

Colorado Department Of Transportation Staff Bridge Bridge Detail Manual	Chapter: 14 Effective: June 30, 2024 Supersedes: March 25, 2022
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Bridge Deck Elevations Sheets

14.1 Purpose

This set of drawings is to provide three-dimensional points on the bridge deck through the use of horizontal and vertical control lines, offsets, coordinates. A starting point for a new project is the CDOT Bridge Worksheet B-100-3 which contains the required general notes at the bottom of the sheet. If using CDOT Bridge Geometry software, please refer to the CDOT Bridge Geometry Manual.

14.2 Responsibility

This set of drawings shall be prepared and checked in the Design Unit. The graphic presentation of information shall be the responsibility of the individual preparing the drawings. The accuracy of the information shown shall be the responsibility of the individual preparing the Bridge Geometry (or any other software) input for the computer.

14.3 Text / Lettering

The information described in 14.4 through 14.13 shall be placed on the drawing to be legible. If Bridge Geometry software is used, this information can be extracted from the pcf (project coordinate file) file. Monospac821 BT font should be used to align the tables, text height should be .07" and width should be .056" (new text style 07_ENG-80-BridgeGeo in the CDOT MicroStation configuration). Width may be adjusted to fit available space.

14.4 Project Information

The drawing shall contain project coordinates, bearings, units (English or metric) as well as the run, date and time and the software used.

Project coordinates are a coordinate system closely related to the State Plane coordinate system.

STRUCTURE ID: E-16-EV	BRIDGE GEOMETRY (WIN2.1.0e)	13/06/01 13:20
State of Colorado Department of Transportation Staff Bridge Design Bridge Geometry Project Coordinate Converter Version 1.00	DESCRIPTION Units: feet; Project: FBR 0142-055; Subaccount: 18085; Designer: H. Bui; Detailer: L. Waldron; Location: SH 14 over Cache-LaPoudre River;	
Run date & time = Sat Jun 01 13:21:38 2013	SH 14 Poudre Bridge in Ft. Collins Replaces B-16-D at M.P. 135.88 on SH 14 This is a straight bridge	
Input Northing Offset = 142618.800000 Input Easting Offset = 169548.500000 Input Bearing = S 89 55 41.0500 E		

Fig. 14.4.1 Project Information - Example

14.5 Horizontal Alignment Data

The drawing shall contain curve and tangent information in the format shown in Fig. 14.5.1. The information shall include the offset from horizontal control line (HCL) to profile control line (PCL) and from PCL to pivot line. In most cases, all three lines are the same (no offset).

HORIZONTAL ALIGNMENT DATA

TS	170+24.0900	T	620.2948	SA	6 05 15.64				
SC	172+28.0900	Ls	204.0000	DELTA	56 38 31.00 RT	Dc	5 58 05.92	RADIUS	960.000000
PI	176+44.3848	Lc	745.0449	SA	6 05 15.64				
CS	179+73.1349	Ls	204.0000						
ST	181+77.1349	T	620.2948						

Fig. 14.5.1 Horizontal Alignment Data - Example

14.6 Vertical Alignment Data

The drawing shall contain elevation at grades and points of interest (PCs, PTs, PIs), stationing of PCs, PTs, PIs and percent grades in the format shown in Fig. 14.6.1.

VERTICAL ALIGNMENT DATA

ELEVATION AT PI	ELEVATION AT GRADE		STATION	ELEVATION AT GRADE	ELEVATION AT PI	PERCENT GRADE
			170+10.0000	PC 7347.3800		-1.033333
			171+60.0000	PI 7345.7187	7345.8300	
			173+10.0000	PT 7343.8350		
						-1.330000
7332.6630	7333.9930	PC	180+50.0000			
	7332.9933	PI	181+50.0000			
	7332.6544	PT	182+50.0000			
						-0.008644

Fig. 14.6.1 Vertical Alignment Data - Example

14.7 Cross Slopes and Transitions

The drawing shall contain cross slopes and transitions in the format shown in Fig. 14.7.1.

TABLE OF ROADWAY CROSS-SLOPES (SUPERELEVATION: E=0.0800)

STATION (ON TANGENT)	SLOPE LEFT	SLOPE RIGHT	VC LENGTH
	0.0200	-0.0200	140.00 (MAX)
162+75.0000	-0.1077	0.1077	140.00 -U-
166+75.0000	-0.1077	0.1077	140.00 -U-
170+75.0900	0.0200	-0.0200	140.00
172+28.0900	0.0800	-0.0800	140.00 -U-
179+73.1300	0.0800	-0.0800	140.00 -U-
181+26.1349	0.0200	-0.0200	140.00

Fig. 14.7.1 Cross Slopes Data – Example

14.8 Layout Line Data

The layout line data shall be shown on the drawing in the format shown in Fig. 14.8.1.

