仅供参考

工况一测试截面测点挠度检测结果详见表x-x、图x-x。检测结果表明，所测主梁的挠度校验系数在0.39～0.93之间，满足《公路桥梁承载能力检测评定规程》中规定的校验系数小于1.0的要求。所测主梁的最大相对残余变形为4.81%，满足《公路桥梁承载能力检测评定规程》中规定的残余变形限值要求(限值20%)，恢复状况良好。

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| 测点号 | 总变形 | 弹性变形 | 残余变形 | 满载理论值(mm) | 校验系数 | 相对残余变形(%) |
| Z1 | 0.44 | 0.44 | 0.00 | 0.47 | 0.93 | 0.00% |
| Z2 | 0.51 | 0.51 | 0.00 | 0.83 | 0.62 | 0.00% |
| Z3 | 0.70 | 0.70 | 0.00 | 1.25 | 0.56 | 0.00% |
| Z4 | 0.77 | 0.77 | 0.00 | 1.74 | 0.44 | 0.00% |
| Z5 | 0.97 | 0.97 | 0.00 | 2.34 | 0.41 | 0.00% |
| Z6 | 1.28 | 1.28 | 0.00 | 3.08 | 0.42 | 0.00% |
| Z7 | 1.64 | 1.64 | 0.00 | 4.01 | 0.41 | 0.00% |
| Z8 | 2.03 | 2.03 | 0.00 | 5.16 | 0.39 | 0.00% |
| Z9 | 2.50 | 2.50 | 0.00 | 5.95 | 0.42 | 0.00% |
| Z10 | 2.80 | 2.80 | 0.00 | 6.74 | 0.42 | 0.00% |
| Z11 | 3.29 | 3.28 | 0.01 | 7.05 | 0.47 | 0.30% |
| Z12 | 3.10 | 3.10 | 0.00 | 7.27 | 0.43 | 0.00% |
| Z13 | 2.91 | 2.77 | 0.14 | 6.79 | 0.41 | 4.81% |
| Z14 | 2.87 | 2.80 | 0.07 | 6.70 | 0.42 | 2.44% |

工况一测试截面测点应变检测结果详见表x-x、图x-x。检测结果表明，所测主梁的应变校验系数在0.08～0.87之间，满足《公路桥梁承载能力检测评定规程》规定的校验系数小于1.0的要求。所测构件的最大相对残余应变为18.60%，满足《公路桥梁承载能力检测评定规程》中规定的残余应变限值要求(限值20%)，恢复状况良好。

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| --- | --- | --- | --- | --- | --- | --- |
| 测点号 | 总应变 | 弹性应变 | 残余应变 | 满载理论值(με) | 校验系数 | 相对残余应变(%) |
| 1# | 9.27 | 7.55 | 1.72 | 8.70 | 0.87 | 18.60% |
| 2# | 6.43 | 5.46 | 0.97 | 11.59 | 0.47 | 15.07% |
| 3# | 10.58 | 8.86 | 1.72 | 17.39 | 0.51 | 16.29% |
| 4# | 2.66 | 2.66 | 0.00 | 23.19 | 0.11 | 0.00% |
| 5# | 15.11 | 15.11 | 0.00 | 28.99 | 0.52 | 0.00% |
| 6# | 16.62 | 15.65 | 0.97 | 40.58 | 0.39 | 5.83% |
| 7# | 4.17 | 4.17 | 0.00 | 55.07 | 0.08 | 0.00% |
| 8# | 23.97 | 23.96 | 0.02 | 84.06 | 0.29 | 0.07% |
| 9# | 29.26 | 28.86 | 0.39 | 92.75 | 0.31 | 1.35% |
| 10# | 9.83 | 9.83 | 0.00 | 104.35 | 0.09 | 0.00% |
| 11# | 39.83 | 39.83 | 0.00 | 101.45 | 0.39 | 0.00% |
| 12# | 43.22 | 42.07 | 1.15 | 104.35 | 0.40 | 2.66% |
| 13# | 33.98 | 33.77 | 0.21 | 89.86 | 0.38 | 0.63% |
| 14# | 40.58 | 40.58 | 0.00 | 84.06 | 0.48 | 0.00% |

