

GIRDER #1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|---------|------------------------------|--|
| Bk. W. Abut. | 468+63.04 | -12.75' | 554.75 | 554.75 |
| ⊕ Brg. W. Abut. | 468+67.75 | -12.75' | 554.75 | 554.75 |
| a | 468+77.75 | -12.75' | 554.75 | 554.79 |
| b | 468+87.75 | -12.75' | 554.75 | 554.83 |
| c | 468+97.75 | -12.75' | 554.75 | 554.87 |
| d | 469+07.75 | -12.75' | 554.75 | 554.88 |
| e | 469+17.75 | -12.75' | 554.75 | 554.88 |
| f | 469+27.75 | -12.75' | 554.75 | 554.88 |
| g | 469+37.75 | -12.75' | 554.75 | 554.87 |
| h | 469+47.75 | -12.75' | 554.75 | 554.84 |
| i | 469+57.75 | -12.75' | 554.75 | 554.81 |
| j | 469+67.75 | -12.75' | 554.75 | 554.78 |
| k | 469+77.75 | -12.75' | 554.75 | 554.77 |
| l | 469+87.75 | -12.75' | 554.75 | 554.76 |
| ⊕ Pier #1 | 469+97.75 | -12.75' | 554.75 | 554.75 |
| m | 470+07.75 | -12.75' | 554.75 | 554.78 |
| n | 470+17.75 | -12.75' | 554.75 | 554.82 |
| o | 470+27.75 | -12.75' | 554.75 | 554.86 |
| p | 470+37.75 | -12.75' | 554.75 | 554.90 |
| q | 470+47.75 | -12.75' | 554.75 | 554.93 |
| r | 470+57.75 | -12.75' | 554.75 | 554.97 |
| s | 470+67.75 | -12.75' | 554.75 | 555.00 |
| t | 470+77.75 | -12.75' | 554.75 | 555.03 |
| u | 470+87.75 | -12.75' | 554.75 | 555.06 |
| v | 470+97.75 | -12.75' | 554.75 | 555.07 |
| w | 471+07.75 | -12.75' | 554.75 | 555.00 |
| x | 471+17.75 | -12.75' | 554.75 | 554.97 |
| y | 471+27.75 | -12.75' | 554.75 | 554.93 |
| z | 471+37.75 | -12.75' | 554.75 | 554.90 |
| aa | 471+47.75 | -12.75' | 554.75 | 554.86 |
| bb | 471+57.75 | -12.75' | 554.75 | 554.82 |
| cc | 471+67.75 | -12.75' | 554.75 | 554.78 |
| ⊕ Pier #2 | 471+77.75 | -12.75' | 554.75 | 554.75 |
| dd | 471+87.75 | -12.75' | 554.75 | 554.76 |
| ee | 471+97.75 | -12.75' | 554.75 | 554.77 |
| ff | 472+07.75 | -12.75' | 554.75 | 554.78 |
| gg | 472+17.75 | -12.75' | 554.75 | 554.81 |
| hh | 472+27.75 | -12.75' | 554.75 | 554.84 |
| ii | 472+37.75 | -12.75' | 554.75 | 554.87 |
| jj | 472+47.75 | -12.75' | 554.75 | 554.88 |
| kk | 472+57.75 | -12.75' | 554.75 | 554.88 |
| ll | 472+67.75 | -12.75' | 554.75 | 554.88 |
| mm | 472+77.75 | -12.75' | 554.75 | 554.87 |
| nn | 472+87.75 | -12.75' | 554.75 | 554.83 |
| oo | 472+97.75 | -12.75' | 554.75 | 554.79 |
| ⊕ Brg. E. Abut. | 473+07.75 | -12.75' | 554.75 | 554.75 |
| Bk. E. Abut. | 473+12.46 | -12.75' | 554.75 | 554.75 |