LAYOUT LINE DATA

LAYOUT LINE DEFINED TO BE COINCIDENT WITH HORIZONTAL CONTROL

LAYOUT LINE INTERSECTS REF LINE AT	HCL STA	OFFSET	X	Y
	103+50.0000	0.00000000	0.0000	0.0000

Fig. 14.8.1 Layout Line Data - Example

The Layout line is a straight line that is the ordinate for the location of points on the structure. It should be located such that it lies as much as practical within the bounds of the structure. For structures on or mostly on a tangent, the tangent will suffice for the Layout line. For structures located mostly on a curve, a chord or tangent will probably be required for the layout line. Some possible chord lines are shown in Fig. 14.8.2.

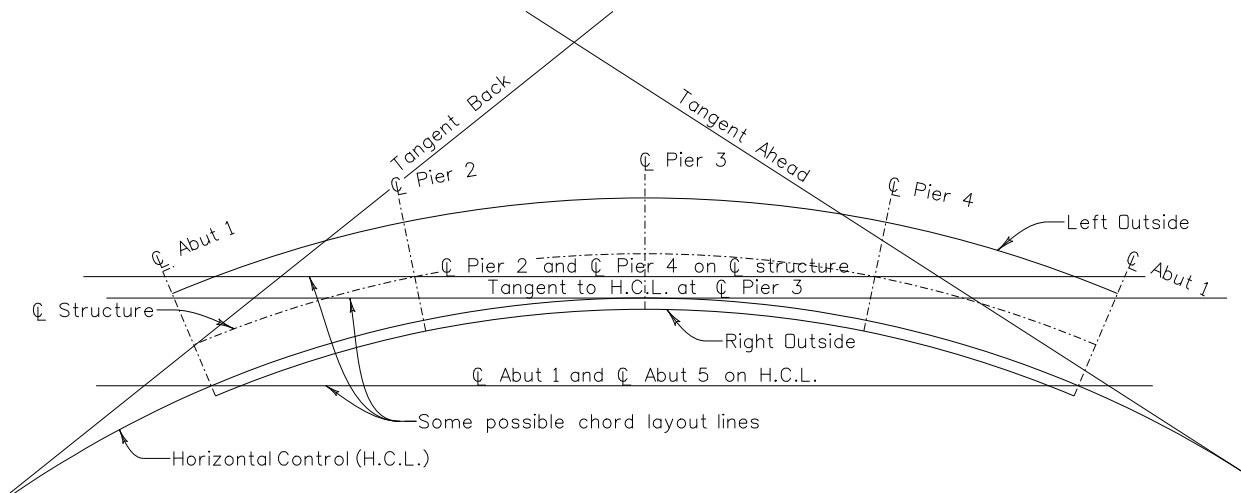


Fig. 14.8.2 Chord Layout Lines - Examples

14.9 Dead Load Deflection Data

The dead load deflection data shall be shown on the drawing in the format shown in Fig. 14.9.1.

The number of deflection points is typically given at tenth points, with the intent of having elevation data at approximately every 15 feet. Twentieth points may be required for longer spans, i.e. > 150'

DEAD LOAD DEFLECTION DATA													
DEFLECTIONS AT TENTH POINTS FROM FITTED CURVE													
0.0 0.1 0.2 0.3 0.4 0.5 0.6 0.7 0.8 0.9 1.0													
FOR BENT LINE: CL A1							07 CARD(S): 1		GIRDER LINES REFERENCED BY: A				
INCH	0.0000	0.1458	0.2801	0.3873	0.4560	0.4797	0.4560	0.3873	0.2801	0.1458	0.0000	INCH	A4= 0.00000
FOOT	0.0000	0.0121	0.0233	0.0323	0.0380	0.0400	0.0380	0.0323	0.0233	0.0121	0.0000	FOOT	A3= 0.00000
SLOPE	0.120945										SLOPE	-0.120945	A2= 1.87004
													A1=-1.87004
													A0=-1.45134

Fig. 14.9.1 Dead Load Deflection Data – Example

14.10 Bent Lines (Transverse Lines)

Bent lines are transverse lines which run generally across the structure.

Some examples:

- A) Reference line
 The Reference line is a transverse line from which all other transverse lines, with the exception of the roadway approaches, are measured. The point where the Layout line crosses the Reference line is the 0,0 point for the Bridge Geometry software. A preference would be the centerline of bearing of Abutment 1 or other recognizable location.
- B) Centerline of bearing
- C) Centerline of piling
- D) Centerline of pier
- E) Back face of abutment
- F) End of wingwall
- G) Centerline of splice
- H) Fractional points - The number of fractional points is typically given at tenth points, with the intent of having elevation data at approximately every 15 feet. Twentieth points may be required for longer spans, i.e. > 150'
- I) Middle of approach slabs (when not provided elsewhere on plans)
- J) End of approach slabs (when not provided elsewhere on plans)
- K) Expansion joint (when not at conventional locations)

A summary of all bent lines shall be shown on the drawing in the format shown in Fig. 14.12.1. Information shall include (see also the Bridge Geometry Manual):

- a station at the HCL,
- offset,
- elevation,
- project coordinates X and Y,
- Northing and Easting,
- bent length,
- skew,
- girder length and
- cross-slope information (data).

