

GIRDER 1 - (LINE NO.1)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+32.08	-18.333	559.131	559.131
⊕ Brg. N. Abut.	531+33.52	-18.333	559.131	559.131
1 A	531+43.52	-18.333	559.131	559.197
1 B	531+53.52	-18.333	559.131	559.257
1 C	531+63.52	-18.333	559.131	559.306
1 D	531+73.52	-18.333	559.131	559.342
1 E	531+83.52	-18.333	559.131	559.364
1 F	531+93.52	-18.333	559.131	559.370
1 G	532+03.52	-18.333	559.139	559.368
1 H	532+13.52	-18.333	559.156	559.356
1 I	532+23.52	-18.333	559.182	559.340
1 J	532+33.52	-18.333	559.217	559.320
1 K	532+43.52	-18.333	559.261	559.301
⊕ Brg. S. Abut.	532+49.64	-18.333	559.292	559.292
Bk. South Abut.	532+51.08	-18.333	559.300	559.300

GIRDER 2 - (LINE NO.2)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+27.85	-11.000	559.278	559.278
⊕ Brg. N. Abut.	531+29.29	-11.000	559.278	559.278
2 A	531+39.29	-11.000	559.278	559.345
2 B	531+49.29	-11.000	559.278	559.405
2 C	531+59.29	-11.000	559.278	559.454
2 D	531+69.29	-11.000	559.278	559.490
2 E	531+79.29	-11.000	559.278	559.511
2 F	531+89.29	-11.000	559.278	559.517
2 G	531+99.29	-11.000	559.282	559.511
2 H	532+09.29	-11.000	559.295	559.496
2 I	532+19.29	-11.000	559.317	559.475
2 J	532+29.29	-11.000	559.348	559.452
2 K	532+39.29	-11.000	559.389	559.429
⊕ Brg. S. Abut.	532+45.41	-11.000	559.418	559.418
Bk. South Abut.	532+46.85	-11.000	559.425	559.425

GIRDER 3 - (LINE NO.3)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+23.62	-3.667	559.393	559.393
⊕ Brg. N. Abut.	531+25.06	-3.667	559.393	559.393
3 A	531+35.06	-3.667	559.393	559.459
3 B	531+45.06	-3.667	559.393	559.519
3 C	531+55.06	-3.667	559.393	559.568
3 D	531+65.06	-3.667	559.393	559.604
3 E	531+75.06	-3.667	559.393	559.626
3 F	531+85.06	-3.667	559.393	559.632
3 G	531+95.06	-3.667	559.394	559.623
3 H	532+05.06	-3.667	559.403	559.604
3 I	532+15.06	-3.667	559.421	559.579
3 J	532+25.06	-3.667	559.449	559.552
3 K	532+35.06	-3.667	559.485	559.526
⊕ Brg. S. Abut.	532+41.18	-3.667	559.512	559.512
Bk. South Abut.	532+42.62	-3.667	559.519	559.519

BONDED STAGE II CONST. JOINT (LINE NO.4)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+22.37	-1.500	559.427	559.427
⊕ Brg. N. Abut.	531+23.81	-1.500	559.427	559.427
4 A	531+33.81	-1.500	559.427	559.493
4 B	531+43.81	-1.500	559.427	559.553
4 C	531+53.81	-1.500	559.427	559.602
4 D	531+63.81	-1.500	559.427	559.638
4 E	531+73.81	-1.500	559.427	559.660
4 F	531+83.81	-1.500	559.427	559.666
4 G	531+93.81	-1.500	559.427	559.656
4 H	532+03.81	-1.500	559.435	559.636
4 I	532+13.81	-1.500	559.452	559.611
4 J	532+23.81	-1.500	559.479	559.582
4 K	532+33.81	-1.500	559.514	559.554
⊕ Brg. S. Abut.	532+39.93	-1.500	559.540	559.540
Bk. South Abut.	532+41.37	-1.500	559.547	559.547

PGL - (LINE NO.5)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+21.50	0.000	559.450	559.450
⊕ Brg. N. Abut.	531+22.94	0.000	559.450	559.450
5 A	531+32.94	0.000	559.450	559.517
5 B	531+42.94	0.000	559.450	559.576
5 C	531+52.94	0.000	559.450	559.626
5 D	531+62.94	0.000	559.450	559.662
5 E	531+72.94	0.000	559.450	559.683
5 F	531+82.94	0.000	559.450	559.689
5 G	531+92.94	0.000	559.450	559.679
5 H	532+02.94	0.000	559.458	559.658
5 I	532+12.94	0.000	559.474	559.632
5 J	532+22.94	0.000	559.499	559.603
5 K	532+32.94	0.000	559.534	559.574
⊕ Brg. S. Abut.	532+39.06	0.000	559.559	559.559
Bk. South Abut.	532+40.50	0.000	559.566	559.566