GIRDER #2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 468+54.54 | -4.25' | 554.92 | 554.92 |
| ⊕ Brg. W. Abut. | 468+59.25 | -4.25' | 554.92 | 554.92 |
| a | 468+69.25 | -4.25' | 554.92 | 554.96 |
| b | 468+79.25 | -4.25' | 554.92 | 555.00 |
| c | 468+89.25 | -4.25' | 554.92 | 555.04 |
| d | 468+99.25 | -4.25' | 554.92 | 555.05 |
| e | 469+09.25 | -4.25' | 554.92 | 555.05 |
| f | 469+19.25 | -4.25' | 554.92 | 555.05 |
| g | 469+29.25 | -4.25' | 554.92 | 555.04 |
| h | 469+39.25 | -4.25' | 554.92 | 555.01 |
| i | 469+49.25 | -4.25' | 554.92 | 554.98 |
| j | 469+59.25 | -4.25' | 554.92 | 554.95 |
| k | 469+69.25 | -4.25' | 554.92 | 554.94 |
| l | 469+79.25 | -4.25' | 554.92 | 554.93 |
| ⊕ Pier #1 | 469+89.25 | -4.25' | 554.92 | 554.92 |
| m | 469+99.25 | -4.25' | 554.92 | 554.95 |
| n | 470+09.25 | -4.25' | 554.92 | 554.99 |
| o | 470+19.25 | -4.25' | 554.92 | 555.03 |
| p | 470+29.25 | -4.25' | 554.92 | 555.07 |
| q | 470+39.25 | -4.25' | 554.92 | 555.10 |
| r | 470+49.25 | -4.25' | 554.92 | 555.14 |
| s | 470+59.25 | -4.25' | 554.92 | 555.17 |
| t | 470+69.25 | -4.25' | 554.92 | 555.20 |
| u | 470+79.25 | -4.25' | 554.92 | 555.23 |
| v | 470+89.25 | -4.25' | 554.92 | 555.20 |
| w | 470+99.25 | -4.25' | 554.92 | 555.17 |
| x | 471+09.25 | -4.25' | 554.92 | 555.14 |
| y | 471+19.25 | -4.25' | 554.92 | 555.10 |
| z | 471+29.25 | -4.25' | 554.92 | 555.07 |
| aa | 471+39.25 | -4.25' | 554.92 | 555.03 |
| bb | 471+49.25 | -4.25' | 554.92 | 554.99 |
| cc | 471+59.25 | -4.25' | 554.92 | 554.95 |
| ⊕ Pier #2 | 471+69.25 | -4.25' | 554.92 | 554.92 |
| dd | 471+79.25 | -4.25' | 554.92 | 554.93 |
| ee | 471+89.25 | -4.25' | 554.92 | 554.94 |
| ff | 471+99.25 | -4.25' | 554.92 | 554.95 |
| gg | 472+09.25 | -4.25' | 554.92 | 554.98 |
| hh | 472+19.25 | -4.25' | 554.92 | 555.01 |
| ii | 472+29.25 | -4.25' | 554.92 | 555.04 |
| jj | 472+39.25 | -4.25' | 554.92 | 555.05 |
| kk | 472+49.25 | -4.25' | 554.92 | 555.05 |
| ll | 472+59.25 | -4.25' | 554.92 | 555.05 |
| mm | 472+69.25 | -4.25' | 554.92 | 555.04 |
| nn | 472+79.25 | -4.25' | 554.92 | 555.00 |
| oo | 472+89.25 | -4.25' | 554.92 | 554.96 |
| ⊕ Brg. E. Abut. | 472+99.25 | -4.25' | 554.92 | 554.92 |
| Bk. E. Abut. | 473+03.96 | -4.25' | 554.92 | 554.92 |

