

GIRDER 1			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	HAUNCH DEPTH
ABUTMENT 1	375.568		
5	375.967		
10	376.366		
15	376.763		
20	377.157		
25	377.548		
30	377.936		
35	378.318		
40	378.698		
45	379.071		
50	379.440		
55	379.805		
60	380.164		
65	380.517		
70	380.871		
75	381.216		
80	381.557		
85	381.896		
90	382.230		
95	382.561		
100	382.890		
105	383.217		
110	383.543		
115	383.867		
120	384.196		
125	384.525		
130	384.857		
135	385.193		
140	385.532		
145	385.874		
150	386.223		
155 (PIER)	386.574		
160	386.930		
165	387.290		
170	387.653		
175	388.023		
180	388.395		
185	388.770		
190	389.147		
195	389.530		
200	389.912		
205	390.294		
210	390.676		
215	391.056		
220	391.433		
225	391.808		
230	392.180		
235	392.546		
240	392.910		
245	393.267		
250	393.633		
255	393.993		
260	394.352		
265	394.702		
270	394.973		
275	395.207		
280	395.490		
285	395.771		
290	396.047		
295	396.322		
300	396.595		
305	396.867		
ABUTMENT 2	397.088		

GIRDER 2			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	HAUNCH DEPTH
ABUTMENT 1	374.810		
5	375.199		
10	375.586		
15	375.973		
20	376.355		
25	376.735		
30	377.112		
35	377.483		
40	377.852		
45	378.215		
50	378.573		
55	378.929		
60	379.277		
65	379.623		
70	379.964		
75	380.299		
80	380.632		
85	380.961		
90	381.287		
95	381.609		
100	381.930		
105	382.250		
110	382.569		
115	382.887		
120	383.211		
125	383.535		
130	383.861		
135	384.191		
140	384.524		
145	384.862		
150	385.204		
155 (PIER)	385.549		
160	385.901		
165	386.255		
170	386.613		
175	386.977		
180	387.343		
185	387.714		
190	388.088		
195	388.464		
200	388.841		
205	389.220		
210	389.598		
215	389.974		
220	390.349		
225	390.720		
230	391.086		
235	391.450		
240	391.809		
245	392.164		
250	392.514		
255	392.855		
260	393.189		
265	393.510		
270	393.824		
275	394.129		
280	394.423		
285	394.704		
290	394.977		
295	395.248		
300	395.515		
305	395.779		
310	396.042		
315	396.304		
ABUTMENT 2	396.567		

GIRDER 3			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	HAUNCH DEPTH
ABUTMENT 1	374.084		
5	374.460		
10	374.836		
15	375.211		
20	375.582		
25	375.950		
30	376.315		
35	376.676		
40	377.034		
45	377.386		
50	377.733		
55	378.077		
60	378.416		
65	378.750		
70	379.082		
75	379.407		
80	379.729		
85	380.049		
90	380.365		
95	380.680		
100	380.992		
105	381.304		
110	381.617		
115	381.931		
120	382.247		
125	382.564		
130	382.882		
135	383.214		
140	383.542		
145	383.874		
150	384.214		
155 (PIER)	384.556		
160	384.903		
165	385.254		
170	385.609		
175	385.969		
180	386.330		
185	386.697		
190	387.066		
195	387.438		
200	387.810		
205	388.185		
210	388.557		
215	388.930		
220	389.298		
225	389.664		
230	390.028		
235	390.386		
240	390.743		
245	391.097		
250	391.436		
255	391.777		
260	392.111		
265	392.439		
270	392.753		
275	393.060		
280	393.357		
285	393.644		
290	393.924		
295	394.197		
300	394.458		
305	394.717		
310	394.975		
315	395.230		
320	395.483		
ABUTMENT 2	395.726		

GIRDER 4			
DISTANCE	THEORETICAL BOTTOM OF SLAB ELEVATION	TOP OF BEAM ELEVATION	HAUNCH DEPTH
ABUTMENT 1	373.391		
5	373.754		
10	374.116		
15	374.477		
20	374.836		
25	375.192		
30	375.544		
35	375.892		
40	376.237		
45	376.577		
50	376.914		
55	377.247		
60	377.575		
65	377.898		
70	378.219		
75	378.535		
80	378.850		
85	379.161		
90	379.468		
95	379.775		
100	380.081		
105	380.387		
110	380.694		
115	381.002		
120	381.315		
125	381.629		
130	381.947		
135	382.268		
140	382.594		
145	382.924		
150	383.258		
155 (PIER)	383.595		
160	383.938		
165	384.284		
170	384.634		
175	384.988		
180	385.344		
185	385.706		
190	386.067		
195	386.433		
200	386.800		
205	387.166		
210	387.532		
215	387.897		
220	388.259		
225	388.619		
230	388.974		
235	389.326		
240	389.673		
245	390.017		
250	390.355		
255	390.690		
260	391.019		
265	391.343		
270	391.663		
275	391.972		
280	392.275		
285	392.564		
290	392.847		
295	393.120		
300	393.386		
305	393.648		
310	393.907		
315	394.165		
320	394.416		
325	394.668		
330	394.915		
ABUTMENT 2	395.085		

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 BR608.
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 DEPTH.

AS BUILT 5/13/94

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

TOWN OF	ESSEX	Bridge No. 14
		Log Sta.
HIGHWAY NO.	VT. RTE. 289	Surv. Sta. RAMP 15+00
VT. RTE. 289 "RAMP A" OVER CVRR		
BEAM PROFILE TABLES - 1		
Designed by	DT/MJK	Drawn by
Checked by	RJS date 10/12/90	Bridge Design Supervisor MWO date 10/12/90
PROJECT	WILLISTON - COLCHESTER	PROJECT NO. PB 033 - 1(2)
Bridge Sheet No.	BR630	Sheet 219 of 400