BONDED STAGE I CONST. JOINT (LINE NO.6)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+20.63	+1.500	559.470	559.470
⊕ Brg. N. Abut.	531+22.07	+1.500	559.469	559.469
6 A	531+32.07	+1.500	559.466	559.532
6 B	531+42.07	+1.500	559.463	559.589
6 C	531+52.07	+1.500	559.459	559.635
6 D	531+62.07	+1.500	559.456	559.668
6 E	531+72.07	+1.500	559.453	559.686
6 F	531+82.07	+1.500	559.450	559.689
6 G	531+92.07	+1.500	559.447	559.675
6 H	532+02.07	+1.500	559.450	559.650
6 I	532+12.07	+1.500	559.462	559.620
6 J	532+22.07	+1.500	559.483	559.587
6 K	532+32.07	+1.500	559.514	559.554
⊕ Brg. S. Abut.	532+38.19	+1.500	559.537	559.537
Bk. South Abut.	532+39.63	+1.500	559.543	559.543

GIRDER 4 - (LINE NO.7)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+19.38	+3.667	559.499	559.499
⊕ Brg. N. Abut.	531+20.82	+3.667	559.498	559.498
7 A	531+30.82	+3.667	559.490	559.557
7 B	531+40.82	+3.667	559.482	559.608
7 C	531+50.82	+3.667	559.474	559.650
7 D	531+60.82	+3.667	559.466	559.678
7 E	531+70.82	+3.667	559.458	559.691
7 F	531+80.82	+3.667	559.450	559.689
7 G	531+90.82	+3.667	559.442	559.671
7 H	532+00.82	+3.667	559.440	559.640
7 I	532+10.82	+3.667	559.446	559.604
7 J	532+20.82	+3.667	559.461	559.565
7 K	532+30.82	+3.667	559.486	559.527
⊕ Brg. S. Abut.	532+36.94	+3.667	559.506	559.506
Bk. South Abut.	532+38.38	+3.667	559.511	559.511

GIRDER 5 - (LINE NO.8)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+15.15	+11.000	559.607	559.607
⊕ Brg. N. Abut.	531+16.59	+11.000	559.604	559.604
8 A	531+26.59	+11.000	559.580	559.647
8 B	531+36.59	+11.000	559.556	559.683
8 C	531+46.59	+11.000	559.532	559.708
8 D	531+56.59	+11.000	559.508	559.720
8 E	531+66.59	+11.000	559.484	559.718
8 F	531+76.59	+11.000	559.461	559.700
8 G	531+86.59	+11.000	559.437	559.666
8 H	531+96.59	+11.000	559.415	559.615
8 I	532+06.59	+11.000	559.401	559.560
8 J	532+16.59	+11.000	559.397	559.501
8 K	532+26.59	+11.000	559.402	559.442
⊕ Brg. S. Abut.	532+32.71	+11.000	559.409	559.409
Bk. South Abut.	532+34.15	+11.000	559.412	559.412

GIRDER 6 - (LINE NO.9)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	531+10.92	+18.333	559.725	559.725
⊕ Brg. N. Abut.	531+12.36	+18.333	559.724	559.724
9 A	531+22.36	+18.333	559.684	559.750
9 B	531+32.36	+18.333	559.644	559.770
9 C	531+42.36	+18.333	559.604	559.780
9 D	531+52.36	+18.333	559.564	559.776
9 E	531+62.36	+18.333	559.524	559.758
9 F	531+72.36	+18.333	559.484	559.723
9 G	531+82.36	+18.333	559.445	559.673
9 H	531+92.36	+18.333	559.405	559.606
9 I	532+02.36	+18.333	559.372	559.530
9 J	532+12.36	+18.333	559.348	559.451
9 K	532+22.36	+18.333	559.333	559.373
⊕ Brg. S. Abut.	532+28.48	+18.333	559.328	559.328
Bk. South Abut.	532+29.92	+18.333	559.328	559.328

NOTES:

1. Work this Sheet with Sheet 6 of 18.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS 2
 F.A.P. ROUTE 726 (IL. RTE. 37)
 ILLINOIS ROUTE 37 OVER
 LITTLE SALINE CREEK
 SECTION 113B-2 STA. 531+81.00
 STR. NO. 100-0091 - WILLIAMSON COUNTY
 SCALE: NONE DRAWN BY: GLD
 DATE: 12/14/07 CHECKED BY: WLB