工况二测试截面测点挠度检测结果详见表x-x、图x-x。检测结果表明，所测主梁的挠度校验系数在0.37～1.00之间，满足《公路桥梁承载能力检测评定规程》中规定的校验系数小于1.0的要求。所测主梁的最大相对残余变形为17.07%，满足《公路桥梁承载能力检测评定规程》中规定的残余变形限值要求(限值20%)，恢复状况良好。

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| 测点号 | 总变形 | 弹性变形 | 残余变形 | 满载理论值(mm) | 校验系数 | 相对残余变形(%) |
| Z1 | 2.73 | 2.73 | 0.00 | 6.63 | 0.41 | 0.00% |
| Z2 | 2.90 | 2.90 | 0.00 | 6.73 | 0.43 | 0.00% |
| Z3 | 3.11 | 3.11 | 0.00 | 7.20 | 0.43 | 0.00% |
| Z4 | 3.12 | 3.10 | 0.02 | 7.00 | 0.44 | 0.64% |
| Z5 | 2.92 | 2.92 | 0.00 | 6.73 | 0.43 | 0.00% |
| Z6 | 2.39 | 2.39 | 0.00 | 5.98 | 0.40 | 0.00% |
| Z7 | 2.19 | 2.19 | 0.00 | 5.20 | 0.42 | 0.00% |
| Z8 | 1.69 | 1.69 | 0.00 | 4.04 | 0.42 | 0.00% |
| Z9 | 1.33 | 1.33 | 0.00 | 3.11 | 0.43 | 0.00% |
| Z10 | 0.87 | 0.87 | 0.00 | 2.37 | 0.37 | 0.00% |
| Z11 | 0.81 | 0.81 | 0.00 | 1.77 | 0.46 | 0.00% |
| Z12 | 0.51 | 0.51 | 0.00 | 1.27 | 0.40 | 0.00% |
| Z13 | 0.41 | 0.34 | 0.07 | 0.85 | 0.40 | 17.07% |
| Z14 | 0.53 | 0.50 | 0.03 | 0.50 | 1.00 | 5.66% |

工况二测试截面测点应变检测结果详见表x-x、图x-x。检测结果表明，所测主梁的应变校验系数在0.07～0.65之间，满足《公路桥梁承载能力检测评定规程》规定的校验系数小于1.0的要求。所测构件的最大相对残余应变为11.05%，满足《公路桥梁承载能力检测评定规程》中规定的残余应变限值要求(限值20%)，恢复状况良好。

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| 测点号 | 总应变 | 弹性应变 | 残余应变 | 满载理论值(με) | 校验系数 | 相对残余应变(%) |
| 1# | 44.77 | 41.71 | 3.05 | 84.06 | 0.50 | 6.82% |
| 2# | 36.27 | 35.30 | 0.97 | 86.96 | 0.41 | 2.67% |
| 3# | 46.83 | 44.37 | 2.46 | 104.35 | 0.43 | 5.26% |
| 4# | 25.70 | 25.70 | 0.00 | 98.55 | 0.26 | 0.00% |
| 5# | 39.66 | 39.66 | 0.00 | 104.35 | 0.38 | 0.00% |
| 6# | 35.51 | 34.16 | 1.35 | 92.75 | 0.37 | 3.79% |
| 7# | 10.22 | 10.22 | 0.00 | 86.96 | 0.12 | 0.00% |
| 8# | 18.71 | 18.69 | 0.02 | 57.97 | 0.32 | 0.09% |
| 9# | 17.95 | 17.56 | 0.39 | 40.58 | 0.43 | 2.20% |
| 10# | 2.30 | 2.30 | 0.00 | 31.88 | 0.07 | 0.00% |
| 11# | 8.14 | 8.14 | 0.00 | 23.19 | 0.35 | 0.00% |
| 12# | 10.40 | 9.26 | 1.15 | 17.39 | 0.53 | 11.05% |
| 13# | 7.01 | 7.01 | 0.00 | 11.59 | 0.60 | 0.00% |
| 14# | 5.68 | 5.68 | 0.00 | 8.70 | 0.65 | 0.00% |