

**GIRDER #4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	116+01.70	7.25'	565.30	565.30
⊕ Brg. S. Abut.	116+05.08	7.25'	565.47	565.47
a	116+15.08	7.25'	565.97	566.04
b	116+25.08	7.25'	566.47	566.60
c	116+35.08	7.25'	566.97	567.17
d	116+45.08	7.25'	567.47	567.74
e	116+55.08	7.25'	567.96	568.24
f	116+65.08	7.25'	568.42	568.71
g	116+75.08	7.25'	568.85	569.15
h	116+85.08	7.25'	569.26	569.57
i	116+95.08	7.25'	569.65	569.93
j	117+05.08	7.25'	570.01	570.25
k	117+15.08	7.25'	570.34	570.54
l	117+25.08	7.25'	570.65	570.80
m	117+35.08	7.25'	570.94	571.05
n	117+45.08	7.25'	571.20	571.28
o	117+55.08	7.25'	571.44	571.49
p	117+65.08	7.25'	571.65	571.67
⊕ Pier	117+75.08	7.25'	571.83	571.83
q	117+85.08	7.25'	571.99	572.02
r	117+95.08	7.25'	572.13	572.18
s	118+05.08	7.25'	572.24	572.32
t	118+15.08	7.25'	572.32	572.43
u	118+25.08	7.25'	572.38	572.54
v	118+35.08	7.25'	572.42	572.62
w	118+45.08	7.25'	572.43	572.67
x	118+55.08	7.25'	572.41	572.70
y	118+65.08	7.25'	572.38	572.68
z	118+75.08	7.25'	572.31	572.61
aa	118+85.08	7.25'	572.22	572.52
bb	119+05.08	7.25'	572.11	572.40
cc	119+15.08	7.25'	571.97	572.24
dd	119+25.08	7.25'	571.80	572.00
ee	119+35.08	7.25'	571.61	571.75
ff	119+45.08	7.25'	571.40	571.47
⊕ Brg. N. Abut.	119+45.08	7.25'	571.16	571.16
Bk. N. Abut.	119+48.46	7.25'	571.07	571.07

**GIRDER #5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	116+03.78	14.50'	565.29	565.29
⊕ Brg. S. Abut.	116+07.16	14.50'	565.45	565.45
a	116+17.16	14.50'	565.95	566.02
b	116+27.16	14.50'	566.45	566.59
c	116+37.16	14.50'	566.95	567.15
d	116+47.16	14.50'	567.45	567.72
e	116+57.16	14.50'	567.93	568.22
f	116+67.16	14.50'	568.39	568.68
g	116+77.16	14.50'	568.82	569.12
h	116+87.16	14.50'	569.22	569.53
i	116+97.16	14.50'	569.60	569.89
j	117+07.16	14.50'	569.96	570.20
k	117+17.16	14.50'	570.29	570.48
l	117+27.16	14.50'	570.59	570.74
m	117+37.16	14.50'	570.88	570.98
n	117+47.16	14.50'	571.13	571.21
o	117+57.16	14.50'	571.36	571.41
p	117+67.16	14.50'	571.57	571.59
⊕ Pier	117+77.16	14.50'	571.75	571.75
q	117+87.16	14.50'	571.90	571.93
r	117+97.16	14.50'	572.03	572.09
s	118+07.16	14.50'	572.14	572.22
t	118+17.16	14.50'	572.22	572.33
u	118+27.16	14.50'	572.27	572.42
v	118+37.16	14.50'	572.30	572.50
w	118+47.16	14.50'	572.31	572.55
x	118+57.16	14.50'	572.29	572.58
y	118+67.16	14.50'	572.24	572.55
z	118+77.16	14.50'	572.17	572.48
aa	118+87.16	14.50'	572.08	572.37
bb	118+97.16	14.50'	571.96	572.25
cc	119+07.16	14.50'	571.81	572.08
dd	119+17.16	14.50'	571.64	571.84
ee	119+27.16	14.50'	571.45	571.58
ff	119+37.16	14.50'	571.23	571.30
⊕ Brg. N. Abut.	119+47.16	14.50'	570.98	570.98
Bk. N. Abut.	119+50.54	14.50'	570.90	570.90

12/23/08  
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 LAYOUT 03/07/08  
 DRAWN DAP 03/07/08  
 REVIEWED MIM 03/07/08

TOP OF SLAB ELEVATIONS (SHEET 3)  
 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  
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JOB NO.  
04S2012  
 DATE  
12/10/08