

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	145
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract No. 64799

GIRDER NO. 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+85.213	-2.875	775.089	775.089
CL. Brg. W. Abut.	536+89.117	-2.875	775.138	775.138
A	536+99.117	-2.875	775.264	775.294
B	537+09.117	-2.875	775.388	775.442
C	537+19.117	-2.875	775.508	775.577
D	537+29.117	-2.875	775.625	775.698
E	537+39.117	-2.875	775.739	775.804
F	537+49.117	-2.875	775.849	775.898
G	537+59.117	-2.875	775.955	775.985
H	537+69.117	-2.875	776.058	776.069
CL. Pier 1	537+79.213	-2.875	776.158	776.158
I	537+89.213	-2.875	776.253	776.257
J	537+99.213	-2.875	776.345	776.361
K	538+09.213	-2.875	776.434	776.464
L	538+19.213	-2.875	776.519	776.560
M	538+29.213	-2.875	776.600	776.648
N	538+39.213	-2.875	776.678	776.724
O	538+49.213	-2.875	776.752	776.790
P	538+59.213	-2.875	776.823	776.847
Q	538+69.213	-2.875	776.890	776.901
R	538+79.213	-2.875	776.954	776.956
CL. Pier 2	538+85.213	-2.875	776.990	776.990
S	538+95.213	-2.875	777.048	777.059
T	539+05.213	-2.875	777.103	777.132
U	539+15.213	-2.875	777.154	777.202
V	539+25.213	-2.875	777.201	777.266
W	539+35.213	-2.875	777.245	777.319
X	539+45.213	-2.875	777.285	777.360
Y	539+55.213	-2.875	777.322	777.388
Z	539+65.213	-2.875	777.355	777.405
A1	539+75.213	-2.875	777.384	777.415
B1	539+85.213	-2.875	777.410	777.423
C1	539+95.213	-2.875	777.433	777.436
CL. Pier 3	540+01.213	-2.875	777.445	777.445
D1	540+11.213	-2.875	777.461	777.476
E1	540+21.213	-2.875	777.475	777.512
F1	540+31.213	-2.875	777.484	777.548
G1	540+41.213	-2.875	777.491	777.580
H1	540+51.213	-2.875	777.493	777.603
I1	540+61.213	-2.875	777.492	777.610
J1	540+71.213	-2.875	777.488	777.602
K1	540+81.213	-2.875	777.480	777.581
L1	540+91.213	-2.875	777.468	777.548
M1	541+01.213	-2.875	777.453	777.505
N1	541+11.213	-2.875	777.434	777.461
O1	541+21.213	-2.875	777.412	777.420
CL. Pier 4	541+27.213	-2.875	777.397	777.397
P1	541+37.213	-2.875	777.369	777.374
Q1	541+47.213	-2.875	777.337	777.357
R1	541+57.213	-2.875	777.302	777.341
S1	541+67.213	-2.875	777.264	777.320

GIRDER NO. 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+77.213	-2.875	777.222	777.292
U1	541+87.213	-2.875	777.176	777.252
V1	541+97.213	-2.875	777.127	777.199
W1	542+07.213	-2.875	777.074	777.134
X1	542+17.213	-2.875	777.018	777.058
Y1	542+27.213	-2.875	776.958	776.979
Z1	542+37.213	-2.875	776.894	776.901
CL. Pier 5	542+43.213	-2.875	776.855	776.855
A2	542+53.213	-2.875	776.785	776.789
B2	542+63.213	-2.875	776.713	776.729
C2	542+73.213	-2.875	776.637	776.667
D2	542+83.213	-2.875	776.557	776.598
E2	542+93.213	-2.875	776.473	776.521
F2	543+03.213	-2.875	776.387	776.432
G2	543+13.213	-2.875	776.296	776.333
H2	543+23.213	-2.875	776.202	776.226
I2	543+33.213	-2.875	776.105	776.115
J2	543+43.213	-2.875	776.004	776.006
CL. Pier 6	543+49.213	-2.875	775.941	775.941
K2	543+59.213	-2.875	775.835	775.846
L2	543+69.213	-2.875	775.724	775.754
M2	543+79.213	-2.875	775.610	775.660
N2	543+89.213	-2.875	775.493	775.559
O2	543+99.213	-2.875	775.372	775.445
P2	544+09.213	-2.875	775.248	775.317
Q2	544+19.213	-2.875	775.120	775.174
R2	544+29.213	-2.875	774.988	775.019
CL. Brg. E. Abut.	544+39.443	-2.875	774.850	774.850
Bk. E. Abut.	544+43.213	-2.875	774.798	774.798

