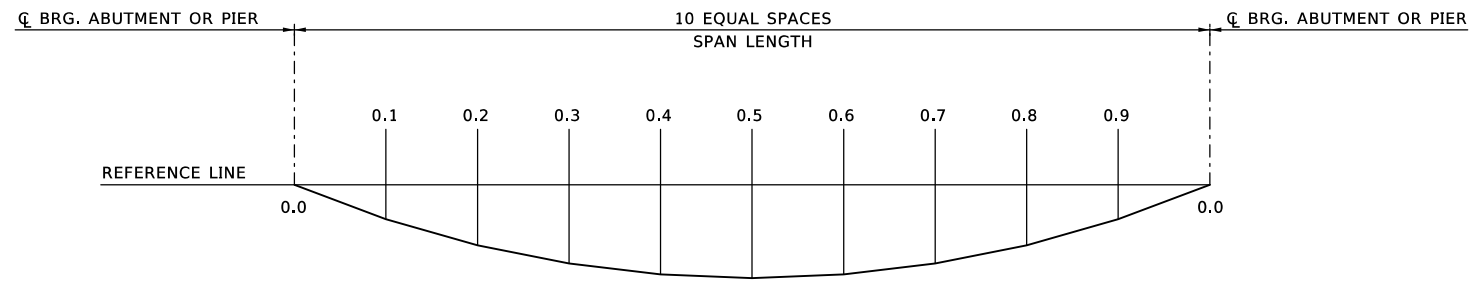
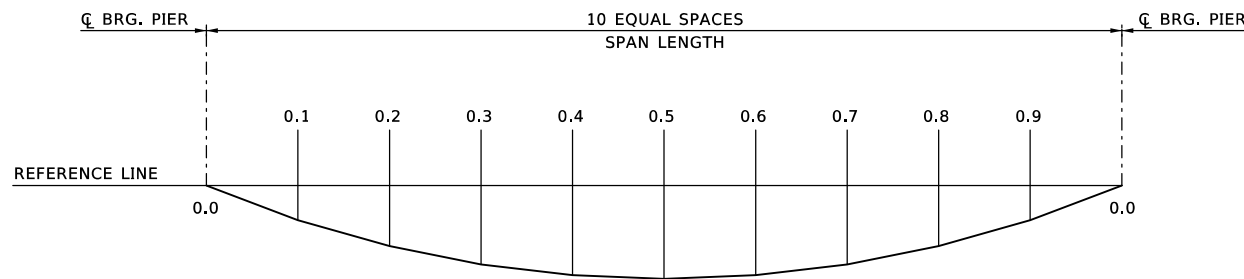


ORDINATES	TENTH PT.	-	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	-
SPAN 1 & 3 GIRDERS 1-6	AVERAGE STEEL	0.00	0.07	0.14	0.19	0.22	0.23	0.22	0.19	0.14	0.07	0.00
	AVERAGE CONCRETE	0.00	0.33	0.62	0.86	1.01	1.06	1.01	0.86	0.62	0.33	0.00
	AVERAGE TOTAL	0.00	0.40	0.76	1.05	1.23	1.29	1.23	1.05	0.76	0.40	0.00



**DEAD LOAD DEFLECTION DIAGRAM SPANS 1 AND 3**  
SCALE: NONE

ORDINATES	TENTH PT.	-	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	-
SPAN 2 GIRDERS 1-6	AVERAGE STEEL	0.00	0.31	0.58	0.79	0.93	0.98	0.93	0.79	0.58	0.31	0.00
	AVERAGE CONCRETE	0.00	0.68	1.29	1.77	2.07	2.18	2.07	1.77	1.29	0.68	0.00
	AVERAGE TOTAL	0.00	0.99	1.87	2.56	3.00	3.16	3.00	2.56	1.87	0.99	0.00



**DEAD LOAD DEFLECTION DIAGRAM SPAN 2**  
SCALE: NONE

**NOTES:**

1. DEFLECTION IS IN INCHES.
2. POSITIVE VALUE INDICATES DEFLECTION IS DOWNWARD.
3. CONCRETE LOAD INCLUDES SLAB, HAUNCHES AND PARAPETS.
4. PLATE GIRDERS, DIAPHRAGMS AND CONNECTIONS SHALL BE FABRICATED FOR TOTAL DEAD LOAD FIT CONDITION.

Design	MKR	7/16	SH 10 OVER BIG CABIN CREEK BRIDGE A <b>GIRDER DETAILS (3)</b> Job Piece No. <u>29068(04)</u> Sheet No. <u>47</u>
Drawn	JT	7/16	
Checked	LJW	7/16	
Approved	SAK	9/16	
Squad	BENHAM		