

BEAM A

BEAM B

WB. PROFILE GRADE LINE

Location	Station	Offset to WB P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	594+51.21	-13.50	751.14	751.14
CL. BRG. W. ABUT.	594+54.67	-13.50	751.28	751.28
1	594+64.67	-13.50	751.68	751.72
2	594+74.67	-13.50	752.08	752.15
3	594+84.67	-13.50	752.48	752.58
4	594+94.67	-13.50	752.87	752.98
5	595+04.67	-13.50	753.25	753.35
6	595+14.67	-13.50	753.61	753.71
7	595+24.67	-13.50	753.96	754.04
8	595+34.67	-13.50	754.29	754.35
9	595+44.67	-13.50	754.62	754.65
10	595+54.67	-13.50	754.93	754.94
CL. BRG. PIER 1	595+66.67	-13.50	755.28	755.28
11	595+76.67	-13.50	755.56	755.57
12	595+86.67	-13.50	755.83	755.85
13	595+96.67	-13.50	756.08	756.13
14	596+06.67	-13.50	756.32	756.40
15	596+16.67	-13.50	756.55	756.65
16	596+26.67	-13.50	756.76	756.88
17	596+36.67	-13.50	756.96	757.02
18	596+46.67	-13.50	757.15	757.27
19	596+56.67	-13.50	757.32	757.43
20	596+66.67	-13.50	757.48	757.57
21	596+76.67	-13.50	757.63	757.68
22	596+86.67	-13.50	757.76	757.79
23	596+96.67	-13.50	757.88	757.89
CL. BRG. PIER 2	597+09.67	-13.50	758.01	758.01
24	597+19.67	-13.50	758.10	758.11
25	597+29.67	-13.50	758.18	758.20
26	597+39.67	-13.50	758.24	758.29
27	597+49.67	-13.50	758.29	758.36
28	597+59.67	-13.50	758.33	758.42
29	597+69.67	-13.50	758.35	758.46
30	597+79.67	-13.50	758.36	758.48
31	597+89.67	-13.50	758.35	758.47
32	597+99.67	-13.50	758.34	758.44
33	598+09.67	-13.50	758.31	758.39
34	598+19.67	-13.50	758.26	758.32
35	598+29.67	-13.50	758.20	758.24
36	598+39.67	-13.50	758.13	758.15
CL. BRG. PIER 3	598+52.67	-13.50	758.02	758.02
37	598+62.67	-13.50	757.92	757.93
38	598+72.67	-13.50	757.81	757.83
39	598+82.67	-13.50	757.68	757.73
40	598+92.67	-13.50	757.54	757.62
41	599+02.67	-13.50	757.38	757.48
42	599+12.67	-13.50	757.21	757.33
43	599+22.67	-13.50	757.03	757.16
44	599+32.67	-13.50	756.84	756.96
45	599+42.67	-13.50	756.63	756.74
46	599+52.67	-13.50	756.41	756.50
47	599+62.67	-13.50	756.17	756.23
48	599+72.67	-13.50	755.92	755.96
49	599+82.67	-13.50	755.66	755.68
CL. BRG. PIER 4	599+95.67	-13.50	755.30	755.30
50	600+05.67	-13.50	755.01	755.02
51	600+15.67	-13.50	754.71	754.73
52	600+25.67	-13.50	754.39	754.44
53	600+35.67	-13.50	754.06	754.13
54	600+45.67	-13.50	753.71	753.80
55	600+55.67	-13.50	753.35	753.46
56	600+65.67	-13.50	752.98	753.09
57	600+75.67	-13.50	752.59	752.69
58	600+85.67	-13.50	752.20	752.27
59	600+95.67	-13.50	751.81	751.85
CL. BRG. E. ABUT.	601+07.67	-13.50	751.35	751.35
BK. E. ABUT.	601+10.94	-13.50	751.23	751.23

Location	Station	Offset to WB P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	594+51.21	-5.17	751.27	751.27
CL. BRG. W. ABUT.	594+54.67	-5.17	751.41	751.41
1	594+64.67	-5.17	751.81	751.86
2	594+74.67	-5.17	752.21	752.29
3	594+84.67	-5.17	752.61	752.72
4	594+94.67	-5.17	753.00	753.12
5	595+04.67	-5.17	753.38	753.50
6	595+14.67	-5.17	753.74	753.85
7	595+24.67	-5.17	754.09	754.18
8	595+34.67	-5.17	754.42	754.49
9	595+44.67	-5.17	754.75	754.78
10	595+54.67	-5.17	755.06	755.07
CL. BRG. PIER 1	595+66.67	-5.17	755.41	755.41
11	595+76.67	-5.17	755.69	755.70
12	595+86.67	-5.17	755.96	755.99
13	595+96.67	-5.17	756.21	756.27
14	596+06.67	-5.17	756.45	756.54
15	596+16.67	-5.17	756.68	756.79
16	596+26.67	-5.17	756.89	757.02
17	596+36.67	-5.17	757.09	757.23
18	596+46.67	-5.17	757.28	757.41
19	596+56.67	-5.17	757.45	757.57
20	596+66.67	-5.17	757.61	757.71
21	596+76.67	-5.17	757.76	757.92
22	596+86.67	-5.17	757.89	758.03
23	596+96.67	-5.17	758.01	758.02
CL. BRG. PIER 2	597+09.67	-5.17	758.14	758.14
24	597+19.67	-5.17	758.23	758.24
25	597+29.67	-5.17	758.31	758.34
26	597+39.67	-5.17	758.37	758.43
27	597+49.67	-5.17	758.42	758.50
28	597+59.67	-5.17	758.46	758.57
29	597+69.67	-5.17	758.48	758.61
30	597+79.67	-5.17	758.49	758.62
31	597+89.67	-5.17	758.48	758.61
32	597+99.67	-5.17	758.47	758.58
33	598+09.67	-5.17	758.44	758.53
34	598+19.67	-5.17	758.39	758.45
35	598+29.67	-5.17	758.34	758.37
36	598+39.67	-5.17	758.26	758.28
CL. BRG. PIER 3	598+52.67	-5.17	758.15	758.15
37	598+62.67	-5.17	758.05	758.06
38	598+72.67	-5.17	757.94	757.97
39	598+82.67	-5.17	757.81	757.87
40	598+92.67	-5.17	757.67	757.76
41	599+02.67	-5.17	757.51	757.63
42	599+12.67	-5.17	757.34	757.48
43	599+22.67	-5.17	757.16	757.30
44	599+32.67	-5.17	756.97	757.11
45	599+42.67	-5.17	756.76	756.88
46	599+52.67	-5.17	756.54	756.64
47	599+62.67	-5.17	756.30	756.37
48	599+72.67	-5.17	756.06	756.10
49	599+82.67	-5.17	755.79	755.81
CL. BRG. PIER 4	599+95.67	-5.17	755.43	755.43
50	600+05.67	-5.17	755.14	755.15
51	600+15.67	-5.17	754.84	754.87
52	600+25.67	-5.17	754.52	754.57
53	600+35.67	-5.17	754.19	754.27
54	600+45.67	-5.17	753.84	753.95
55	600+55.67	-5.17	753.48	753.60
56	600+65.67	-5.17	753.11	753.23
57	600+75.67	-5.17	752.72	752.83
58	600+85.67	-5.17	752.33	752.41
59	600+95.67	-5.17	751.94	751.99
CL. BRG. E. ABUT.	601+07.67	-5.17	751.48	751.48
BK. E. ABUT.	601+10.94	-5.17	751.36	751.36