GIRDER NO. 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+81.353	-10.292	775.157	775.157
CL. Brg. W. Abut.	536+85.256	-10.292	775.206	775.206
A	536+95.256	-10.292	775.331	775.361
B	537+05.256	-10.292	775.456	775.510
C	537+15.256	-10.292	775.578	775.647
D	537+25.256	-10.292	775.696	775.769
E	537+35.256	-10.292	775.811	775.877
F	537+45.256	-10.292	775.922	775.972
G	537+55.256	-10.292	776.030	776.060
H	537+65.256	-10.292	776.134	776.145
CL. Pier 1	537+75.353	-10.292	776.236	776.236
I	537+85.353	-10.292	776.333	776.336
J	537+95.353	-10.292	776.426	776.441
K	538+05.353	-10.292	776.516	776.546
L	538+15.353	-10.292	776.602	776.644
M	538+25.353	-10.292	776.685	776.732
N	538+35.353	-10.292	776.764	776.810
O	538+45.353	-10.292	776.840	776.877
P	538+55.353	-10.292	776.912	776.936
Q	538+65.353	-10.292	776.981	776.991
R	538+75.353	-10.292	777.046	777.048
CL. Pier 2	538+81.353	-10.292	777.083	777.083
S	538+91.353	-10.292	777.142	777.153
T	539+01.353	-10.292	777.198	777.227
U	539+11.353	-10.292	777.250	777.299
V	539+21.353	-10.292	777.299	777.364
W	539+31.353	-10.292	777.344	777.418
X	539+41.353	-10.292	777.386	777.461
Y	539+51.353	-10.292	777.424	777.490
Z	539+61.353	-10.292	777.458	777.508
A1	539+71.353	-10.292	777.489	777.519
B1	539+81.353	-10.292	777.517	777.529
C1	539+91.353	-10.292	777.541	777.543
CL. Pier 3	539+97.353	-10.292	777.553	777.553
D1	540+07.353	-10.292	777.571	777.585
E1	540+17.353	-10.292	777.586	777.623
F1	540+27.353	-10.292	777.597	777.660
G1	540+37.353	-10.292	777.605	777.694
H1	540+47.353	-10.292	777.608	777.718
I1	540+57.353	-10.292	777.609	777.726
J1	540+67.353	-10.292	777.606	777.720
K1	540+77.353	-10.292	777.599	777.700
L1	540+87.353	-10.292	777.589	777.669
M1	540+97.353	-10.292	777.575	777.627
N1	541+07.353	-10.292	777.558	777.584
O1	541+17.353	-10.292	777.537	777.545
CL. Pier 4	541+23.353	-10.292	777.523	777.523
P1	541+33.353	-10.292	777.496	777.501
Q1	541+43.353	-10.292	777.466	777.485
R1	541+53.353	-10.292	777.432	777.470
S1	541+63.353	-10.292	777.395	777.451

GIRDER NO. 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+73.353	-10.292	777.354	777.424
U1	541+83.353	-10.292	777.310	777.386
V1	541+93.353	-10.292	777.262	777.335
W1	542+03.353	-10.292	777.211	777.270
X1	542+13.353	-10.292	777.156	777.196
Y1	542+23.353	-10.292	777.097	777.118
Z1	542+33.353	-10.292	777.035	777.042
CL. Pier 5	542+39.353	-10.292	776.996	776.996
A2	542+49.353	-10.292	776.928	776.932
B2	542+59.353	-10.292	776.857	776.873
C2	542+69.353	-10.292	776.782	776.812
D2	542+79.353	-10.292	776.704	776.746
E2	542+89.353	-10.292	776.622	776.669
F2	542+99.353	-10.292	776.536	776.582
G2	543+09.353	-10.292	776.447	776.484
H2	543+19.353	-10.292	776.355	776.379
I2	543+29.353	-10.292	776.259	776.269
J2	543+39.353	-10.292	776.159	776.161
CL. Pier 6	543+45.353	-10.292	776.097	776.097
K2	543+55.353	-10.292	775.992	776.003
L2	543+65.353	-10.292	775.883	775.913
M2	543+75.353	-10.292	775.771	775.821
N2	543+85.353	-10.292	775.655	775.720
O2	543+95.353	-10.292	775.535	775.608
P2	544+05.353	-10.292	775.412	775.481
Q2	544+15.353	-10.292	775.285	775.340
R2	544+25.353	-10.292	775.155	775.186
CL. Brg. E. Abut.	544+35.582	-10.292	775.018	775.018
Bk. E. Abut.	544+39.353	-10.292	774.967	774.967

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Note:
1. Work this sheet with Sheet Nos. 4, 6, 7, & 8.



TOP OF SLAB ELEVATIONS I
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082