14.11 Longitudinal Lines (Girder Lines)

Girder lines are longitudinal lines which run lengthwise to the structure and are generally parallel to the HCL.

Some examples:

- A) Horizontal Control Lines (HCL)
- B) Crown line, if different than HCL
- C) Layout line, if different than HCL
- D) Girder Lines (at centerline bottom of girder)
- E) Wing wall faces
 - A) Edges of the deck
 - B) Construction phase lines
 - C) Curb line or flowline
 - D) Centerline of structure

Each longitudinal line will display bent line and fraction point information as described in 14.10.

Dead load deflections will be provided for the girder lines at a minimum, and for phase lines and edge lines as required.

Not all longitudinal lines need to be extended through the approach slabs.

14.12 Display of Bent Lines and Longitudinal Lines

If unusual longitudinal lines are used, a section view may be added to the drawing to clarify.

BENT LINE DESCRIPTION	INTERSECTION POINT			FROM LAYOUT LINE		PROJECT COORDINATES		BENT LINE LENGTH FROM Y-AXIS	SKEW D M S	GIRDER LINE LENGTH FROM REF LINE
	STATION	OFFSET	ELEVATION	OFFSET X	ORDINATE Y	NORTHING	EASTING			
* HORIZONTAL CONTROL LINE * AT FINISHED GRADE										
End Appr 1	18+34.8500	0.0000	9214.0480	0.0000	-21.2500	796011.6723	1554484.3362	0.0000	0 00 00.00	-21.2500
MiddAppr1	18+44.8500	0.0000	9214.0179	0.0000	-11.2500	796021.6227	1554483.3417	0.0000	0 00 00.00	-11.2500
BF Abut 1	18+54.8500	0.0000	9213.9878	0.0000	-1.2500	796031.5731	1554482.3471	0.0000	0 00 00.00	-1.2500
CL Brg A1	18+56.1000	0.0000	9213.9840	10	0.0000	796032.8169	1554482.2228	0.0000	0 00 00.00	0.0000
CL Brg A2	19+46.1000	0.0000	9213.7131	1	0.0000	796122.3707	1554473.2718	0.0000	0 00 00.00	90.0000
BF Abut 2	19+47.3500	0.0000	9213.7093	0.0000	91.2500	796123.6145	1554473.1475	0.0000	0 00 00.00	91.2500
MiddAppr2	19+57.3500	0.0000	9213.6792	0.0000	101.2500	796133.5649	1554472.1529	0.0000	0 00 00.00	101.2500
EndWing2	19+62.6000	0.0000	9213.6634	0.0000	106.5000	796138.7889	1554471.6308	0.0000	0 00 00.00	106.5000
End Appr 2	19+67.3500	0.0000	9213.6491	0.0	0.0000	796143.5153	1554471.1584	0.0000	0 00 00.00	111.2500

Fig. 14.12.1 Summary of Bent Lines at Horizontal Control Line (Longitudinal Line) – Example 1

Int Gir C		PARALLEL TO HORIZONTAL CONTROL					0.250000 FEET BELOW FINISHED GRADE					
BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	NORTHING	EASTING	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP
End Appr 1	18+34.8500	6.0000	9213.6780		6.0000	-21.2500	796012.2690	1554490.3065	6.0000	0 00 00.00	-21.2500	-0.020000
MiddAppr1	18+44.8500	6.0000	9213.6479		6.0000	-11.2500	796022.2194	1554489.3119	6.0000	0 00 00.00	-11.2500	-0.020000
BF Abut 1	18+54.8500	6.0000	9213.6178		6.0000	-1.2500	796032.1698	1554488.3174	6.0000	0 00 00.00	-1.2500	-0.020000
CL Brg A1	18+56.1000	6.0000	9213.6140	213.6140	6.0000	0.0000	796033.4136	1554488.1931	6.0000	0 00 00.00	0.0000	-0.020000
F-1	18+65.1000	6.0000	9213.5869	213.6295	6.0000	9.0000	796042.3690	1554487.2980			9.0000	-0.020000
F-2	18+74.1000	6.0000	9213.5598	213.6380	6.0000	18.0000	796051.3244	1554486.4029			18.0000	-0.020000

Fig. 14.12.2 Bent Lines at CL Gir C (Longitudinal Line) – Example 2

X-points are special bent lines representing varying distances (shown as bent lengths) from straight girder lines to the curved edge of deck. A note should also be added to the drawing to clarify X points.

