

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 1

GIRDER 1 (CONT.)

GIRDER 2

GIRDER 2 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	13+36.83	-13.00	521.57	521.57
⊕ Brg. N. Abut.	13+39.12	-13.00	521.54	521.54
A1	13+49.12	-13.00	521.42	521.45
B1	13+59.12	-13.00	521.31	521.37
C1	13+69.12	-13.00	521.21	521.29
D1	13+79.12	-13.00	521.12	521.21
E1	13+89.12	-13.00	521.05	521.13
F1	13+99.12	-13.00	520.99	521.05
G1	14+09.12	-13.00	520.94	520.98
H1	14+19.12	-13.00	520.91	520.93
J1	14+29.12	-13.00	520.88	520.89
⊕ Brg. Pier 1	14+38.12	-13.00	520.87	520.87
A2	14+48.12	-13.00	520.87	520.88
B2	14+58.12	-13.00	520.89	520.91
C2	14+68.12	-13.00	520.91	520.96
D2	14+78.12	-13.00	520.95	521.02
E2	14+88.12	-13.00	521.00	521.09
F2	14+98.12	-13.00	521.05	521.15
G2	15+08.12	-13.00	521.10	521.20
H2	15+18.12	-13.00	521.15	521.23
J2	15+28.12	-13.00	521.20	521.26
K2	15+38.12	-13.00	521.25	521.29
L2	15+48.12	-13.00	521.30	521.31
M2	15+58.12	-13.00	521.35	521.35
⊕ Brg. Pier 2	15+65.12	-13.00	521.38	521.38
A3	15+75.12	-13.00	521.43	521.44
B3	15+85.12	-13.00	521.48	521.51
C3	15+95.12	-13.00	521.53	521.59
D3	16+05.12	-13.00	521.58	521.66
E3	16+15.12	-13.00	521.63	521.73
F3	16+25.12	-13.00	521.68	521.78
G3	16+35.12	-13.00	521.72	521.81
H3	16+45.12	-13.00	521.76	521.82
J3	16+55.12	-13.00	521.79	521.82
⊕ N. Brg. Pier 3	16+64.12	-13.00	521.81	521.81
⊕ Pier 3	16+65.00	-13.00	521.81	521.81
⊕ S. Brg. Pier 3	16+65.87	-13.00	521.81	521.81
A4	16+75.87	-13.00	521.83	521.87
B4	16+85.87	-13.00	521.84	521.91
C4	16+95.87	-13.00	521.84	521.94
D4	17+05.87	-13.00	521.84	521.94
E4	17+15.87	-13.00	521.83	521.93
F4	17+25.87	-13.00	521.82	521.90
G4	17+35.87	-13.00	521.80	521.85
H4	17+45.87	-13.00	521.78	521.80
J4	17+55.87	-13.00	521.74	521.75
⊕ Brg. Pier 4	17+64.87	-13.00	521.71	521.71

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
A5	17+74.87	-13.00	521.67	521.68
B5	17+84.87	-13.00	521.62	521.65
C5	17+94.87	-13.00	521.57	521.62
D5	18+04.87	-13.00	521.52	521.60
E5	18+14.87	-13.00	521.47	521.57
F5	18+24.87	-13.00	521.42	521.53
G5	18+34.87	-13.00	521.37	521.48
H5	18+44.87	-13.00	521.32	521.42
J5	18+54.87	-13.00	521.27	521.35
K5	18+64.87	-13.00	521.22	521.27
L5	18+74.87	-13.00	521.17	521.20
M5	18+84.87	-13.00	521.12	521.13
⊕ Brg. Pier 5	18+91.87	-13.00	521.08	521.08
A6	19+01.87	-13.00	521.03	521.04
B6	19+11.87	-13.00	520.98	521.00
C6	19+21.87	-13.00	520.94	520.98
D6	19+31.87	-13.00	520.91	520.97
E6	19+41.87	-13.00	520.89	520.96
F6	19+51.87	-13.00	520.87	520.95
G6	19+61.87	-13.00	520.87	520.95
H6	19+71.87	-13.00	520.88	520.94
J6	19+81.87	-13.00	520.90	520.93
⊕ Brg. S. Abut.	19+90.87	-13.00	520.93	520.93
Bk. S. Abut.	19+93.16	-13.00	520.94	520.94

