

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	147
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

**GIRDER NO. 5**

**GIRDER NO. 5**

**P.G.L. (WB)**

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Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+73.631	-25.125	774.876	774.876
CL. Brg. W. Abut.	536+77.534	-25.125	774.925	774.925
A	536+87.534	-25.125	775.050	775.080
B	536+97.534	-25.125	775.176	775.230
C	537+07.534	-25.125	775.300	775.369
D	537+17.534	-25.125	775.421	775.494
E	537+27.534	-25.125	775.539	775.604
F	537+37.534	-25.125	775.653	775.702
G	537+47.534	-25.125	775.763	775.793
H	537+57.534	-25.125	775.870	775.881
CL. Pier 1	537+67.631	-25.125	775.974	775.974
I	537+77.631	-25.125	776.074	776.077
J	537+87.631	-25.125	776.170	776.185
K	537+97.631	-25.125	776.263	776.292
L	538+07.631	-25.125	776.352	776.393
M	538+17.631	-25.125	776.437	776.485
N	538+27.631	-25.125	776.519	776.565
O	538+37.631	-25.125	776.598	776.635
P	538+47.631	-25.125	776.672	776.697
Q	538+57.631	-25.125	776.744	776.755
R	538+67.631	-25.125	776.812	776.814
CL. Pier 2	538+73.631	-25.125	776.851	776.851
S	538+83.631	-25.125	776.913	776.924
T	538+93.631	-25.125	776.971	777.000
U	539+03.631	-25.125	777.026	777.075
V	539+13.631	-25.125	777.078	777.142
W	539+23.631	-25.125	777.125	777.200
X	539+33.631	-25.125	777.170	777.245
Y	539+43.631	-25.125	777.211	777.277
Z	539+53.631	-25.125	777.248	777.297
A1	539+63.631	-25.125	777.281	777.312
B1	539+73.631	-25.125	777.312	777.324
C1	539+83.631	-25.125	777.338	777.341
CL. Pier 3	539+89.631	-25.125	777.352	777.352
D1	539+99.631	-25.125	777.373	777.388
E1	540+09.631	-25.125	777.391	777.428
F1	540+19.631	-25.125	777.405	777.468
G1	540+29.631	-25.125	777.415	777.504
H1	540+39.631	-25.125	777.421	777.531
I1	540+49.631	-25.125	777.425	777.542
J1	540+59.631	-25.125	777.424	777.539
K1	540+69.631	-25.125	777.420	777.522
L1	540+79.631	-25.125	777.413	777.493
M1	540+89.631	-25.125	777.402	777.454
N1	540+99.631	-25.125	777.387	777.414
O1	541+09.631	-25.125	777.369	777.378
CL. Pier 4	541+15.631	-25.125	777.356	777.356
P1	541+25.631	-25.125	777.333	777.337
Q1	541+35.631	-25.125	777.305	777.325
R1	541+45.631	-25.125	777.274	777.312
S1	541+55.631	-25.125	777.240	777.296

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+65.631	-25.125	777.202	777.272
U1	541+75.631	-25.125	777.160	777.236
V1	541+85.631	-25.125	777.115	777.188
W1	541+95.631	-25.125	777.066	777.126
X1	542+05.631	-25.125	777.014	777.055
Y1	542+15.631	-25.125	776.958	776.980
Z1	542+25.631	-25.125	776.899	776.906
CL. Pier 5	542+31.631	-25.125	776.862	776.862
A2	542+41.631	-25.125	776.797	776.801
B2	542+51.631	-25.125	776.728	776.744
C2	542+61.631	-25.125	776.656	776.686
D2	542+71.631	-25.125	776.581	776.622
E2	542+81.631	-25.125	776.501	776.549
F2	542+91.631	-25.125	776.419	776.464
G2	543+01.631	-25.125	776.332	776.369
H2	543+11.631	-25.125	776.242	776.266
I2	543+21.631	-25.125	776.149	776.159
J2	543+31.631	-25.125	776.052	776.054
CL. Pier 6	543+37.631	-25.125	775.992	775.992
K2	543+47.631	-25.125	775.890	775.900
L2	543+57.631	-25.125	775.783	775.813
M2	543+67.631	-25.125	775.674	775.723
N2	543+77.631	-25.125	775.560	775.626
O2	543+87.631	-25.125	775.443	775.516
P2	543+97.631	-25.125	775.323	775.393
Q2	544+07.631	-25.125	775.199	775.254
R2	544+17.631	-25.125	775.072	775.102
CL. Brg. E. Abut.	544+27.860	-25.125	774.938	774.938
Bk. E. Abut.	544+31.631	-25.125	774.887	774.887