RIGHT OUT		PARALLEL TO HORIZONTAL CONTROL					AT FINISHED GRADE					
BENT LINE	STATION	OFFSET	ELEVATION	ELEV+DL	X	Y	NORTHING	EASTING	BENT LNTH	SKEW	GIRDER LNTH	CRS-SLP
X-0	9+49.5445	25.0000	4997.9954		24.9185	2.0653	82614.2869	504607.6037	4.3342		-0.4327	-0.060000
CL ABUT 1	9+50.0000	25.0000	4998.0000		24.8751	2.4958	82613.9693	504607.3098	25.0000	0 00 00.00	0.0000	-0.060000
X-1	9+59.6603	25.0000	4998.0966		24.0472	11.6356	82607.2974	504601.0085	3.4628		9.1773	-0.060000
X-2	9+69.7596	25.0000	4998.1976		23.3706	21.2059	82600.4539	504594.2843	2.7862		18.7717	-0.060000
X-3	9+79.8466	25.0000	4998.2985		22.8879	30.7762	82593.7557	504587.4318	2.3035		28.3543	-0.060000
X-4	9+89.9253	25.0000	4998.3993		22.5985	40.3464	82587.2024	504580.4513	2.0142		37.9291	-0.060000
X-5	10+00.0000	25.0000	4998.5000		22.5021	49.9167	82580.7936	504573.3430	1.9177		47.5000	-0.060000
X-6	10+10.0747	25.0000	4998.6033		22.5985	59.4870	82574.5294	504566.1070	2.0142		57.0709	-0.059896
X-7	10+20.1534	25.0000	4998.7269		22.8879	69.0573	82568.4098	504558.7433	2.3035		66.6457	-0.058985
X-8	10+30.2404	25.0000	4998.8740		23.3706	78.6275	82562.4351	504551.2516	2.7862		76.2283	-0.057135
X-9	10+40.3397	25.0000	4999.0449		24.0472	88.1978	82556.6057	504543.6315	3.4628		85.8227	-0.054341
CL ABUT 2	10+50.0000	25.0000	4999.2303		24.8751	97.3376	82551.1747	504536.2338	25.0000	0 00 00.00	95.0000	-0.050788
X-10	10+50.4555	25.0000	4999.2396		24.9185	97.7681	82550.9221	504535.8825	4.3342		95.4327	-0.050599

Fig. 14.12.3 Varying Bent Lengths (X-points) – Example 3

14.13 Roadway Approaches Data

Roadway approach information is intended to afford a reference for correcting mis-alignments between roadway and bridge elevations and alignment. They may also be used to set the elevations for the approach slabs.

Roadway approach information shall be shown in the drawing in the format shown in Figure 14.13.1. For each approach (left/ right), the information shall include:

- Station
- Offset
- Elevation
- Cross-slope

A sketch of approach information shall be provided, similar to CDOT Bridge Worksheet B-100-2. The sheet shall be revised to indicate finished grade for roadway approach data.

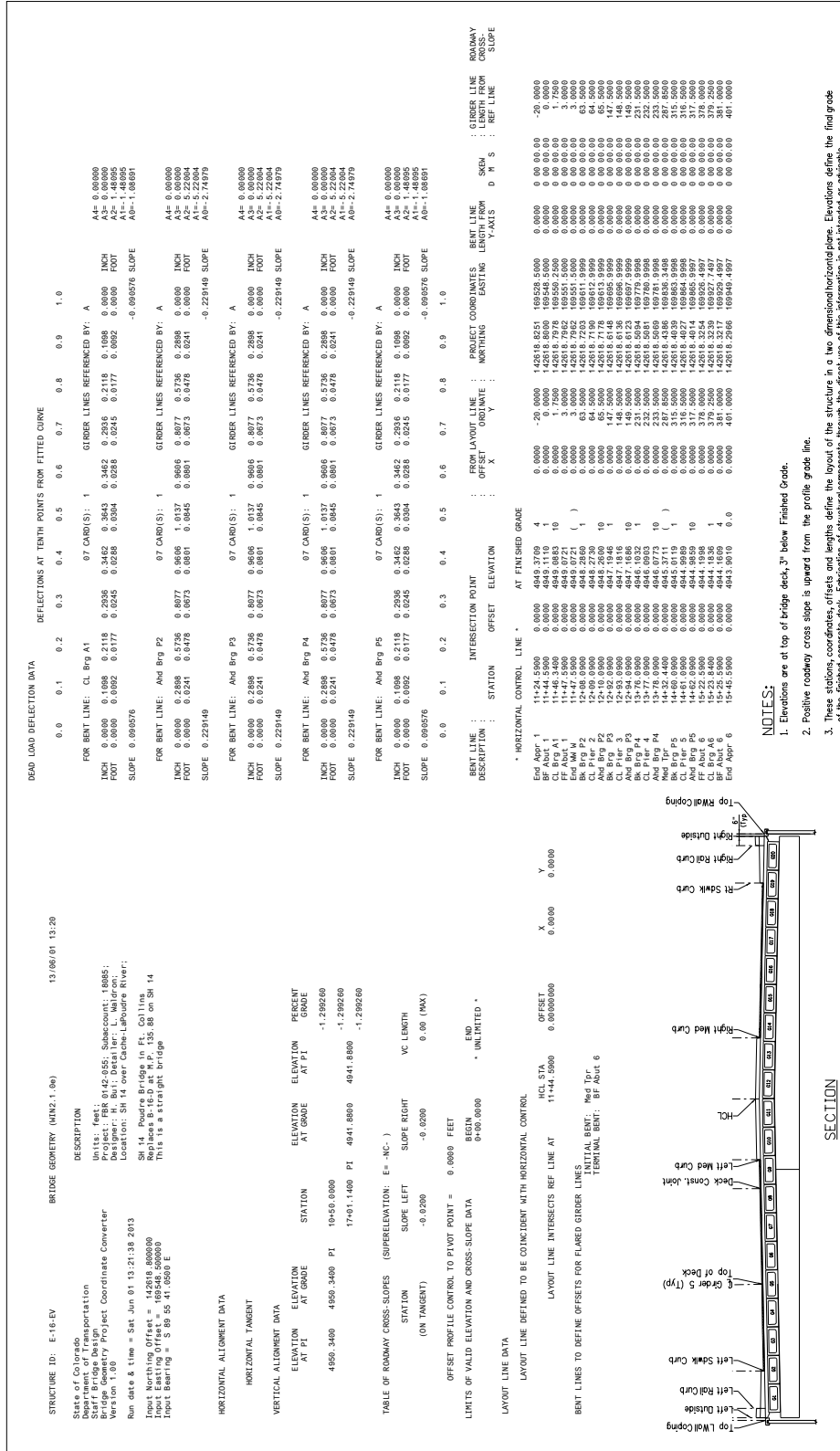
* ROADWAY APPROACHES *			
STATION	OFFSET	ELEVATION	CROSS-SLOPE
1770+50	-18.0000	3407.2221	-0.020000
1770+60	-18.0000	3407.2721	-0.020000
1770+70	-18.0000	3407.3221	-0.020000
1770+80	-18.0000	3407.3721	-0.020000
1770+90	-18.0000	3407.4221	-0.020000
1771+00	-18.0000	3407.4721	-0.020000
1771+10	-18.0000	3407.5221	-0.020000
1771+20	-18.0000	3407.5721	-0.020000
1771+30	-18.0000	3407.6221	-0.020000

