

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------------------|----------|-------------------|--------------|-----------|-------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 7 |
| S.B.I. F.A. 5 | 19B-2-D | STEPHENSON | 57 | 23 | 23 SHEETS |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | | |

GIRDER NO. 7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. N. Abut. | 55+35.99 | 1.08 | 763.42 | 763.42 |
| ⊕ Brg. N. Abut. | 55+37.78 | 1.09 | 763.42 | 763.42 |
| A | 55+47.79 | 1.15 | 763.41 | 763.42 |
| B | 55+57.79 | 1.17 | 763.41 | 763.43 |
| C | 55+67.79 | 1.17 | 763.41 | 763.43 |
| D | 55+77.79 | 1.17 | 763.40 | 763.41 |
| E | 55+87.79 | 1.17 | 763.40 | 763.40 |
| ⊕ Brg. Pier #1 | 55+92.79 | 1.17 | 763.39 | 763.39 |
| F | 56+00.00 | 1.17 | 763.39 | 763.39 |
| G | 56+10.00 | 1.17 | 763.38 | 763.39 |
| H | 56+20.00 | 1.17 | 763.38 | 763.40 |
| I | 56+30.00 | 1.17 | 763.37 | 763.39 |
| J | 56+40.00 | 1.17 | 763.37 | 763.38 |
| K | 56+50.00 | 1.17 | 763.36 | 763.36 |
| ⊕ Brg. Pier #2 | 56+57.21 | 1.17 | 763.36 | 763.36 |
| L | 56+62.21 | 1.17 | 763.36 | 763.36 |
| M | 56+72.21 | 1.17 | 763.35 | 763.36 |
| N | 56+82.21 | 1.17 | 763.35 | 763.37 |
| O | 56+92.21 | 1.17 | 763.34 | 763.36 |
| P | 57+02.21 | 1.17 | 763.34 | 763.35 |
| ⊕ Brg. S. Abut. | 57+12.21 | 1.17 | 763.33 | 763.33 |
| ⊕ Bk. S. Abut. | 57+14.00 | 1.17 | 763.33 | 763.33 |

GIRDER NO. 8

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. N. Abut. | 55+35.94 | 6.91 | 763.26 | 763.26 |
| ⊕ Brg. N. Abut. | 55+37.74 | 6.92 | 763.26 | 763.26 |
| A | 55+47.79 | 6.98 | 763.27 | 763.28 |
| B | 55+57.79 | 7.00 | 763.28 | 763.30 |
| C | 55+67.79 | 7.00 | 763.29 | 763.31 |
| D | 55+77.79 | 7.00 | 763.29 | 763.30 |
| E | 55+87.79 | 7.00 | 763.28 | 763.28 |
| ⊕ Brg. Pier #1 | 55+92.79 | 7.00 | 763.28 | 763.28 |
| F | 56+00.00 | 7.00 | 763.27 | 763.27 |
| G | 56+10.00 | 7.00 | 763.27 | 763.28 |
| H | 56+20.00 | 7.00 | 763.26 | 763.28 |
| I | 56+30.00 | 7.00 | 763.26 | 763.28 |
| J | 56+40.00 | 7.00 | 763.25 | 763.26 |
| K | 56+50.00 | 7.00 | 763.25 | 763.25 |
| ⊕ Brg. Pier #2 | 56+57.21 | 7.00 | 763.24 | 763.24 |
| L | 56+62.21 | 7.00 | 763.24 | 763.24 |
| M | 56+72.21 | 7.00 | 763.23 | 763.24 |
| N | 56+82.21 | 7.00 | 763.23 | 763.25 |
| O | 56+92.21 | 7.00 | 763.22 | 763.24 |
| P | 57+02.21 | 7.00 | 763.22 | 763.23 |
| ⊕ Brg. S. Abut. | 57+12.21 | 7.00 | 763.21 | 763.21 |
| ⊕ Bk. S. Abut. | 57+14.00 | 7.00 | 763.21 | 763.21 |