⊕ ROADWAY AND PROFILE GRADE LINE


| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. W. Abut. | 468+50.29 | 0.00' | 555.00 | 555.00 |
| ⊕ Brg. W. Abut. | 468+55.00 | 0.00' | 555.00 | 555.00 |
| a | 468+65.00 | 0.00' | 555.00 | 555.04 |
| b | 468+75.00 | 0.00' | 555.00 | 555.08 |
| c | 468+85.00 | 0.00' | 555.00 | 555.13 |
| d | 468+95.00 | 0.00' | 555.00 | 555.14 |
| e | 469+05.00 | 0.00' | 555.00 | 555.14 |
| f | 469+15.00 | 0.00' | 555.00 | 555.14 |
| g | 469+25.00 | 0.00' | 555.00 | 555.12 |
| h | 469+35.00 | 0.00' | 555.00 | 555.09 |
| i | 469+45.00 | 0.00' | 555.00 | 555.06 |
| j | 469+55.00 | 0.00' | 555.00 | 555.04 |
| k | 469+65.00 | 0.00' | 555.00 | 555.02 |
| l | 469+75.00 | 0.00' | 555.00 | 555.01 |
| ⊕ Pier #1 | 469+85.00 | 0.00' | 555.00 | 555.00 |
| m | 469+95.00 | 0.00' | 555.00 | 555.04 |
| n | 470+05.00 | 0.00' | 555.00 | 555.08 |
| o | 470+15.00 | 0.00' | 555.00 | 555.12 |
| p | 470+25.00 | 0.00' | 555.00 | 555.15 |
| q | 470+35.00 | 0.00' | 555.00 | 555.19 |
| r | 470+45.00 | 0.00' | 555.00 | 555.22 |
| s | 470+55.00 | 0.00' | 555.00 | 555.25 |
| t | 470+65.00 | 0.00' | 555.00 | 555.29 |
| u | 470+75.00 | 0.00' | 555.00 | 555.32 |
| v | 470+85.00 | 0.00' | 555.00 | 555.29 |
| w | 470+95.00 | 0.00' | 555.00 | 555.25 |
| x | 471+05.00 | 0.00' | 555.00 | 555.22 |
| y | 471+15.00 | 0.00' | 555.00 | 555.19 |
| z | 471+25.00 | 0.00' | 555.00 | 555.15 |
| aa | 471+35.00 | 0.00' | 555.00 | 555.12 |
| bb | 471+45.00 | 0.00' | 555.00 | 555.08 |
| cc | 471+55.00 | 0.00' | 555.00 | 555.04 |
| ⊕ Pier #2 | 471+65.00 | 0.00' | 555.00 | 555.00 |
| dd | 471+75.00 | 0.00' | 555.00 | 555.01 |
| ee | 471+85.00 | 0.00' | 555.00 | 555.02 |
| ff | 471+95.00 | 0.00' | 555.00 | 555.04 |
| gg | 472+05.00 | 0.00' | 555.00 | 555.06 |
| hh | 472+15.00 | 0.00' | 555.00 | 555.09 |
| ii | 472+25.00 | 0.00' | 555.00 | 555.12 |
| jj | 472+35.00 | 0.00' | 555.00 | 555.14 |
| kk | 472+45.00 | 0.00' | 555.00 | 555.14 |
| ll | 472+55.00 | 0.00' | 555.00 | 555.14 |
| mm | 472+65.00 | 0.00' | 555.00 | 555.13 |
| nn | 472+75.00 | 0.00' | 555.00 | 555.08 |
| oo | 472+85.00 | 0.00' | 555.00 | 555.04 |
| ⊕ Brg. E. Abut. | 472+95.00 | 0.00' | 555.00 | 555.00 |
| Bk. E. Abut. | 472+99.71 | 0.00' | 555.00 | 555.00 |

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|----------|-----|----------|
| LAYOUT | MM | 11/20/07 |
| DRAWN | DAP | 12/28/07 |
| REVIEWED | JMM | 02/04/08 |

TOP OF SLAB ELEVATIONS (SHEET 2)
 F.A.S. 662 (TR 61) OVER EMBARRAS RIVER
 CUMBERLAND COUNTY
 SECTION 01-00061-00-BR
 STA. 470+75.00
 STRUCTURE NUMBER 018-3191
 PROFESSIONAL DESIGN FIRM LICENSE #184-001084

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JOB NO. 01S2021B
 DATE 02/04/08