Fig. 14.13.1 Roadway Approaches Data – Example

14.14 Deck Section Schematic

A schematic showing the longitudinal lines depicted in 14.11 & 14.12 shall be provided, like in Example 14-1.

The schematic shall specifically show where the centerlines of girder elevations are located on the deck. If additional elevations are provided in the bridge geometry sheet other than top of deck, those elevations shall be depicted in the schematic, like in example 14-6. See Bridge Detail Manual Chapter 9, section 9.9 for further information.



Example 14-1

Version: 1.00

Run date & time = Thu Sep 24 15:54:13 2015

Input Working Offset = 4897.214489

Input Easting Offset = 78072.891700

Input Bearing = S 5 0 26.000 E

STRUCTURE ID: C-17-H

BRIDGE GEOMETRY (WIND 1, PB)

15.09124 14.53

PHASE 1

DESCRIPTION

UNIT: FEET

PROJECT: BR 0684-005; Subaccount: 21446;

DESIGNER: S. HISSON; Detailer: H. MOFFET;

LOCATION: SHAWNEE COUNTY, NE

FILE: 0684-005-C-17-H.DWG

7 SPAN 8163 GIRDERSS CONCRETE SLAB

LAYOUT LINE DEFINED TO BE COINCIDENT WITH HORIZONTAL CONTROL.

LAYOUT LINE INTERSECTS REF. LINE AT	NO. STA	OFFSET	X	Y
38+116.7000	0.000000	0.0000	0.0000	0.0000

DEAD LOAD DEFLECTION DATA

DEFLECTIONS AT TRM POINTS FROM FITTED CURVE

FOR BOT. LINE: CL 41	07 CARD(S): 1	GIRDER LINES REFERENCED BY: A
INCH 0.0000 0.1168 0.2091 0.3073 0.4060 0.4797 0.4509 0.3073 0.2091 0.1458 0.0889		INCH
FOOT 0.0000 0.3021 0.6233 0.8323 0.9306 0.4060 0.8323 0.6233 0.5201 0.3724 0.2314		FOOT
SLOPE 0.120845		

FOR BOT. LINE: CL 42

07 CARD(S): 1

GIRDER LINES REFERENCED BY: A

INCH 0.0000 0.7801 1.2452 2.5059 2.7738 2.6472 2.1653 1.5116 0.6275 0.0000		INCH
FOOT 0.0000 0.2000 0.3127 0.6396 0.7266 0.7030 0.4228 0.3888 0.1600 0.0000		FOOT
SLOPE 0.659865		

FOR BOT. LINE: CL 43

07 CARD(S): 1

GIRDER LINES REFERENCED BY: A

INCH 0.0000 0.8689 1.5483 2.1918 2.5389 2.6777 2.5389 2.1918 1.5483 0.8689		INCH
FOOT 0.0000 0.2197 0.4000 0.5561 0.6663 0.6827 0.6663 0.5561 0.4000 0.2197		FOOT
SLOPE 0.657653		

