

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	48+31.164	35.333	531.001	531.001
C Brg.	48+32.474	35.333	531.011	531.011
a	48+42.474	35.333	531.081	531.129
b	48+52.474	35.333	531.143	531.240
c	48+62.474	35.333	531.197	531.342
d	48+72.474	35.333	531.243	531.404
e	48+82.474	35.333	531.281	531.448
f	48+92.474	35.333	531.311	531.484
g	49+02.474	35.333	531.333	531.491
h	49+12.474	35.333	531.347	531.474
i	49+22.474	35.333	531.353	531.449
j	49+32.474	35.333	531.351	531.418
k	49+42.474	35.333	531.341	531.385
m	49+52.474	35.333	531.323	531.343
C Brg. Pier	49+61.164	35.333	531.301	531.301
n	49+71.164	35.333	531.268	531.291
p	49+81.164	35.333	531.227	531.274
q	49+91.164	35.333	531.178	531.248
r	50+01.164	35.333	531.121	531.221
s	50+11.164	35.333	531.056	531.187
t	50+21.164	35.333	530.983	531.146
u	50+31.164	35.333	530.903	531.075
v	50+41.164	35.333	530.814	530.980
w	50+51.164	35.333	530.717	530.877
x	50+61.164	35.333	530.612	530.751
y	50+71.164	35.333	530.499	530.589
z	50+81.164	35.333	530.378	530.420
C Brg.	50+89.854	35.333	530.266	530.266
Bk. East Abut.	50+91.164	35.333	530.249	530.249

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	48+33.730	27.167	531.183	531.183
C Brg.	48+35.041	27.167	531.193	531.193
a	48+45.041	27.167	531.261	531.309
b	48+55.041	27.167	531.321	531.418
c	48+65.041	27.167	531.373	531.518
d	48+75.041	27.167	531.417	531.578
e	48+85.041	27.167	531.453	531.620
f	48+95.041	27.167	531.481	531.654
g	49+05.041	27.167	531.501	531.659
h	49+15.041	27.167	531.513	531.640
i	49+25.041	27.167	531.517	531.612
j	49+35.041	27.167	531.513	531.580
k	49+45.041	27.167	531.501	531.544
m	49+55.041	27.167	531.481	531.501
C Brg. Pier	49+63.730	27.167	531.457	531.457
n	49+73.730	27.167	531.422	531.445
p	49+83.730	27.167	531.379	531.425
q	49+93.730	27.167	531.328	531.398
r	50+03.730	27.167	531.269	531.369
s	50+13.730	27.167	531.202	531.333
t	50+23.730	27.167	531.127	531.289
u	50+33.730	27.167	531.044	531.216
v	50+43.730	27.167	530.953	531.119
w	50+53.730	27.167	530.854	531.014
x	50+63.730	27.167	530.747	530.886
y	50+73.730	27.167	530.632	530.722
z	50+83.730	27.167	530.509	530.551
C Brg.	50+92.420	27.167	530.396	530.396
Bk. East Abut.	50+93.730	27.167	530.378	530.378

GIRDER 3

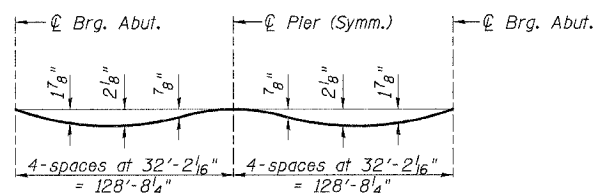
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	48+36.297	19.000	531.365	531.365
C Brg.	48+37.607	19.000	531.375	531.375
a	48+47.607	19.000	531.440	531.489
b	48+57.607	19.000	531.498	531.595
c	48+67.607	19.000	531.548	531.694
d	48+77.607	19.000	531.590	531.751
e	48+87.607	19.000	531.624	531.791
f	48+97.607	19.000	531.650	531.823
g	49+07.607	19.000	531.668	531.826
h	49+17.607	19.000	531.678	531.805
i	49+27.607	19.000	531.680	531.775
j	49+37.607	19.000	531.674	531.741
k	49+47.607	19.000	531.660	531.703
m	49+57.607	19.000	531.637	531.658
C Brg. Pier	49+66.297	19.000	531.612	531.612
n	49+76.297	19.000	531.575	531.598
p	49+86.297	19.000	531.530	531.577
q	49+96.297	19.000	531.477	531.547
r	50+06.297	19.000	531.416	531.515
s	50+16.297	19.000	531.347	531.478
t	50+26.297	19.000	531.270	531.432
u	50+36.297	19.000	531.185	531.357
v	50+46.297	19.000	531.091	531.258
w	50+56.297	19.000	530.990	531.150
x	50+66.297	19.000	530.881	531.020
y	50+76.297	19.000	530.764	530.855
z	50+86.297	19.000	530.639	530.681
C Brg.	50+94.987	19.000	530.524	530.524
Bk. East Abut.	50+96.297	19.000	530.506	530.506

PROFILE GRADE LINE (W.B.L.)

