

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+38.269	-10.708	804.039	804.039
☉ Brg. W. Abut.	14036+39.521	-10.708	804.052	804.052
A	14036+49.521	-10.708	804.149	804.219
B	14036+59.521	-10.708	804.236	804.365
C	14036+69.521	-10.708	804.313	804.483
D	14036+79.521	-10.708	804.380	804.568
E	14036+89.521	-10.708	804.438	804.619
F	14036+99.521	-10.708	804.486	804.640
G	14037+09.521	-10.708	804.524	804.637
H	14037+19.521	-10.708	804.552	804.620
I	14037+29.521	-10.708	804.571	804.601
J	14037+39.521	-10.708	804.580	804.587
☉ Brg. Pier	14037+44.521	-10.708	804.580	804.580
K	14037+54.521	-10.708	804.574	804.588
L	14037+64.521	-10.708	804.559	804.605
M	14037+74.521	-10.708	804.533	804.624
N	14037+84.521	-10.708	804.498	804.633
O	14037+94.521	-10.708	804.453	804.623
P	14038+04.521	-10.708	804.398	804.584
Q	14038+14.521	-10.708	804.333	804.513
R	14038+24.521	-10.708	804.258	804.409
S	14038+34.521	-10.708	804.174	804.274
T	14038+44.521	-10.708	804.080	804.115
☉ Brg. E. Abut.	14038+49.521	-10.708	804.029	804.029
Bk. E. Abut.	14038+50.773	-10.708	804.016	804.016

P.G.L. WESTBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+38.170	-9.000	804.072	804.072
☉ Brg. W. Abut.	14036+39.422	-9.000	804.085	804.085
A	14036+49.422	-9.000	804.182	804.252
B	14036+59.422	-9.000	804.269	804.399
C	14036+69.422	-9.000	804.346	804.516
D	14036+79.422	-9.000	804.414	804.601
E	14036+89.422	-9.000	804.472	804.653
F	14036+99.422	-9.000	804.520	804.674
G	14037+09.422	-9.000	804.558	804.671
H	14037+19.422	-9.000	804.586	804.654
I	14037+29.422	-9.000	804.605	804.635
J	14037+39.422	-9.000	804.614	804.621
☉ Brg. Pier	14037+44.422	-9.000	804.615	804.615
K	14037+54.422	-9.000	804.609	804.623
L	14037+64.422	-9.000	804.593	804.639
M	14037+74.422	-9.000	804.567	804.658
N	14037+84.422	-9.000	804.532	804.668
O	14037+94.422	-9.000	804.487	804.657
P	14038+04.422	-9.000	804.432	804.619
Q	14038+14.422	-9.000	804.368	804.548
R	14038+24.422	-9.000	804.293	804.444
S	14038+34.422	-9.000	804.209	804.309
T	14038+44.422	-9.000	804.115	804.150
☉ Brg. E. Abut.	14038+49.422	-9.000	804.064	804.064
Bk. E. Abut.	14038+50.674	-9.000	804.051	804.051

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+37.835	-3.208	804.184	804.184
☉ Brg. W. Abut.	14036+39.087	-3.208	804.197	804.197
A	14036+49.087	-3.208	804.295	804.365
B	14036+59.087	-3.208	804.382	804.512
C	14036+69.087	-3.208	804.460	804.630
D	14036+79.087	-3.208	804.528	804.715
E	14036+89.087	-3.208	804.586	804.767
F	14036+99.087	-3.208	804.634	804.788
G	14037+09.087	-3.208	804.673	804.786
H	14037+19.087	-3.208	804.701	804.769
I	14037+29.087	-3.208	804.720	804.750
J	14037+39.087	-3.208	804.729	804.736
☉ Brg. Pier	14037+44.087	-3.208	804.730	804.730
K	14037+54.087	-3.208	804.725	804.739
L	14037+64.087	-3.208	804.709	804.756
M	14037+74.087	-3.208	804.684	804.775
N	14037+84.087	-3.208	804.649	804.785
O	14037+94.087	-3.208	804.605	804.775
P	14038+04.087	-3.208	804.550	804.737
Q	14038+14.087	-3.208	804.486	804.666
R	14038+24.087	-3.208	804.412	804.563
S	14038+34.087	-3.208	804.328	804.428
T	14038+44.087	-3.208	804.234	804.269
☉ Brg. E. Abut.	14038+49.087	-3.208	804.184	804.184
Bk. E. Abut.	14038+50.340	-3.208	804.170	804.170

