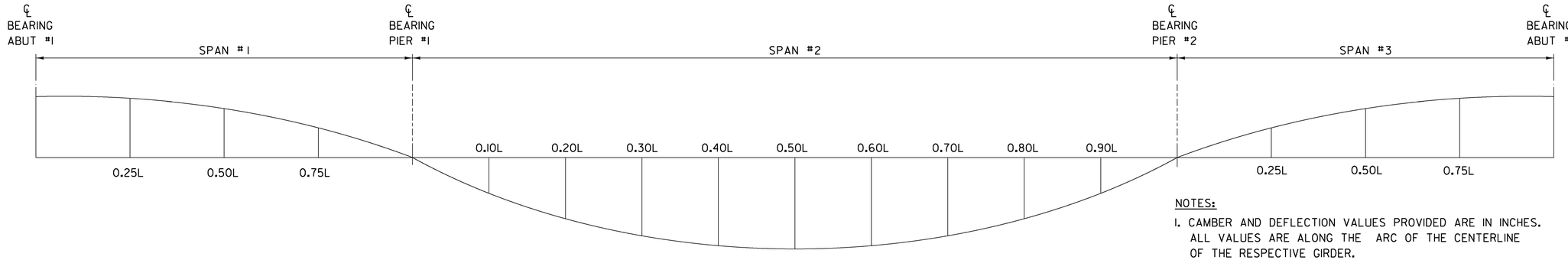
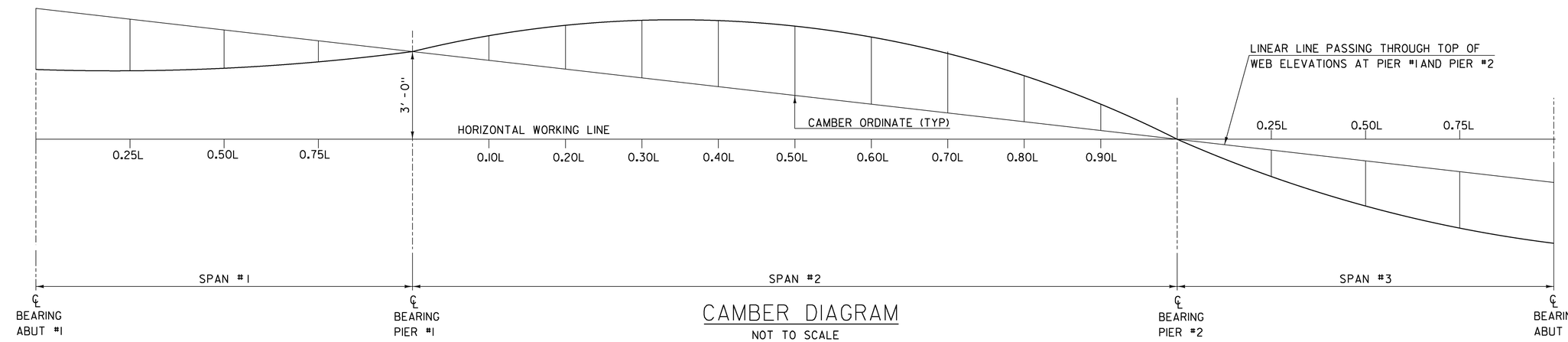


DEFLECTION DIAGRAM

NOT TO SCALE

NOTES:

1. CAMBER AND DEFLECTION VALUES PROVIDED ARE IN INCHES. ALL VALUES ARE ALONG THE ARC OF THE CENTERLINE OF THE RESPECTIVE GIRDER.
2. THE HORIZONTAL WORKING LINE IS A STRAIGHT, LEVEL LINE BASED ON THE ELEVATION AT THE TOP OF WEB AT CENTERLINE BEARING OF PIER #2.
3. POSITIVE CAMBER VALUES ARE UPWARD; POSITIVE DEFLECTION VALUES ARE DOWNWARD.