Sheet 3 of 25

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	48+38.813	11.000	531.543	531.543
C Brg.	48+40.123	11.000	531.552	531.552
a	48+50.123	11.000	531.616	531.664
b	48+60.123	11.000	531.672	531.769
c	48+70.123	11.000	531.720	531.865
d	48+80.123	11.000	531.759	531.920
e	48+90.123	11.000	531.791	531.958
f	49+00.123	11.000	531.815	531.989
g	49+10.123	11.000	531.831	531.989
h	49+20.123	11.000	531.839	531.966
i	49+30.123	11.000	531.839	531.935
j	49+40.123	11.000	531.831	531.898
k	49+50.123	11.000	531.815	531.858
m	49+60.123	11.000	531.791	531.811
C Brg. Pier	49+68.813	11.000	531.763	531.763
n	49+78.813	11.000	531.724	531.748
p	49+88.813	11.000	531.677	531.724
q	49+98.813	11.000	531.622	531.692
r	50+08.813	11.000	531.559	531.659
s	50+18.813	11.000	531.488	531.619
t	50+28.813	11.000	531.409	531.571
u	50+38.813	11.000	531.322	531.494
v	50+48.813	11.000	531.227	531.393
w	50+58.813	11.000	531.124	531.284
x	50+68.813	11.000	531.013	531.152
y	50+78.813	11.000	530.894	530.984
z	50+88.813	11.000	530.767	530.809
C Brg.	50+97.502	11.000	530.650	530.650
Bk. East Abut.	50+98.813	11.000	530.632	530.632

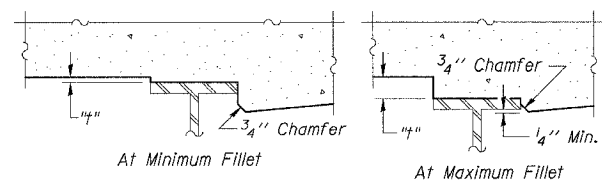
Note: Offsets are from C Veterans Memorial Drive



DEAD LOAD DEFLECTION DIAGRAM

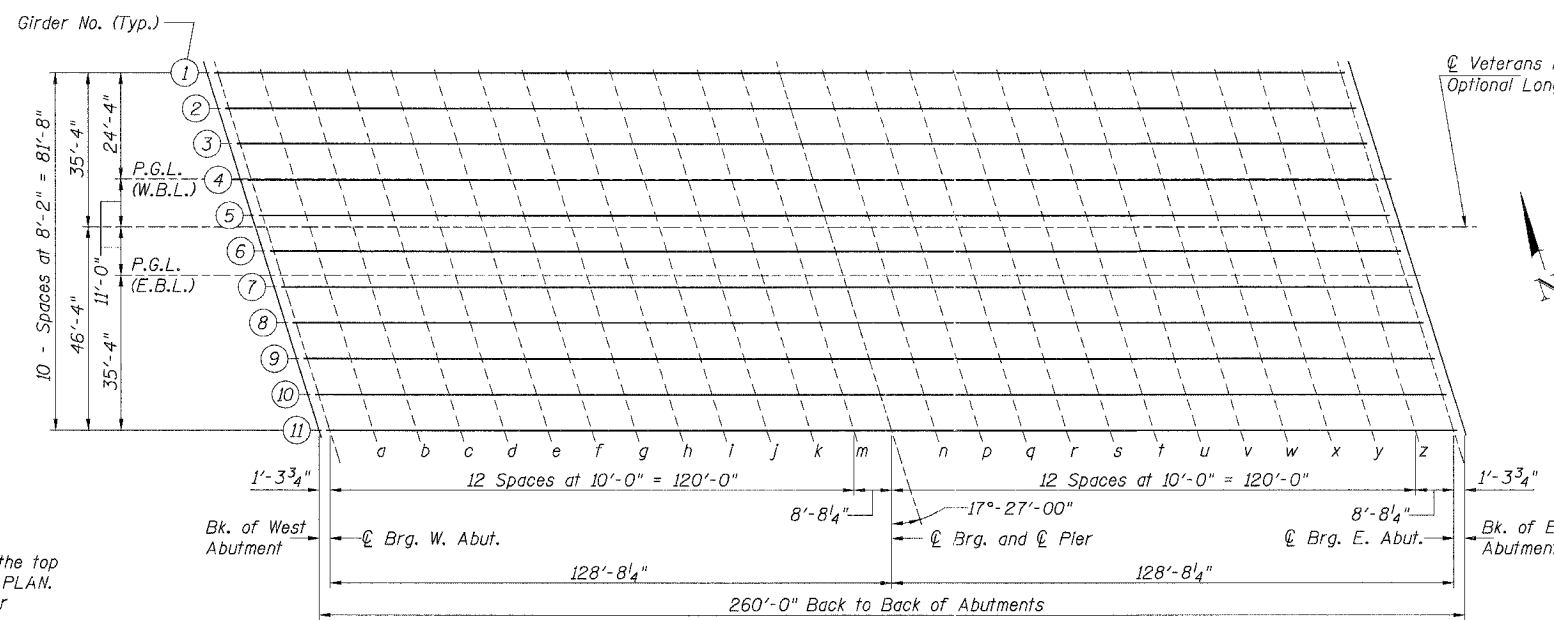
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on the tables above and on the following 2 sheets.



FILLET HEIGHTS

To determine "h": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on the DIAGRAMATIC PLAN. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the tables above and on the following 2 sheets, minus slab thickness, equals the fillet heights "h" above top flange of girders.



DIAGRAMATIC PLAN

TOP of SLAB ELEVATIONS (Sheet 1)
 VETERANS MEMORIAL DR. over F.A.I. ROUTES 57/64
 SECTION (41-3)HBK
 JEFFERSON COUNTY
 STATION 49+72.27
 STRUCTURE NO. 041-0108

3/21/2007
 1496.DBS\98S2019A\Struct\Sheet\Final Plans 03-14-07\F-003.sst
 LAYOUT
 DRAWN
 REVIEWED
 DATE
 02/02/04
 02/02/04
 02/02/04