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. N. Abut.	13+36.83	-6.50	521.67	521.67
⊕ Brg. N. Abut.	13+39.12	-6.50	521.65	521.65
A1	13+49.12	-6.50	521.52	521.55
B1	13+59.12	-6.50	521.41	521.47
C1	13+69.12	-6.50	521.32	521.39
D1	13+79.12	-6.50	521.23	521.31
E1	13+89.12	-6.50	521.16	521.23
F1	13+99.12	-6.50	521.10	521.15
G1	14+09.12	-6.50	521.05	521.09
H1	14+19.12	-6.50	521.01	521.03
J1	14+29.12	-6.50	520.99	520.99
⊕ Brg. Pier 1	14+38.12	-6.50	520.98	520.98
A2	14+48.12	-6.50	520.98	520.99
B2	14+58.12	-6.50	520.99	521.02
C2	14+68.12	-6.50	521.02	521.07
D2	14+78.12	-6.50	521.05	521.13
E2	14+88.12	-6.50	521.10	521.19
F2	14+98.12	-6.50	521.15	521.25
G2	15+08.12	-6.50	521.20	521.30
H2	15+18.12	-6.50	521.25	521.33
J2	15+28.12	-6.50	521.30	521.37
K2	15+38.12	-6.50	521.35	521.39
L2	15+48.12	-6.50	521.40	521.42
M2	15+58.12	-6.50	521.45	521.46
⊕ Brg. Pier 2	15+65.12	-6.50	521.49	521.49
A3	15+75.12	-6.50	521.54	521.55
B3	15+85.12	-6.50	521.59	521.61
C3	15+95.12	-6.50	521.64	521.69
D3	16+05.12	-6.50	521.69	521.76
E3	16+15.12	-6.50	521.74	521.83
F3	16+25.12	-6.50	521.79	521.88
G3	16+35.12	-6.50	521.83	521.91
H3	16+45.12	-6.50	521.86	521.93
J3	16+55.12	-6.50	521.89	521.93
⊕ N. Brg. Pier 3	16+64.12	-6.50	521.91	521.91
⊕ Pier 3	16+65.00	-6.50	521.91	521.91
⊕ S. Brg. Pier 3	16+65.87	-6.50	521.92	521.92
A4	16+75.87	-6.50	521.93	521.97
B4	16+85.87	-6.50	521.94	522.01
C4	16+95.87	-6.50	521.95	522.04
D4	17+05.87	-6.50	521.95	522.04
E4	17+15.87	-6.50	521.94	522.03
F4	17+25.87	-6.50	521.93	522.00
G4	17+35.87	-6.50	521.91	521.96
H4	17+45.87	-6.50	521.88	521.91
J4	17+55.87	-6.50	521.85	521.86
⊕ Brg. Pier 4	17+64.87	-6.50	521.82	521.82

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
A5	17+74.87	-6.50	521.78	521.78
B5	17+84.87	-6.50	521.73	521.75
C5	17+94.87	-6.50	521.68	521.73
D5	18+04.87	-6.50	521.63	521.70
E5	18+14.87	-6.50	521.58	521.67
F5	18+24.87	-6.50	521.53	521.63
G5	18+34.87	-6.50	521.48	521.58
H5	18+44.87	-6.50	521.43	521.52
J5	18+54.87	-6.50	521.38	521.45
K5	18+64.87	-6.50	521.33	521.37
L5	18+74.87	-6.50	521.28	521.30
M5	18+84.87	-6.50	521.23	521.23
⊕ Brg. Pier 5	18+91.87	-6.50	521.19	521.19
A6	19+01.87	-6.50	521.14	521.14
B6	19+11.87	-6.50	521.09	521.11
C6	19+21.87	-6.50	521.05	521.08
D6	19+31.87	-6.50	521.02	521.07
E6	19+41.87	-6.50	520.99	521.06
F6	19+51.87	-6.50	520.98	521.05
G6	19+61.87	-6.50	520.98	521.05
H6	19+71.87	-6.50	520.99	521.04
J6	19+81.87	-6.50	521.01	521.04
⊕ Brg. S. Abut.	19+90.87	-6.50	521.04	521.04
Bk. S. Abut.	19+93.16	-6.50	521.05	521.05

DESIGNED -	JLS
CHECKED -	KWS
DRAWN -	VH
CHECKED -	MRB

benesch

alfred benesch & company
Engineers - Surveyors - Planners
208 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3808.02

SHEET NO. S8	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	341	04-00090-07-BR	WILL	57	16
S47 SHEETS	CONTRACT NO. 63442				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

TOP OF SLAB ELEVATIONS 1 OF 3
STRUCTURE NO. 099-3298

10/20/2010 10:03:27 AM x:\3808\3808.02\engineer\mg_documents\phase_11\brandon_road_bridge\final\0993298-63442-008-scrdell.dgn