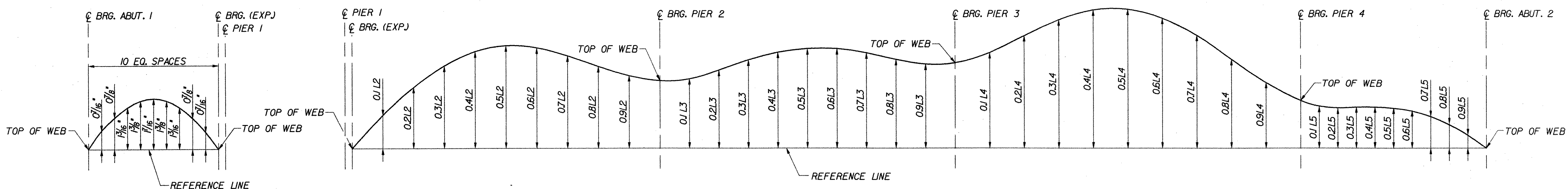


DEAD LOAD DEFLECTION DIAGRAM
N.T.S.



CAMBER DIAGRAM
N.T.S.

STRINGER	DL DEFLECTION (SPANS 2 THROUGH 5)																																																	
	CL	PIER 1									CL	PIER 2									CL	PIER 3									CL	PIER 4									CL	ABUT. 2								
	PIER 1	0.1 L2	0.2 L2	0.3 L2	0.4 L2	0.5 L2	0.6 L2	0.7 L2	0.8 L2	0.9 L2	PIER 2	0.1 L3	0.2 L3	0.3 L3	0.4 L3	0.5 L3	0.6 L3	0.7 L3	0.8 L3	0.9 L3	PIER 3	0.1 L4	0.2 L4	0.3 L4	0.4 L4	0.5 L4	0.6 L4	0.7 L4	0.8 L4	0.9 L4	PIER 4	0.1 L5	0.2 L5	0.3 L5	0.4 L5	0.5 L5	0.6 L5	0.7 L5	0.8 L5	0.9 L5	ABUT. 2									
S1	0"	0 13/16"	1 1/2"	2"	2 1/4"	2 3/16"	1 7/8"	1 7/16"	0 7/8"	0 5/16"	0"	0"	0 3/16"	0 1/2"	0 11/16"	0 13/16"	0 11/16"	0 1/2"	0 3/16"	0"	0"	0 3/8"	0 15/16"	1 9/16"	2 1/16"	2 1/4"	2 1/8"	1 3/4"	1 1/8"	0 1/2"	0"	-0 1/8"	-0 3/16"	-0 3/16"	-0 1/8"	-0 1/16"	-0 1/16"	0"	0"	0"	0"									
S2	0"	0 7/8"	1 5/8"	2 1/8"	2 3/8"	2 3/8"	2 1/16"	1 5/8"	1"	0 7/16"	0"	-0 1/8"	-0 1/16"	0 1/16"	0 3/16"	0 1/4"	0 3/16"	0 1/16"	-0 1/16"	-0 1/8"	0"	0 7/16"	1 1/8"	1 3/4"	2 1/4"	2 7/16"	2 5/16"	1 7/8"	1 3/16"	0 1/2"	0"	-0 1/8"	-0 3/16"	-0 3/16"	-0 3/16"	-0 1/8"	-0 1/16"	-0 1/16"	0"	0"	0"									
S3	0"	0 15/16"	1 11/16"	2 1/4"	2 9/16"	2 9/16"	2 1/4"	1 3/4"	1 1/8"	0 1/2"	0"	-0 1/4"	-0 1/4"	-0 1/4"	-0 3/16"	-0 3/16"	-0 3/16"	-0 1/4"	-0 1/4"	-0 3/16"	0"	0 1/2"	1 1/4"	1 7/8"	2 3/8"	2 9/16"	2 3/8"	1 15/16"	1 1/4"	0 9/16"	0"	-0 1/8"	-0 3/16"	-0 3/16"	-0 3/16"	-0 1/8"	-0 1/16"	-0 1/16"	0"	0"	0"									
S4	0"	0 15/16"	1 3/4"	2 3/8"	2 5/8"	2 11/16"	2 3/8"	1 7/8"	1 3/16"	0 9/16"	0"	-0 1/4"	-0 3/8"	-0 7/16"	-0 7/16"	-0 7/16"	-0 7/16"	-0 7/16"	-0 3/8"	-0 1/4"	0"	0 9/16"	1 5/16"	2"	2 1/2"	2 11/16"	2 1/2"	2"	1 5/16"	0 9/16"	0"	-0 3/16"	-0 1/4"	-0 1/4"	-0 3/16"	-0 1/8"	-0 1/8"	-0 1/16"	0"	0"	0"									
S5	0"	0 15/16"	1 13/16"	2 7/16"	2 3/4"	2 3/4"	2 1/2"	1 15/16"	1 1/4"	0 9/16"	0"	-0 5/16"	-0 1/2"	-0 9/16"	-0 5/8"	-0 5/8"	-0 9/16"	-0 9/16"	-0 9/16"	-0 7/16"	-0 5/16"	0"	0 5/8"	1 3/8"	2 1/8"	2 5/8"	2 3/4"	2 9/16"	2 1/16"	1 5/16"	0 9/16"	0"	-0 3/16"	-0 1/4"	-0 1/4"	-0 3/16"	-0 3/16"	-0 1/8"	-0 1/16"	-0 1/16"	-0 1/16"	0"	0"							

