

GIRDER #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+95.46	-14.50'	564.87	564.87
⊕ Brg. S. Abut.	115+98.84	-14.50'	565.04	565.04
a	116+08.84	-14.50'	565.54	565.60
b	116+18.84	-14.50'	566.04	566.17
c	116+28.84	-14.50'	566.54	566.74
d	116+38.84	-14.50'	567.04	567.30
e	116+48.84	-14.50'	567.54	567.82
f	116+58.84	-14.50'	568.01	568.30
g	116+68.84	-14.50'	568.46	568.76
h	116+78.84	-14.50'	568.89	569.19
i	116+88.84	-14.50'	569.29	569.57
j	116+98.84	-14.50'	569.67	569.90
k	117+08.84	-14.50'	570.02	570.21
l	117+18.84	-14.50'	570.34	570.49
m	117+28.84	-14.50'	570.64	570.75
n	117+38.84	-14.50'	570.92	571.00
o	117+48.84	-14.50'	571.17	571.22
p	117+58.84	-14.50'	571.40	571.42
⊕ Pier	117+68.84	-14.50'	571.60	571.60
q	117+78.84	-14.50'	571.77	571.80
r	117+88.84	-14.50'	571.92	571.98
s	117+98.84	-14.50'	572.05	572.13
t	118+08.84	-14.50'	572.15	572.26
u	118+18.84	-14.50'	572.23	572.38
v	118+28.84	-14.50'	572.28	572.48
w	118+38.84	-14.50'	572.30	572.55
x	118+48.84	-14.50'	572.31	572.59
y	118+58.84	-14.50'	572.28	572.59
z	118+68.84	-14.50'	572.23	572.53
aa	118+78.84	-14.50'	572.16	572.45
bb	118+88.84	-14.50'	572.06	572.35
cc	118+98.84	-14.50'	571.94	572.20
dd	119+08.84	-14.50'	571.79	571.99
ee	119+18.84	-14.50'	571.61	571.75
ff	119+28.84	-14.50'	571.41	571.48
⊕ Brg. N. Abut.	119+38.84	-14.50'	571.19	571.19
Bk. N. Abut.	119+42.22	-14.50'	571.11	571.11

GIRDER #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+97.54	-7.25'	565.09	565.09
⊕ Brg. S. Abut.	116+00.92	-7.25'	565.26	565.26
a	116+10.92	-7.25'	565.76	565.83
b	116+20.92	-7.25'	566.26	566.40
c	116+30.92	-7.25'	566.76	566.96
d	116+40.92	-7.25'	567.26	567.53
e	116+50.92	-7.25'	567.76	568.05
f	116+60.92	-7.25'	568.23	568.52
g	116+70.92	-7.25'	568.67	568.97
h	116+80.92	-7.25'	569.10	569.40
i	116+90.92	-7.25'	569.49	569.77
j	117+00.92	-7.25'	569.86	570.10
k	117+10.92	-7.25'	570.21	570.40
l	117+20.92	-7.25'	570.53	570.68
m	117+30.92	-7.25'	570.82	570.93
n	117+40.92	-7.25'	571.10	571.18
o	117+50.92	-7.25'	571.34	571.39
p	117+60.92	-7.25'	571.56	571.59
⊕ Pier	117+70.92	-7.25'	571.76	571.76
q	117+80.92	-7.25'	571.93	571.96
r	117+90.92	-7.25'	572.07	572.13
s	118+00.92	-7.25'	572.20	572.28
t	118+10.92	-7.25'	572.29	572.40
u	118+20.92	-7.25'	572.36	572.51
v	118+30.92	-7.25'	572.41	572.61
w	118+40.92	-7.25'	572.43	572.67
x	118+50.92	-7.25'	572.42	572.71
y	118+60.92	-7.25'	572.39	572.70
z	118+70.92	-7.25'	572.34	572.64
aa	118+80.92	-7.25'	572.26	572.56
bb	118+90.92	-7.25'	572.16	572.45
cc	119+00.92	-7.25'	572.03	572.30
dd	119+10.92	-7.25'	571.87	572.07
ee	119+20.92	-7.25'	571.69	571.83
ff	119+30.92	-7.25'	571.49	571.56
⊕ Brg. N. Abut.	119+40.92	-7.25'	571.26	571.26
Bk. N. Abut.	119+44.30	-7.25'	571.18	571.18

**GIRDER #3
⊕ ROADWAY AND
PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+99.62	0.00'	565.31	565.31
⊕ Brg. S. Abut.	116+03.00	0.00'	565.48	565.48
a	116+13.00	0.00'	565.98	566.04
b	116+23.00	0.00'	566.48	566.61
c	116+33.00	0.00'	566.98	567.17
d	116+43.00	0.00'	567.48	567.74
e	116+53.00	0.00'	567.98	568.26
f	116+63.00	0.00'	568.43	568.72
g	116+73.00	0.00'	568.87	569.17
h	116+83.00	0.00'	569.29	569.59
i	116+93.00	0.00'	569.68	569.96
j	117+03.00	0.00'	570.04	570.28
k	117+13.00	0.00'	570.39	570.58
l	117+23.00	0.00'	570.70	570.85
m	117+33.00	0.00'	570.99	571.10
n	117+43.00	0.00'	571.26	571.34
o	117+53.00	0.00'	571.50	571.55
p	117+63.00	0.00'	571.71	571.74
⊕ Pier	117+73.00	0.00'	571.90	571.90
q	117+83.00	0.00'	572.07	572.10
r	117+93.00	0.00'	572.21	572.27
s	118+03.00	0.00'	572.33	572.41
t	118+13.00	0.00'	572.42	572.53
u	118+23.00	0.00'	572.48	572.63
v	118+33.00	0.00'	572.52	572.72
w	118+43.00	0.00'	572.54	572.78
x	118+53.00	0.00'	572.53	572.82
y	118+63.00	0.00'	572.49	572.80
z	118+73.00	0.00'	572.44	572.74
aa	118+83.00	0.00'	572.35	572.65
bb	118+93.00	0.00'	572.24	572.53
cc	119+03.00	0.00'	572.11	572.37
dd	119+13.00	0.00'	571.95	572.15
ee	119+23.00	0.00'	571.76	571.90
ff	119+33.00	0.00'	571.55	571.62
⊕ Brg. N. Abut.	119+43.00	0.00'	571.32	571.32
Bk. N. Abut.	119+46.38	0.00'	571.23	571.23

LAYOUT: 03/07/08
 DRAWN: 03/07/08
 REVIEWED: 03/07/08
 MNA
 DAP
 MNA
 12/23/2008
 A:\04\jobs\0452012\CADD\Struct\Sheet\TOS Elev 1d2.dgn

TOP OF SLAB ELEVATIONS (SHEET 2)
 ANDREWS DRIVE over
 U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
 PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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 JOB NO. 0452012
 DATE 12/10/08
