

**GIRDER 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of south abutment	9+65.39	13'-9" RT	99.714	99.714
CL bearing south abutment	9+66.68	13'-9" RT	99.714	99.714
Line A	9+76.68	13'-9" RT	99.714	99.755
Line B	9+86.68	13'-9" RT	99.714	99.787
Line C	9+96.68	13'-9" RT	99.714	99.807
Line D	10+06.68	13'-9" RT	99.714	99.810
Line E	10+16.68	13'-9" RT	99.714	99.797
Line F	10+26.68	13'-9" RT	99.714	99.769
Line G	10+36.68	13'-9" RT	99.714	99.731
CL bearing north abutment	10+40.68	13'-9" RT	99.714	99.714
Back of north abutment	10+41.98	13'-9" RT	99.714	99.714

**GIRDER 9**

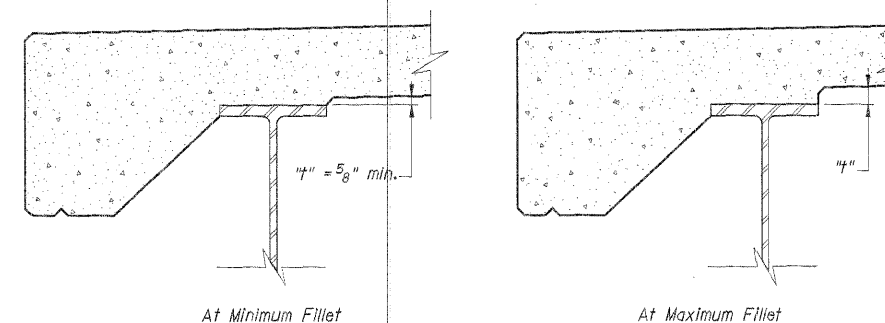
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of south abutment	9+66.86	19'-3" RT	99.599	99.599
CL bearing south abutment	9+68.16	19'-3" RT	99.599	99.599
Line A	9+78.16	19'-3" RT	99.599	99.640
Line B	9+88.16	19'-3" RT	99.599	99.672
Line C	9+98.16	19'-3" RT	99.599	99.692
Line D	10+08.16	19'-3" RT	99.599	99.695
Line E	10+18.16	19'-3" RT	99.599	99.682
Line F	10+28.16	19'-3" RT	99.599	99.654
Line G	10+38.16	19'-3" RT	99.599	99.616
CL bearing north abutment	10+42.16	19'-3" RT	99.599	99.599
Back of north abutment	10+43.45	19'-3" RT	99.599	99.599

**GIRDER 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of south abutment	9+68.34	24'-9" RT	99.484	99.484
CL bearing south abutment	9+69.63	24'-9" RT	99.484	99.484
Line A	9+79.63	24'-9" RT	99.484	99.531
Line B	9+89.63	24'-9" RT	99.484	99.568
Line C	9+99.63	24'-9" RT	99.484	99.591
Line D	10+09.63	24'-9" RT	99.484	99.595
Line E	10+19.63	24'-9" RT	99.484	99.579
Line F	10+29.63	24'-9" RT	99.484	99.547
Line G	10+39.63	24'-9" RT	99.484	99.503
CL bearing north abutment	10+43.63	24'-9" RT	99.484	99.484
Back of north abutment	10+44.93	24'-9" RT	99.484	99.484

**E. Edge of Deck**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of south abutment	9+68.96	27'-1" RT	99.436	99.436
CL bearing south abutment	9+70.26	27'-1" RT	99.436	99.436
Line A	9+80.26	27'-1" RT	99.436	99.483
Line B	9+90.26	27'-1" RT	99.436	99.520
Line C	10+00.26	27'-1" RT	99.436	99.543
Line D	10+10.26	27'-1" RT	99.436	99.547
Line E	10+20.26	27'-1" RT	99.436	99.531
Line F	10+30.26	27'-1" RT	99.436	99.499
Line G	10+40.26	27'-1" RT	99.436	99.455
CL bearing north abutment	10+44.26	27'-1" RT	99.436	99.436
Back of north abutment	10+45.55	27'-1" RT	99.436	99.436



**FILLET HEIGHTS**

To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 25 and 26, minus slab thickness, equals the fillet heights "f" above top flange of beams.

DSGN	J. Hoffmann				
DR	N.J. Liggoff				
CHK	J.R. Wolf				
APVD	A. Fraenhoffer	NO.	DATE	REVISION	BY

**FRAUENHOFER & ASSOCIATES**  
A division of Engineering Resource Associates, Inc.  
Consulting Engineers, Scientists, & Surveyors

3002 CROSSING COURT  
CHAMPAIGN, IL 61822  
PHONE (217) 351-6268  
FAX (217) 355-1902

TOP OF SLAB ELEVATIONS (SHEET 3 OF 3)

FAS 1523 (CH 55) OVER UPPER SALT FORK  
SEC 09-00956-00-BR  
CHAMPAIGN COUNTY

SHEET 26

DWG NO. 7362TDS.dgn

DATE FEB 2011

PROJ NO. 7052