.00	0.00	0.00	0.01
		332	-40,038.93	0.00	0.00	0.00	0.00	-0.02
	3	354	3,248.44	0.00	0.00	0.00	0.00	0.00
		332	-3,248.44	0.00	0.00	0.00	0.00	-0.01
	4	354	42,874.92	0.00	0.00	0.00	0.00	0.02
		332	-43,293.25	0.00	0.00	0.00	0.00	-0.03
354	1	332	-32.31	0.00	0.00	0.00	0.00	0.00
		355	32.31	0.00	0.00	0.00	0.00	0.00
	2	332	40,038.92	0.00	0.00	0.00	0.00	0.02
		355	-40,352.66	0.00	0.00	0.00	0.00	-0.02
	3	332	3,248.44	0.00	0.00	0.00	0.00	0.01
		355	-3,248.44	0.00	0.00	0.00	0.00	-0.01
	4	332	43,293.25	0.00	0.00	0.00	0.00	0.03
		355	-43,607.00	0.00	0.00	0.00	0.00	-0.03
355	1	244	74.34	6.11	0.00	0.00	0.00	128.12
		356	-74.34	-6.11	0.00	0.00	0.00	-118.95
	2	244	21,902.19	-859.94	0.00	0.00	0.00	-19,036.54
		356	-22,215.94	859.94	0.00	0.00	0.00	17,774.54
	3	244	3,812.64	-165.55	0.00	0.00	0.00	-3,580.12
		356	-3,812.64	165.55	0.00	0.00	0.00	3,332.60
	4	244	25,714.82	-1,024.48	0.00	0.00	0.00	-22,598.79
		356	-26,028.57	1,024.48	0.00	0.00	0.00	21,100.48

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
356	1	356	74.34	6.11	0.00	0.00	0.00	118.95
		357	-74.34	-6.11	0.00	0.00	0.00	-63.95
	2	356	22,215.88	-860.16	0.00	0.00	0.00	-17,774.32
		357	-24,098.37	860.16	0.00	0.00	0.00	10,088.23
	3	356	3,812.64	-165.63	0.00	0.00	0.00	-3,332.54
		357	-3,812.64	165.63	0.00	0.00	0.00	1,843.18
	4	356	26,028.30	-1,024.09	0.00	0.00	0.00	-21,100.62
		357	-27,910.80	1,024.09	0.00	0.00	0.00	11,957.41
357	1	357	74.34	6.11	0.00	0.00	0.00	63.95
		358	-74.34	-6.11	0.00	0.00	0.00	27.73
	2	357	24,098.31	-860.16	0.00	0.00	0.00	-10,088.23
		358	-27,235.80	860.16	0.00	0.00	0.00	-2,964.00
	3	357	3,812.64	-165.63	0.00	0.00	0.00	-1,843.18
		358	-3,812.64	165.63	0.00	0.00	0.00	-646.30
	4	357	27,910.79	-1,024.08	0.00	0.00	0.00	-11,957.41
		358	-31,048.28	1,024.08	0.00	0.00	0.00	-3,614.58
358	1	358	74.34	4.86	0.00	0.00	0.00	-27.73
		360	-74.34	-4.86	0.00	0.00	0.00	35.03
	2	358	27,235.63	-697.25	0.00	0.00	0.00	2,963.84
		360	-27,549.37	697.25	0.00	0.00	0.00	-4,028.93
	3	358	3,812.65	-133.31	0.00	0.00	0.00	646.31
		360	-3,812.65	133.31	0.00	0.00	0.00	-846.80
	4	358	31,048.26	-828.18	0.00	0.00	0.00	3,614.76
		360	-31,362.01	828.18	0.00	0.00	0.00	-4,883.32
359	1	360	74.34	2.85	0.00	0.00	0.00	-35.03
		361	-74.34	-2.85	0.00	0.00	0.00	39.30
	2	360	27,549.56	-432.56	0.00	0.00	0.00	4,028.70
		361	-27,863.31	432.56	0.00	0.00	0.00	-4,695.16
	3	360	3,812.62	-81.02	0.00	0.00	0.00	846.78
		361	-3,812.62	81.02	0.00	0.00	0.00	-968.83
	4	360	31,361.92	-511.23	0.00	0.00	0.00	4,883.48
		361	-31,675.67	511.23	0.00	0.00	0.00	-5,674.26
360	1	361	74.34	1.28	0.00	0.00	0.00	-39.30
		362	-74.34	-1.28	0.00	0.00	0.00	41.22
	2	361	27,863.22	-224.07	0.00	0.00	0.00	4,695.06
		362	-28,176.97	224.07	0.00	0.00	0.00	-5,047.04
	3	361	3,812.63	-40.02	0.00	0.00	0.00	968.81
		362	-3,812.63	40.02	0.00	0.00	0.00	-1,029.27
	4	361	31,675.70	-261.62	0.00	0.00	0.00	5,674.23
		362	-31,989.44	261.62	0.00	0.00	0.00	-6,088.36
361	1	362	74.34	0.10	0.00	0.00	0.00	-41.22
		363	-74.34	-0.10	0.00	0.00	0.00	41.37
	2	362	28,176.96	-65.87	0.00	0.00	0.00	5,047.17
		363	-28,490.71	65.87	0.00	0.00	0.00	-5,159.79
	3	362	3,812.64	-8.97	0.00	0.00	0.00	1,029.25
		363	-3,812.64	8.97	0.00	0.00	0.00	-1,043.11
	4	362	31,989.28	-72.18	0.00	0.00	0.00	6,088.32
		363	-32,303.03	72.18	0.00	0.00	0.00	-6,215.49
362	1	363	74.34	-0.75	0.00	0.00	0.00	-41.37
		364	-74.34	0.75	0.00	0.00	0.00	40.24