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+86.710	0.000	775.063	775.063
CL. Brg. W. Abut.	536+90.614	0.000	775.112	775.112
A	537+00.614	0.000	775.238	775.268
B	537+10.614	0.000	775.361	775.415
C	537+20.614	0.000	775.481	775.550
D	537+30.614	0.000	775.598	775.670
E	537+40.614	0.000	775.710	775.776
F	537+50.614	0.000	775.820	775.869
G	537+60.614	0.000	775.925	775.955
H	537+70.614	0.000	776.028	776.039
CL. Pier 1	537+80.710	0.000	776.127	776.127
I	537+90.710	0.000	776.222	776.226
J	538+00.710	0.000	776.314	776.329
K	538+10.710	0.000	776.402	776.432
L	538+20.710	0.000	776.486	776.528
M	538+30.710	0.000	776.567	776.615
N	538+40.710	0.000	776.644	776.690
O	538+50.710	0.000	776.718	776.756
P	538+60.710	0.000	776.788	776.813
Q	538+70.710	0.000	776.855	776.866
R	538+80.710	0.000	776.918	776.921
CL. Pier 2	538+86.710	0.000	776.954	776.954
S	538+96.710	0.000	777.012	777.023
T	539+06.710	0.000	777.066	777.095
U	539+16.710	0.000	777.116	777.165
V	539+26.710	0.000	777.163	777.228
W	539+36.710	0.000	777.206	777.280
X	539+46.710	0.000	777.246	777.321
Y	539+56.710	0.000	777.282	777.348
Z	539+66.710	0.000	777.315	777.364
A1	539+76.710	0.000	777.344	777.374
B1	539+86.710	0.000	777.369	777.382
C1	539+96.710	0.000	777.391	777.394
CL. Pier 3	540+02.710	0.000	777.403	777.403
D1	540+12.710	0.000	777.419	777.433
E1	540+22.710	0.000	777.431	777.468
F1	540+32.710	0.000	777.441	777.504
G1	540+42.710	0.000	777.446	777.535
H1	540+52.710	0.000	777.448	777.558
I1	540+62.710	0.000	777.447	777.564
J1	540+72.710	0.000	777.442	777.556
K1	540+82.710	0.000	777.433	777.534
L1	540+92.710	0.000	777.421	777.501
M1	541+02.710	0.000	777.405	777.458
N1	541+12.710	0.000	777.386	777.413
O1	541+22.710	0.000	777.363	777.372
CL. Pier 4	541+28.710	0.000	777.348	777.348
P1	541+38.710	0.000	777.320	777.324
Q1	541+48.710	0.000	777.288	777.307
R1	541+58.710	0.000	777.252	777.290
S1	541+68.710	0.000	777.213	777.269

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+78.710	0.000	777.170	777.240
U1	541+88.710	0.000	777.124	777.200
V1	541+98.710	0.000	777.074	777.147
W1	542+08.710	0.000	777.021	777.080
X1	542+18.710	0.000	776.964	777.005
Y1	542+28.710	0.000	776.904	776.925
Z1	542+38.710	0.000	776.840	776.846
CL. Pier 5	542+44.710	0.000	776.800	776.800
A2	542+54.710	0.000	776.730	776.734
B2	542+64.710	0.000	776.657	776.672
C2	542+74.710	0.000	776.580	776.610
D2	542+84.710	0.000	776.500	776.541
E2	542+94.710	0.000	776.416	776.463
F2	543+04.710	0.000	776.328	776.374
G2	543+14.710	0.000	776.237	776.274
H2	543+24.710	0.000	776.143	776.167
I2	543+34.710	0.000	776.045	776.055
J2	543+44.710	0.000	775.943	775.945
CL. Pier 6	543+50.710	0.000	775.881	775.881
K2	543+60.710	0.000	775.773	775.784
L2	543+70.710	0.000	775.663	775.692
M2	543+80.710	0.000	775.548	775.598
N2	543+90.710	0.000	775.430	775.496
O2	544+00.710	0.000	775.309	775.382
P2	544+10.710	0.000	775.184	775.253
Q2	544+20.710	0.000	775.055	775.110
R2	544+30.710	0.000	774.923	774.954
CL. Brg. E. Abut.	544+40.939	0.000	774.784	774.784
Bk. E. Abut.	544+44.710	0.000	774.732	774.732

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

Note:

1. Work this sheet with Sheet Nos. 4, 5, 6, & 8.

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