STRINGER	TOTAL CAMBER (SPANS 2 THROUGH 5)																																																	
	CL	PIER 1									CL	PIER 2									CL	PIER 3									CL	PIER 4									CL	ABUT. 2								
	PIER 1	0.1 L2	0.2 L2	0.3 L2	0.4 L2	0.5 L2	0.6 L2	0.7 L2	0.8 L2	0.9 L2	PIER 2	0.1 L3	0.2 L3	0.3 L3	0.4 L3	0.5 L3	0.6 L3	0.7 L3	0.8 L3	0.9 L3	PIER 3	0.1 L4	0.2 L4	0.3 L4	0.4 L4	0.5 L4	0.6 L4	0.7 L4	0.8 L4	0.9 L4	PIER 4	0.1 L5	0.2 L5	0.3 L5	0.4 L5	0.5 L5	0.6 L5	0.7 L5	0.8 L5	0.9 L5	ABUT. 2									
S1	0"	1 7/16"	2 7/8"	4 1/8"	4 15/16"	5 5/16"	5 1/4"	4 7/8"	4 1/2"	4 1/8"	4"	4 5/16"	5"	5 13/16"	6 5/16"	6 5/8"	6 9/16"	6 1/4"	5 11/16"	5 1/4"	5 1/8"	5 1/2"	6 3/16"	6 15/16"	7 7/16"	7 7/16"	7"	6 1/16"	4 7/8"	3 11/16"	2 3/4"	2 7/16"	2 3/8"	2 3/8"	2 5/16"	2 1/4"	2 1/16"	1 3/4"	1 1/4"	0 5/8"	0"									
S2	0"	1 1/2"	3"	4 3/16"	5"	5 7/16"	5 3/8"	5 1/16"	4 9/16"	4 1/8"	3 7/8"	4 1/16"	4 5/8"	5 3/16"	5 11/16"	5 15/16"	5 7/8"	5 5/8"	5 5/16"	5"	4 15/16"	5 3/8"	6 1/8"	6 15/16"	7 7/16"	7 1/2"	7 1/16"	6 1/8"	4 7/8"	3 5/8"	2 11/16"	2 3/8"	2 5/16"	2 1/4"	2 1/4"	2 1/8"	2"	1 11/16"	1 1/4"	0 11/16"	0"									
S3	0"	1 11/16"	3 3/16"	4 3/8"	5 1/8"	5 9/16"	5 1/2"	5 3/16"	4 5/8"	4 1/16"	3 3/4"	3 13/16"	4 1/4"	4 3/4"	5 1/8"	5 5/16"	5 5/16"	5 1/8"	4 7/8"	4 11/16"	4 3/4"	5 1/4"	6 1/16"	6 7/8"	7 7/16"	7 1/2"	7"	6 1/8"	4 7/8"	3 5/8"	2 5/8"	2 5/16"	2 3/16"	2 1/8"	2 1/8"	2 1/8"	2"	1 5/8"	1 1/4"	0 11/16"	0"									
S4	0"	1 9/16"	3 1/16"	4 5/16"	5 3/16"	5 5/8"	5 9/16"	5 3/16"	4 5/8"	4"	3 5/8"	3 5/8"	3 15/16"	4 3/8"	4 3/4"	4 7/8"	4 15/16"	4 3/4"	4 7/16"	4 5/16"	4 1/2"	5 1/8"	5 15/16"	6 7/8"	7 3/8"	7 7/16"	6 15/16"	6"	4 3/4"	3 1/2"	2 1/2"	2 3/16"	2 1/16"	2"	2"	2"	1 7/8"	1 5/8"	1 3/16"	0 11/16"	0"									
S5	0"	1 9/16"	3 1/8"	4 7/16"	5 1/4"	5 5/8"	5 1/2"	5 1/16"	4 7/16"	3 15/16"	3 1/2"	3 1/2"	3 11/16"	4 1/8"	4 7/16"	4 9/16"	4 9/16"	4 3/8"	4 3/16"	4 1/8"	4 5/16"	4 15/16"	5 13/16"	6 3/4"	7 5/16"	7 3/8"	6 15/16"	6"	4 3/4"	3 7/16"	2 7/16"	2 1/8"	2"	2"	2"	2"	1 7/8"	1 9/16"	1 1/8"	0 5/8"	0"									

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	BOLTON	Bridge No.	51N
Highway No.	I-89	Log Sta.	
		Surv. Sta.	
I-89 NB OVER U.S. ROUTE 2 AND JOINER BROOK			
STRINGER ELEVATION (51N) (2 OF 2)			
Designed By	P.W. SZUSTAK	Drawn By	R.A. BOTZENHART
Checked By	Date	Bridge Design Supervisor	Date
	J.P. HALSTEAD 10/99	J.P. HALSTEAD	Date 10/99
PROJECT	BOLTON	PROJECT NO.	IM-089-2(29)
TVGA CAD Drawing No.	51nstrel	Date	10/99
Bridge Sheet No.	BR51-15	Sheet	113 of 307