GIRDER NO. 9

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. N. Abut. | 55+35.89 | 12.74 | 763.10 | 763.10 |
| ⊕ Brg. N. Abut. | 55+37.69 | 12.76 | 763.11 | 763.11 |
| A | 55+47.74 | 12.82 | 763.13 | 763.14 |
| B | 55+57.79 | 12.83 | 763.15 | 763.17 |
| C | 55+67.79 | 12.83 | 763.17 | 763.19 |
| D | 55+77.79 | 12.83 | 763.17 | 763.18 |
| E | 55+87.79 | 12.83 | 763.16 | 763.16 |
| ⊕ Brg. Pier #1 | 55+92.79 | 12.83 | 763.16 | 763.16 |
| F | 56+00.00 | 12.83 | 763.16 | 763.16 |
| G | 56+10.00 | 12.83 | 763.15 | 763.16 |
| H | 56+20.00 | 12.83 | 763.15 | 763.17 |
| I | 56+30.00 | 12.83 | 763.14 | 763.16 |
| J | 56+40.00 | 12.83 | 763.14 | 763.15 |
| K | 56+50.00 | 12.83 | 763.13 | 763.13 |
| ⊕ Brg. Pier #2 | 56+57.21 | 12.83 | 763.13 | 763.13 |
| L | 56+62.21 | 12.83 | 763.12 | 763.12 |
| M | 56+72.21 | 12.83 | 763.12 | 763.13 |
| N | 56+82.21 | 12.83 | 763.11 | 763.13 |
| O | 56+92.21 | 12.83 | 763.11 | 763.13 |
| P | 57+02.21 | 12.83 | 763.10 | 763.11 |
| ⊕ Brg. S. Abut. | 57+12.21 | 12.83 | 763.10 | 763.10 |
| ⊕ Bk. S. Abut. | 57+14.00 | 12.83 | 763.10 | 763.10 |

GIRDER NO. 10

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. N. Abut. | 55+35.83 | 18.58 | 762.94 | 762.94 |
| ⊕ Brg. N. Abut. | 55+37.64 | 18.59 | 762.95 | 762.95 |
| A | 55+47.72 | 18.65 | 762.98 | 762.99 |
| B | 55+57.79 | 18.67 | 763.02 | 763.04 |
| C | 55+67.79 | 18.67 | 763.06 | 763.08 |
| D | 55+77.79 | 18.67 | 763.05 | 763.06 |
| E | 55+87.79 | 18.67 | 763.05 | 763.05 |
| ⊕ Brg. Pier #1 | 55+92.79 | 18.67 | 763.04 | 763.04 |
| F | 56+00.00 | 18.67 | 763.04 | 763.04 |
| G | 56+10.00 | 18.67 | 763.03 | 763.04 |
| H | 56+20.00 | 18.67 | 763.03 | 763.05 |
| I | 56+30.00 | 18.67 | 763.02 | 763.04 |
| J | 56+40.00 | 18.67 | 763.02 | 763.03 |
| K | 56+50.00 | 18.67 | 763.01 | 763.01 |
| ⊕ Brg. Pier #2 | 56+57.21 | 18.67 | 763.01 | 763.01 |
| L | 56+62.21 | 18.67 | 763.01 | 763.01 |
| M | 56+72.21 | 18.67 | 763.00 | 763.01 |
| N | 56+82.21 | 18.67 | 763.00 | 763.02 |
| O | 56+92.21 | 18.67 | 762.99 | 763.01 |
| P | 57+02.21 | 18.67 | 762.99 | 763.00 |
| ⊕ Brg. S. Abut. | 57+12.21 | 18.67 | 762.98 | 762.98 |
| ⊕ Bk. S. Abut. | 57+14.00 | 18.67 | 762.98 | 762.98 |

| | |
|-----------------|------------------------------------|
| DESIGNED L.C.M. | 20 |
| CHECKED S.D.K. | EXAMINED |
| DRAWN T.L.N. | ENGINEER OF BRIDGE DESIGN |
| CHECKED S.D.K. | PASSED |
| | ENGINEER OF BRIDGES AND STRUCTURES |

TOP OF SLAB ELEVATIONS
U.S. 20 B.R. OVER YELLOW CREEK
F.A. RT. 5 SEC. 19B-2-D
STEPHENSON COUNTY
STATION 56+25.00
STRUCTURE NUMBER 089-0008

