

GIRDER 1 - BRIDGE 3			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	DEPTH
ABUTMENT 1	385.161		
5	384.900		
10	384.640		
15	384.377		
20	384.114		
25	383.848		
30	383.583		
35	383.316		
40	383.049		
45	382.783		
50	382.520		
55	382.258		
60	382.002		
PIER	381.774		
65	381.750		
70	381.506		
75	381.267		
80	381.030		
85	380.796		
90	380.561		
95	380.324		
100	380.085		
105	379.841		
110	379.593		
115	379.339		
120	379.079		
125	378.814		
130	378.541		
135	378.263		
140	377.979		
145	377.690		
150	377.397		
155	377.100		
160	376.801		
ABUTMENT 2	376.772		

GIRDER 2 - BRIDGE 3			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	DEPTH
ABUTMENT 1	385.149		
5	384.888		
10	384.629		
15	384.366		
20	384.104		
25	383.839		
30	383.574		
35	383.308		
40	383.042		
45	382.776		
50	382.513		
55	382.252		
60	381.997		
PIER	381.770		
65	381.745		
70	381.502		
75	381.263		
80	381.027		
85	380.794		
90	380.559		
95	380.322		
100	380.084		
105	379.841		
110	379.594		
115	379.341		
120	379.081		
125	378.816		
130	378.544		
135	378.267		
140	377.983		
145	377.695		
150	377.402		
155	377.106		
160	376.808		
ABUTMENT 2	376.778		

GIRDER 3 - BRIDGE 3			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	DEPTH
ABUTMENT 1	385.137		
5	384.877		
10	384.619		
15	384.375		
20	384.095		
25	383.831		
30	383.566		
35	383.301		
40	383.035		
45	382.770		
50	382.508		
55	382.247		
60	381.992		
PIER	381.766		
65	381.741		
70	381.499		
75	381.261		
80	381.025		
85	380.792		
90	380.558		
95	380.322		
100	380.084		
105	379.842		
110	379.595		
115	379.342		
120	379.083		
125	378.819		
130	378.548		
135	378.271		
140	377.988		
145	377.700		
150	377.408		
155	377.112		
160	376.815		
ABUTMENT 2	376.785		

GIRDER 4 - BRIDGE 3			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	DEPTH
ABUTMENT 1	385.127		
5	384.867		
10	384.609		
15	384.348		
20	384.087		
25	383.823		
30	383.559		
35	383.294		
40	383.029		
45	382.764		
50	382.503		
55	382.243		
60	381.988		
PIER	381.763		
65	381.738		
70	381.496		
75	381.259		
80	381.024		
85	380.791		
90	380.558		
95	380.322		
100	380.085		
105	379.843		
110	379.597		
115	379.345		
120	379.086		
125	378.822		
130	378.552		
135	378.276		
140	377.993		
145	377.706		
150	377.414		
155	377.119		
160	376.823		
ABUTMENT 2	376.793		

ROADWAY SLAB NOTES

1. AFTER THE GIRDERS ARE ERECTED, BUT BEFORE FORMS ARE BUILT, ELEVATIONS ON THE TOP FLANGE OF GIRDER ARE TO BE OBTAINED AT THE POINTS INDICATED IN THE TABLE. THE DIFFERENCE OF THESE ELEVATIONS AND THOSE SHOWN IN THE TABLE, GIVES THE ACTUAL DISTANCE FROM THE TOP OF GIRDER TO THE BOTTOM OF SLAB.
2. ELEVATIONS SHOWN ARE FINISHED BOTTOM OF SLAB ELEVATIONS ADJUSTED FOR TOTAL DEAD LOAD DEFLECTION LESS THE DEFLECTION DUE TO STEEL WEIGHT.
3. FOR DEAD LOAD DEFLECTION SCHEDULES, SEE BR308
4. BRIDGE SEAT ELEVATIONS AS SHOWN ON THESE PLANS, HAVE BEEN LOWERED TO ACCOUNT FOR RESIDUAL CAMBER AND TO MAINTAIN A MINIMUM HAUNCH.

SEE FIELD ENGINEER'S
NOTES AND CALCULATIONS
IN BRIDGE BOOK
FOR FINAL ELEVATIONS
AND HAUNCH DEPTHS

AS BUILT 5/12/94

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF ESSEX	Bridge No. 13 Log Sta.
HIGHWAY NO. VT. RTE. 289	Surv. Sta. RAMP 15+00
VT. RTE. 289 "RAMP D" OVER CVRR BEAM PROFILE TABLES - 1	
Designed by FMG/M.J.K.	Drawn by M.W.D.
Checked by RJS date10-12-90	Bridge Design Supervisor MWO date10-12-90
PROJECT WILLISTON - COLCHESTER	PROJECT NO. PB 033-1 (2)
Bridge Sheet No. BR322	Sheet 187 of 400