DEAD LOAD DEFLECTION DATA (CONT)

DEFLECTIONS AT TRM POINTS FROM FITTED CURVE

FOR BOT. LINE: CL 74	07 CARD(S): 1	GIRDER LINES REFERENCED BY: A
INCH 0.0000 0.3039 1.5538 2.1592 2.8444 2.6783 2.5444 2.1592 1.5538 0.8339		INCH
FOOT 0.0000 0.0770 0.4000 0.5561 0.6827 0.6827 0.6663 0.5561 0.4000 0.2197		FOOT
SLOPE 0.659848		

FOR BOT. LINE: CL 75

07 CARD(S): 1

GIRDER LINES REFERENCED BY: A

INCH 0.0000 0.8689 1.5483 2.1918 2.5389 2.6777 2.5389 2.1918 1.5483 0.8689		INCH
FOOT 0.0000 0.2197 0.4000 0.5561 0.6663 0.6827 0.6663 0.5561 0.4000 0.2197		FOOT
SLOPE 0.666828		

OFFSET PROFILE CONTROL TO PIVOT POINT = 0.0000 FEET

TABLE OF ROADWAY CROSS-SLOPES (SUPRELEVATION: P = -WC -)

STATION	SLOPE LEFT	SLOPE RIGHT	VC LENGTH
38+12.5180 FC 4721.5000			1.000000
40+12.5180 PI 4722.5000			4723.5000
42+12.5180 PI 4721.5000			1.000000
(ON TANGENT)	-0.0200	-0.0200	75.00 (MAX)

LIMITS OF VALID ELEVATION AND CROSS-SLOPE DATA

BEGIN UNLIMITED

END UNLIMITED

LAYOUT LINE DATA

These Stations, Coordinates, Offsets and Lengths define the layout of the structure in a two dimensional horizontal plane. Elevations define the final grade of the finished concrete deck. Fabrication of structural components through the direct use of this information is not intended or advisable.

Example 14-2

DECK LONG DEFLECTION DATA (CONT.) REFLECTIONS AT TORN POINTS FROM FITTED CURVE

STATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
FOR BENT LINE, CL PIER 2	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OTHER LINES REFERENCED BY: A											
INCH	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
FOOT	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
SLOPE	-0.00097										0.074138

DECK LONG DEFLECTION DATA (CONT.) REFLECTIONS AT TORN POINTS FROM FITTED CURVE

STATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
FOR BENT LINE, CL PIER 3	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OTHER LINES REFERENCED BY: A											
INCH	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
FOOT	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
SLOPE	-0.00939										0.017974

DECK LONG DEFLECTION DATA (CONT.) REFLECTIONS AT TORN POINTS FROM FITTED CURVE

STATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
FOR BENT LINE, CL PIER 4	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OTHER LINES REFERENCED BY: A											
INCH	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
FOOT	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
SLOPE	-0.00311										0.007966

DECK LONG DEFLECTION DATA (CONT.) REFLECTIONS AT TORN POINTS FROM FITTED CURVE

STATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
FOR BENT LINE, CL PIER 5	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OTHER LINES REFERENCED BY: A											
INCH	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
FOOT	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
SLOPE	-0.01010										-1.409048

DECK LONG DEFLECTION DATA (CONT.) REFLECTIONS AT TORN POINTS FROM FITTED CURVE

STATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
FOR BENT LINE, CL BSG 7R	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OTHER LINES REFERENCED BY: A											
INCH	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
FOOT	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
SLOPE	0.402788										0.314563