356

THE STUDY ON THE CONSTRUCTION OF THE BRIDGE OVER THE RIVER RUPSA IN KHULNA, PHASE - 2

Job No. : Designed by : Checked by : Date : January 23, 2000

DEAD LOAD ANALYSIS

MEMB	LOAD	NODE	AXIAL	SHEAR-Y	SHEAR-Z	TORSION	MOM-Y	MOM-Z
	2	363	28,490.76	49.14	0.00	0.00	0.00	5,159.97
		364	-28,804.50	-49.14	0.00	0.00	0.00	-5,097.98
	3	363	3,812.64	13.48	0.00	0.00	0.00	1,043.09
		364	-3,812.64	-13.48	0.00	0.00	0.00	-1,023.20
	4	363	32,303.34	65.33	0.00	0.00	0.00	6,215.56
		364	-32,617.09	-65.33	0.00	0.00	0.00	-6,133.47
363	1	364	74.34	-1.50	0.00	0.00	0.00	-40.24
		365	-74.34	1.50	0.00	0.00	0.00	37.99
	2	364	28,804.70	150.55	0.00	0.00	0.00	5,098.11
		365	-29,118.44	-150.55	0.00	0.00	0.00	-4,881.83
	3	364	3,812.63	33.22	0.00	0.00	0.00	1,023.19
		365	-3,812.63	-33.22	0.00	0.00	0.00	-973.61
	4	364	32,616.77	186.68	0.00	0.00	0.00	6,133.59
		365	-32,930.52	-186.68	0.00	0.00	0.00	-5,866.60
364	1	365	74.34	-2.72	0.00	0.00	0.00	-37.99
		366	-74.34	2.72	0.00	0.00	0.00	33.91
	2	365	29,118.13	322.03	0.00	0.00	0.00	4,881.85
		366	-29,431.87	-322.03	0.00	0.00	0.00	-4,406.29
	3	365	3,812.64	66.26	0.00	0.00	0.00	973.61
		366	-3,812.64	-66.26	0.00	0.00	0.00	-874.40
	4	365	32,930.81	391.00	0.00	0.00	0.00	5,866.68
		366	-33,244.56	-391.00	0.00	0.00	0.00	-5,290.34
365	1	366	74.34	-3.36	0.00	0.00	0.00	-33.91
		367	-74.34	3.36	0.00	0.00	0.00	28.86
	2	366	29,431.78	415.13	0.00	0.00	0.00	4,406.32
		367	-29,745.53	-415.13	0.00	0.00	0.00	-3,789.18
	3	366	3,812.62	83.96	0.00	0.00	0.00	874.40
		367	-3,812.62	-83.96	0.00	0.00	0.00	-748.60
	4	366	33,244.53	501.52	0.00	0.00	0.00	5,290.34
		367	-33,558.27	-501.52	0.00	0.00	0.00	-4,545.58
366	1	367	74.34	-3.64	0.00	0.00	0.00	-28.86
		368	-74.34	3.64	0.00	0.00	0.00	23.40
	2	367	29,745.70	461.21	0.00	0.00	0.00	3,789.20
		368	-30,059.44	-461.21	0.00	0.00	0.00	-3,101.28
	3	367	3,812.64	92.32	0.00	0.00	0.00	748.60
		368	-3,812.64	-92.32	0.00	0.00	0.00	-610.22
	4	367	33,558.39	555.62	0.00	0.00	0.00	4,545.57
		368	-33,872.14	-555.62	0.00	0.00	0.00	-3,717.37
367	1	368	74.34	-3.54	0.00	0.00	0.00	-23.40
		369	-74.34	3.54	0.00	0.00	0.00	18.09
	2	368	30,059.52	455.84	0.00	0.00	0.00	3,101.28
		369	-30,373.27	-455.84	0.00	0.00	0.00	-2,419.99
	3	368	3,812.66	90.68	0.00	0.00	0.00	610.22
		369	-3,812.66	-90.68	0.00	0.00	0.00	-474.26
	4	368	33,871.88	548.23	0.00	0.00	0.00	3,717.37
		369	-34,185.63	-548.23	0.00	0.00	0.00	-2,898.35
368	1	369	74.34	-3.21	0.00	0.00	0.00	-18.09
		370	-74.34	3.21	0.00	0.00	0.00	13.27
	2	369	30,373.28	418.12	0.00	0.00	0.00	2,419.99
		370	-30,687.03	-418.12	0.00	0.00	0.00	-1,794.17