CAMBER DIAGRAM

NOT TO SCALE

GIRDER 1	ABUT #1	SPAN #1			PIER #1	SPAN #2									PIER #2	SPAN #3			ABUT #2
		0.25	0.5	0.75		0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9		0.25	0.5	0.75	
STEEL	-1/2	-3/8	-1/4	-1/8	0	5/16	9/16	3/4	15/16	15/16	15/16	3/4	9/16	1/4	0	-1/8	-1/4	-3/8	-1/2
ABUTMENT (SUPPORTED)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DECK	0	-1/16	-1/16	-1/16	0	1/4	5/8	15/16	1 3/16	1 1/4	1 1/8	15/16	5/8	1/4	0	-1/16	-1/16	-1/16	0
DC2 (RAIL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DW	0	0	0	0	0	1/16	1/8	3/16	3/16	1/4	3/16	3/16	1/8	1/16	0	0	0	0	0
TOTAL DEFLECTION	-1/2	-7/16	-5/16	-3/16	0	5/8	1 5/16	1 7/8	2 5/16	2 7/16	2 1/4	1 7/8	1 5/16	9/16	0	-3/16	-5/16	-7/16	-1/2
VERTICAL CURVE CAMBER	3/8	5/16	3/16	1/16	0	-1/8	-1/4	-3/8	-7/16	-7/16	-7/16	-3/8	-1/4	-1/8	0	1/16	3/16	1/4	3/8
TOTAL CAMBER	-1/8	-1/8	-1/8	-1/16	0	7/16	1	1 1/2	1 13/16	1 15/16	1 13/16	1 1/2	1	7/16	0	-1/16	-1/8	-1/8	-1/8

GIRDER 2	ABUT #1	SPAN #1			PIER #1	SPAN #2									PIER #2	SPAN #3			ABUT #2
		0.25	0.5	0.75		0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9		0.25	0.5	0.75	
STEEL	-3/4	-9/16	-3/8	-3/16	0	7/16	7/8	1 3/16	1 3/8	1 7/16	1 3/8	1 3/16	13/16	7/16	0	-3/16	-3/8	-9/16	-3/4
ABUTMENT (SUPPORTED)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DECK	0	-1/16	-1/16	-1/16	0	5/16	11/16	1	1 1/4	1 3/8	1 1/4	1	11/16	5/16	0	-1/16	-1/16	-1/16	0
DC2 (RAIL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DW	0	0	0	0	0	1/16	1/8	3/16	1/4	1/4	1/4	3/16	1/8	1/16	0	0	0	0	0
TOTAL DEFLECTION	-3/4	-5/8	-7/16	-1/4	0	13/16	1 11/16	2 3/8	2 7/8	3 1/16	2 7/8	2 3/8	1 5/8	13/16	0	-1/4	-7/16	-5/8	-3/4
VERTICAL CURVE CAMBER	3/8	5/16	3/16	1/16	0	-1/8	-1/4	-3/8	-7/16	-7/16	-7/16	-3/8	-1/4	-1/8	0	1/16	3/16	1/4	3/8
TOTAL CAMBER	-3/8	-3/8	-1/4	-3/16	0	5/8	1 3/8	2	2 7/16	2 9/16	2 7/16	2	1 5/16	5/8	0	-3/16	-5/16	-3/8	-7/16

GIRDER 3	ABUT #1	SPAN #1			PIER #1	SPAN #2									PIER #2	SPAN #3			ABUT #2
		0.25	0.5	0.75		0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9		0.25	0.5	0.75	
STEEL	-1 1/16	-13/16	-9/16	-1/4	0	5/8	1 1/8	1 9/16	1 7/8	1 15/16	1 13/16	1 9/16	1 1/8	9/16	0	-5/16	-9/16	-13/16	-1 1/16
ABUTMENT (SUPPORTED)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DECK	0	-1/16	-1/16	-1/16	0	5/16	3/4	1 1/8	1 3/8	1 7/16	1 3/8	1 1/8	11/16	5/16	0	-1/16	-1/16	-1/16	0
DC2 (RAIL)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DW	0	0	0	0	0	1/16	1/8	3/16	1/4	1/4	1/4	3/16	1/8	1/16	0	0	0	0	0
TOTAL DEFLECTION	-1 1/16	-7/8	-5/8	-5/16	0	1	2	2 7/8	3 1/2	3 5/8	3 7/16	2 7/8	1 15/16	15/16	0	-3/8	-5/8	-7/8	-1 1/16
VERTICAL CURVE CAMBER	3/8	5/16	3/16	1/16	0	-1/8	-1/4	-3/8	-7/16	-7/16	-7/16	-3/8	-1/4	-1/8	0	1/16	3/16	1/4	3/8
TOTAL CAMBER	-11/16	-9/16	-7/16	-1/4	0	13/16	1 3/4	2 1/2	3 1/16	3 3/16	3	2 1/2	1 11/16	13/16	0	-1/4	-7/16	-9/16	-11/16