DECK LONG DEFLECTION DATA (CONT.) REFLECTIONS AT TORN POINTS FROM FITTED CURVE

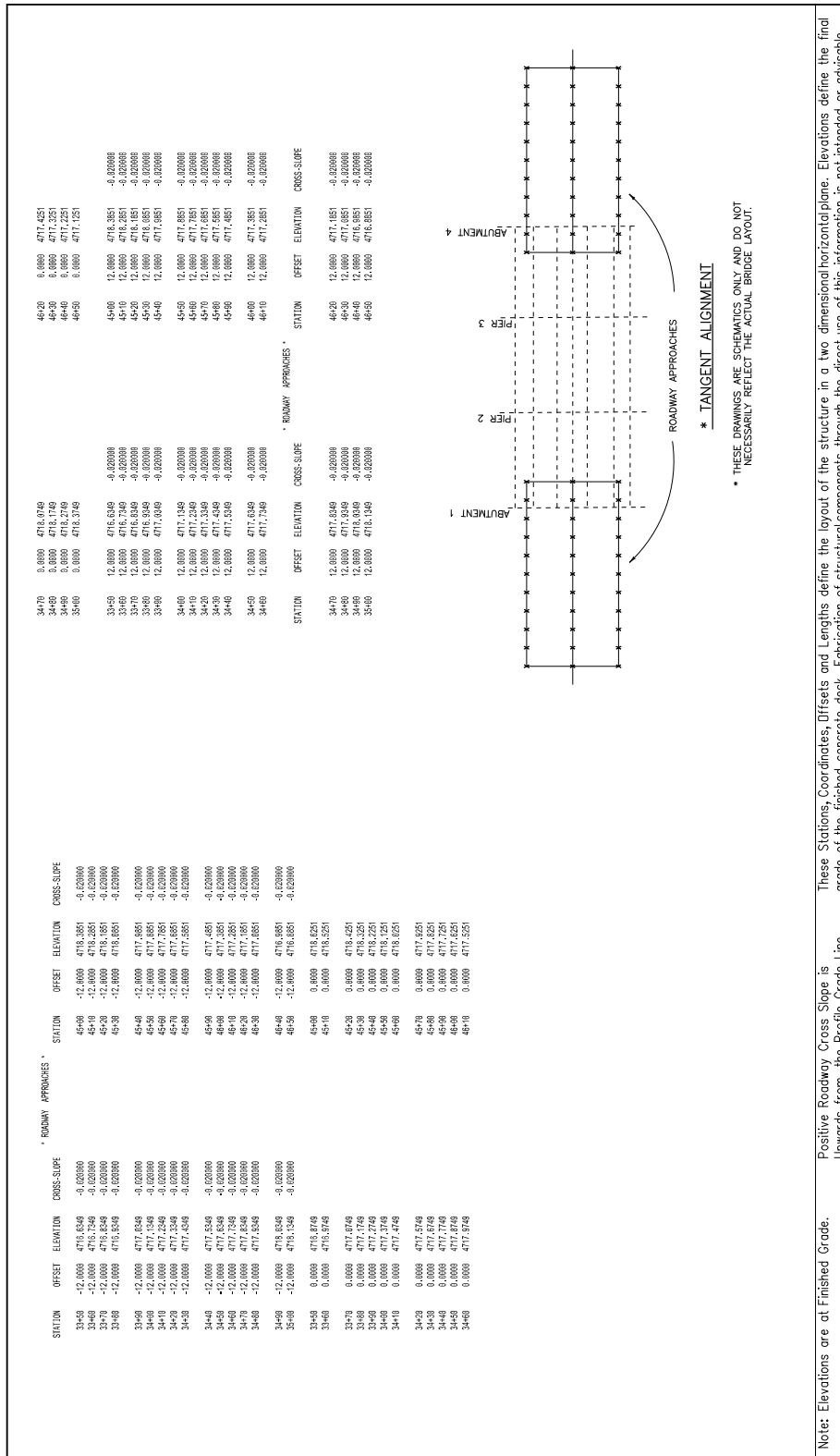
STATION	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
FOR BENT LINE, CL PIER 8	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
OTHER LINES REFERENCED BY: A											
INCH	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
FOOT	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
SLOPE	0.372723										-1.721449

BRIDGE DECK ELEVATIONS

ROADWAY SECTION	STATION	OFFSET	ELEVATION	ELEVATION ADJUSTED	COMMENTS FROM LAYOUT LINE		SKIN D W S	ROADWAY SECTION
					TYPE	ORIG/NEW		
HORIZONTAL CONTROL LINE	0+00.00	0.00	100.00	100.00			0.00	0+00.00
	0+05.00	0.00	100.00	100.00			0.00	0+05.00
	0+10.00	0.00	100.00	100.00			0.00	0+10.00
	0+15.00	0.00	100.00	100.00			0.00	0+15.00
	0+20.00	0.00	100.00	100.00			0.00	0+20.00
	0+25.00	0.00	100.00	100.00			0.00	0+25.00
	0+30.00	0.00	100.00	100.00			0.00	0+30.00
	0+35.00	0.00	100.00	100.00			0.00	0+35.00
	0+40.00	0.00	100.00	100.00			0.00	0+40.00
	0+45.00	0.00	100.00	100.00			0.00	0+45.00