Location	Station	Offset to WB P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	594+51.21	0.00	751.35	751.35
CL. BRG. W. ABUT.	594+54.67	0.00	751.49	751.49
1	594+64.67	0.00	751.89	751.94
2	594+74.67	0.00	752.29	752.37
3	594+84.67	0.00	752.69	752.80
4	594+94.67	0.00	753.08	753.20
5	595+04.67	0.00	753.46	753.58
6	595+14.67	0.00	753.82	753.93
7	595+24.67	0.00	754.17	754.26
8	595+34.67	0.00	754.51	754.57
9	595+44.67	0.00	754.83	754.86
10	595+54.67	0.00	755.14	755.15
CL. BRG. PIER 1	595+66.67	0.00	755.49	755.49
11	595+76.67	0.00	755.77	755.78
12	595+86.67	0.00	756.04	756.07
13	595+96.67	0.00	756.29	756.35
14	596+06.67	0.00	756.53	756.62
15	596+16.67	0.00	756.7568	756.874
16	596+26.67	0.00	756.97	757.10
17	596+36.67	0.00	757.17	757.31
18	596+46.67	0.00	757.36	757.49
19	596+56.67	0.00	757.53	757.65
20	596+66.67	0.00	757.69	757.79
21	596+76.67	0.00	757.84	757.90
22	596+86.67	0.00	757.97	758.01
23	596+96.67	0.00	758.09	758.10
CL. BRG. PIER 2	597+09.67	0.00	758.23	758.23
24	597+19.67	0.00	758.31	758.32
25	597+29.67	0.00	758.39	758.42
26	597+39.67	0.00	758.45	758.51
27	597+49.67	0.00	758.50	758.59
28	597+59.67	0.00	758.54	758.65
29	597+69.67	0.00	758.56	758.69
30	597+79.67	0.00	758.57	758.70
31	597+89.67	0.00	758.57	758.69
32	597+99.67	0.00	758.55	758.66
33	598+09.67	0.00	758.52	758.61
34	598+19.67	0.00	758.47	758.54
35	598+29.67	0.00	758.42	758.45
36	598+39.67	0.00	758.35	758.36
CL. BRG. PIER 3	598+52.67	0.00	758.23	758.23
37	598+62.67	0.00	758.13	758.14
38	598+72.67	0.00	758.02	758.05
39	598+82.67	0.00	757.89	757.95
40	598+92.67	0.00	757.75	757.84
41	599+02.67	0.00	757.59	757.71
42	599+12.67	0.00	757.42	757.56
43	599+22.67	0.00	757.24	757.39
44	599+32.67	0.00	757.05	757.19
45	599+42.67	0.00	756.84	756.96
46	599+52.67	0.00	756.62	756.72
47	599+62.67	0.00	756.38	756.45
48	599+72.67	0.00	756.14	756.18
49	599+82.67	0.00	755.87	755.89
CL. BRG. PIER 4	599+95.67	0.00	755.51	755.51
50	600+05.67	0.00	755.22	755.23
51	600+15.67	0.00	754.92	754.95
52	600+25.67	0.00	754.60	754.65
53	600+35.67	0.00	754.27	754.35
54	600+45.67	0.00	753.92	754.03
55	600+55.67	0.00	753.56	753.68
56	600+65.67	0.00	753.19	753.31
57	600+75.67	0.00	752.81	752.92
58	600+85.67	0.00	752.41	752.49
59	600+95.67	0.00	752.02	752.07
CL. BRG. E. ABUT.	601+07.67	0.00	751.56	751.56
BK. E. ABUT.	601+10.94	0.00	751.44	751.44

**TOP OF DECK SLAB ELEVATIONS
STRUCTURE NO. 056-3190**

WB CHARLES J. MILLER ROAD BRIDGE

DATE: 7/23/12

DESIGNED	SSM
CHECKED	RGD
DRAWN	WJH