CENTERLINE - CH-6


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+37.650	0.000	804.247	804.247
☉ Brg. W. Abut.	14036+38.902	0.000	804.259	804.259
A	14036+48.902	0.000	804.357	804.428
B	14036+58.902	0.000	804.445	804.574
C	14036+68.902	0.000	804.523	804.693
D	14036+78.902	0.000	804.591	804.778
E	14036+88.902	0.000	804.649	804.830
F	14036+98.902	0.000	804.697	804.852
G	14037+08.902	0.000	804.736	804.849
H	14037+18.902	0.000	804.765	804.833
I	14037+28.902	0.000	804.784	804.814
J	14037+38.902	0.000	804.794	804.801
☉ Brg. Pier	14037+43.902	0.000	804.795	804.795
K	14037+53.902	0.000	804.789	804.803
L	14037+63.902	0.000	804.774	804.820
M	14037+73.902	0.000	804.749	804.840
N	14037+83.902	0.000	804.714	804.850
O	14037+93.902	0.000	804.670	804.840
P	14038+03.902	0.000	804.615	804.802
Q	14038+13.902	0.000	804.551	804.732
R	14038+23.902	0.000	804.477	804.628
S	14038+33.902	0.000	804.394	804.494
T	14038+43.902	0.000	804.300	804.335
☉ Brg. E. Abut.	14038+48.902	0.000	804.250	804.250
Bk. E. Abut.	14038+50.154	0.000	804.237	804.237

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+37.402	4.292	804.158	804.158
☉ Brg. W. Abut.	14036+38.654	4.292	804.171	804.171
A	14036+48.654	4.292	804.269	804.339
B	14036+58.654	4.292	804.357	804.487
C	14036+68.654	4.292	804.435	804.605
D	14036+78.654	4.292	804.503	804.690
E	14036+88.654	4.292	804.562	804.743
F	14036+98.654	4.292	804.611	804.765
G	14037+08.654	4.292	804.650	804.763
H	14037+18.654	4.292	804.679	804.747
I	14037+28.654	4.292	804.698	804.728
J	14037+38.654	4.292	804.708	804.715
☉ Brg. Pier	14037+43.654	4.292	804.709	804.709
K	14037+53.654	4.292	804.704	804.718
L	14037+63.654	4.292	804.689	804.735
M	14037+73.654	4.292	804.664	804.755
N	14037+83.654	4.292	804.629	804.765
O	14037+93.654	4.292	804.585	804.755
P	14038+03.654	4.292	804.531	804.718
Q	14038+13.654	4.292	804.467	804.648
R	14038+23.654	4.292	804.393	804.544
S	14038+33.654	4.292	804.310	804.410
T	14038+43.654	4.292	804.217	804.252
☉ Brg. E. Abut.	14038+48.654	4.292	804.166	804.166
Bk. E. Abut.	14038+49.906	4.292	804.153	804.153

TOP OF DECK ELEVATIONS

MANHATTAN-MONEE ROAD (CH-6)
OVER I-57
F.A. I-57 SEC. 99(1&2) R 3&9-IHB-1-BR2
WILL COUNTY STA. 14037+43.90
STRUCTURE NUMBER 099-4647



Clark Dietz
ENGINEERS

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NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: SMM	PROJECT NO: 102230
DRAWN BY: MEW/SLD	DATE: 06/20/08
CHECKED BY: SLD	
APPROVED BY: SMM	
ACTIVITY: INITIALS	

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