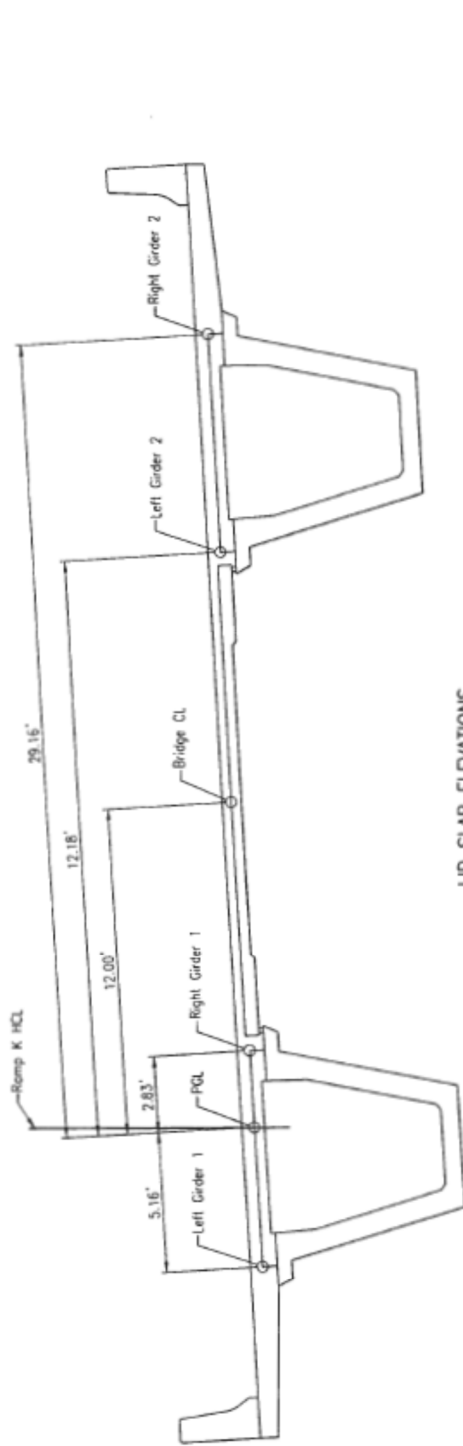
NOTES:
THESE STATIONS, COORDINATES, OFFSETS, AND LENGTHS DEFINE THE LAYOUT OF THE
STRUCTURE IN A TWO DIMENSIONAL HORIZONTAL PLANE. ELEVATIONS DEFINE THE FINAL
GRADE OF THE FINISHED CONCRETE DECK. FABRICATION OF STRUCTURAL COMPONENTS
THROUGH THE DIRECT USE OF THIS INFORMATION IS NOT INTENDED OR ADVISED.

Example 14-3

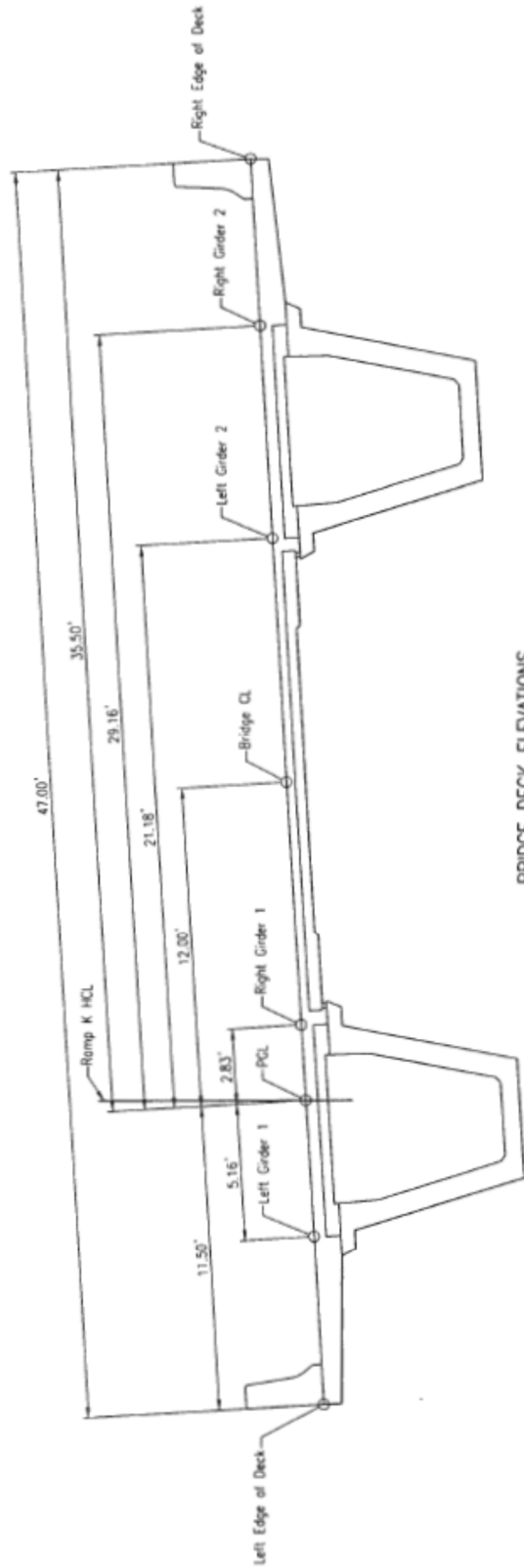


Note: Elevations are at Finished Grade. Positive Roadway Cross Slope is Upwards from the Profile Grade Line. These Stations, Coordinates, Offsets and Lengths define the layout of the structure in a two dimensional horizontal plane. Elevations define the final grade of the finished concrete deck. Fabrication of structural components through the direct use of this information is not intended or advisable.

Example 14-5



LID SLAB ELEVATIONS
(Looking Ahead Station)



BRIDGE DECK ELEVATIONS
(Looking Ahead Station)

Example 14-6