GIRDER 4	ABUT #1	SPAN #1			PIER #1	SPAN #2									PIER #2	SPAN #3			ABUT #2
		0.25	0.5	0.75		0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9		0.25	0.5	0.75	
STEEL	-1 3/8	-1 1/16	-11/16	-5/16	0	3/4	1 7/16	2	2 5/16	2 7/16	2 5/16	1 15/16	1 7/16	3/4	0	-3/8	-11/16	-1 1/16	-1 3/8
ABUTMENT (SUPPORTED)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DECK	0	-1/16	-1/16	-1/16	0	3/8	13/16	1 3/16	1 1/2	1 9/16	1 1/2	1 3/16	3/4	5/16	0	-1/16	-1/16	-1/16	0
DC2 (RAIL)	0	0	0	0	0	0	0	0	1/16	1/16	1/16	0	0	0	0	0	0	0	0
DW	0	0	0	0	0	1/16	1/8	1/4	5/16	5/16	5/16	1/4	1/8	1/16	0	0	0	0	0
TOTAL DEFLECTION	-1 3/8	-1 1/8	-3/4	-3/8	0	1 3/16	2 3/8	3 7/16	4 3/16	4 3/8	4 3/16	3 3/8	2 5/16	1 1/8	0	-7/16	-3/4	-1 1/8	-1 3/8
VERTICAL CURVE CAMBER	3/8	5/16	3/16	1/16	0	-1/8	-1/4	-3/8	-7/16	-7/16	-7/16	-3/8	-1/4	-1/8	0	1/16	3/16	1/4	3/8
TOTAL CAMBER	-1	-13/16	-9/16	-5/16	0	1	2 1/16	3	3 5/8	3 13/16	3 5/8	3	2 1/16	1	0	-5/16	-5/8	-13/16	-1

GIRDER 5	ABUT #1	SPAN #1			PIER #1	SPAN #2									PIER #2	SPAN #3			ABUT #2
		0.25	0.5	0.75		0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9		0.25	0.5	0.75	
STEEL	-1 5/8	-1 1/4	-13/16	-7/16	0	15/16	1 3/4	2 3/8	2 13/16	2 15/16	2 13/16	2 3/8	1 11/16	7/8	0	-7/16	-7/8	-1 1/4	-1 11/16
ABUTMENT (SUPPORTED)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DECK	0	-1/16	-1/16	-1/16	0	3/8	7/8	1 5/16	1 9/16	1 11/16	1 9/16	1 1/4	13/16	3/8	0	-1/16	-1/16	-1/16	0
DC2 (RAIL)	0	0	0	0	0	0	0	1/16	1/16	1/16	1/16	1/16	0	0	0	0	0	0	0
DW	0	0	0	0	0	1/16	3/16	1/4	5/16	5/16	5/16	1/4	3/16	1/16	0	0	0	0	0
TOTAL DEFLECTION	-1 5/8	-1 5/16	-7/8	-1/2	0	1 3/8	2 13/16	4	4 3/4	5	4 3/4	3 15/16	2 11/16	1 5/16	0	-1/2	-15/16	-1 5/16	-1 11/16
VERTICAL CURVE CAMBER	3/8	5/16	3/16	1/16	0	-1/8	-1/4	-3/8	-7/16	-7/16	-7/16	-3/8	-1/4	-1/8	0	1/16	3/16	1/4	3/8
TOTAL CAMBER	-1 5/16	-1 1/16	-3/4	-3/8	0	1 3/16	2 7/16	3 1/2	4 1/4	4 1/2	4 3/16	3 1/2	2 7/16	1 1/8	0	-7/16	-3/4	-1 1/16	-1 5/16

CAMBER TABLES

STATE OF VERMONT JOSHUA K. OLUND NO. 72818 LICENSED Structural Part II PROFESSIONAL ENGINEER 3/10/17

T.Y. LIN INTERNATIONAL

PROJECT NAME: MORRISTOWN
PROJECT NUMBER: BRS 0240(3)S/STP HES 030-2(28)

FILE NAME: s78f329sup.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: T. POULIN
CAMBER AND DEFLECTION

PLOT DATE: 12-APR-2017
DRAWN BY: C. ROKES
CHECKED BY: J. OLUND
SHEET 86 OF 175