

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	146
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

☉ ROADWAY (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+80.463	-12.000	775.172	775.172
CL. Brg. W. Abut.	536+84.367	-12.000	775.221	775.221
A	536+94.367	-12.000	775.347	775.377
B	537+04.367	-12.000	775.472	775.526
C	537+14.367	-12.000	775.594	775.663
D	537+24.367	-12.000	775.713	775.785
E	537+34.367	-12.000	775.828	775.893
F	537+44.367	-12.000	775.939	775.989
G	537+54.367	-12.000	776.047	776.077
H	537+64.367	-12.000	776.152	776.163
CL. Pier 1	537+74.463	-12.000	776.254	776.254
I	537+84.463	-12.000	776.351	776.354
J	537+94.463	-12.000	776.445	776.460
K	538+04.463	-12.000	776.535	776.564
L	538+14.463	-12.000	776.621	776.663
M	538+24.463	-12.000	776.705	776.752
N	538+34.463	-12.000	776.784	776.830
O	538+44.463	-12.000	776.860	776.897
P	538+54.463	-12.000	776.933	776.957
Q	538+64.463	-12.000	777.001	777.012
R	538+74.463	-12.000	777.067	777.069
CL. Pier 2	538+80.463	-12.000	777.104	777.104
S	538+90.463	-12.000	777.164	777.175
T	539+00.463	-12.000	777.220	777.249
U	539+10.463	-12.000	777.273	777.321
V	539+20.463	-12.000	777.322	777.386
W	539+30.463	-12.000	777.367	777.441
X	539+40.463	-12.000	777.409	777.484
Y	539+50.463	-12.000	777.447	777.514
Z	539+60.463	-12.000	777.482	777.532
A1	539+70.463	-12.000	777.513	777.544
B1	539+80.463	-12.000	777.541	777.554
C1	539+90.463	-12.000	777.565	777.568
CL. Pier 3	539+96.463	-12.000	777.578	777.578
D1	540+06.463	-12.000	777.597	777.611
E1	540+16.463	-12.000	777.611	777.648
F1	540+26.463	-12.000	777.623	777.686
G1	540+36.463	-12.000	777.631	777.720
H1	540+46.463	-12.000	777.635	777.745
I1	540+56.463	-12.000	777.636	777.753
J1	540+66.463	-12.000	777.633	777.747
K1	540+76.463	-12.000	777.627	777.728
L1	540+86.463	-12.000	777.617	777.696
M1	540+96.463	-12.000	777.603	777.655
N1	541+06.463	-12.000	777.586	777.613
O1	541+16.463	-12.000	777.566	777.574
CL. Pier 4	541+22.463	-12.000	777.551	777.551
P1	541+32.463	-12.000	777.525	777.530
Q1	541+42.463	-12.000	777.495	777.515
R1	541+52.463	-12.000	777.462	777.500
S1	541+62.463	-12.000	777.425	777.482

☉ ROADWAY (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+72.463	-12.000	777.385	777.455
U1	541+82.463	-12.000	777.341	777.417
V1	541+92.463	-12.000	777.293	777.366
W1	542+02.463	-12.000	777.242	777.302
X1	542+12.463	-12.000	777.187	777.228
Y1	542+22.463	-12.000	777.129	777.151
Z1	542+32.463	-12.000	777.067	777.074
CL. Pier 5	542+38.463	-12.000	777.029	777.029
A2	542+48.463	-12.000	776.961	776.965
B2	542+58.463	-12.000	776.890	776.906
C2	542+68.463	-12.000	776.816	776.846
D2	542+78.463	-12.000	776.738	776.779
E2	542+88.463	-12.000	776.656	776.703
F2	542+98.463	-12.000	776.571	776.616
G2	543+08.463	-12.000	776.482	776.519
H2	543+18.463	-12.000	776.390	776.414
I2	543+28.463	-12.000	776.294	776.304
J2	543+38.463	-12.000	776.195	776.197
CL. Pier 6	543+44.463	-12.000	776.133	776.133
K2	543+54.463	-12.000	776.028	776.039
L2	543+64.463	-12.000	775.920	775.949
M2	543+74.463	-12.000	775.808	775.857
N2	543+84.463	-12.000	775.692	775.757
O2	543+94.463	-12.000	775.573	775.646
P2	544+04.463	-12.000	775.450	775.519
Q2	544+14.463	-12.000	775.323	775.378
R2	544+24.463	-12.000	775.193	775.224
CL. Brg. E. Abut.	544+34.693	-12.000	775.057	775.057
Bk. E. Abut.	544+38.463	-12.000	775.006	775.006

GIRDER NO. 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+77.492	-17.708	775.046	775.046
CL. Brg. W. Abut.	536+81.395	-17.708	775.095	775.095
A	536+91.395	-17.708	775.220	775.250
B	537+01.395	-17.708	775.346	775.400
C	537+11.395	-17.708	775.469	775.538
D	537+21.395	-17.708	775.589	775.661
E	537+31.395	-17.708	775.705	775.770
F	537+41.395	-17.708	775.817	775.867
G	537+51.395	-17.708	775.926	775.956
H	537+61.395	-17.708	776.032	776.043
CL. Pier 1	537+71.492	-17.708	776.135	776.135
I	537+81.492	-17.708	776.233	776.237
J	537+91.492	-17.708	776.328	776.343
K	538+01.492	-17.708	776.419	776.449
L	538+11.492	-17.708	776.507	776.548
M	538+21.492	-17.708	776.591	776.638
N	538+31.492	-17.708	776.672	776.717
O	538+41.492	-17.708	776.749	776.786
P	538+51.492	-17.708	776.822	776.846
Q	538+61.492	-17.708	776.892	776.903
R	538+71.492	-17.708	776.959	776.961
CL. Pier 2	538+77.492	-17.708	776.997	776.997
S	538+87.492	-17.708	777.057	777.068
T	538+97.492	-17.708	777.115	777.144
U	539+07.492	-17.708	777.168	777.217
V	539+17.492	-17.708	777.218	777.283
W	539+27.492	-17.708	777.265	777.339
X	539+37.492	-17.708	777.308	777.382
Y	539+47.492	-17.708	777.347	777.413
Z	539+57.492	-17.708	777.383	777.433
A1	539+67.492	-17.708	777.415	777.445
B1	539+77.492	-17.708	777.444	777.457
C1	539+87.492	-17.708	777.469	777.472
CL. Pier 3	539+93.492	-17.708	777.483	777.483
D1	540+03.492	-17.708	777.502	777.516
E1	540+13.492	-17.708	777.518	777.555
F1	540+23.492	-17.708	777.531	777.594
G1	540+33.492	-17.708	777.540	777.629
H1	540+43.492	-17.708	777.545	777.655
I1	540+53.492	-17.708	777.547	777.664
J1	540+63.492	-17.708	777.545	777.659
K1	540+73.492	-17.708	777.540	777.641
L1	540+83.492	-17.708	777.531	777.610
M1	540+93.492	-17.708	777.518	777.571
N1	541+03.492	-17.708	777.502	777.529
O1	541+13.492	-17.708	777.483	777.491
CL. Pier 4	541+19.492	-17.708	777.469	777.469
P1	541+29.492	-17.708	777.444	777.449
Q1	541+39.492	-17.708	777.415	777.435
R1	541+49.492	-17.708	777.383	777.421
S1	541+59.492	-17.708	777.347	777.404

GIRDER NO. 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+69.492	-17.708	777.308	777.378
U1	541+79.492	-17.708	777.265	777.341
V1	541+89.492	-17.708	777.218	777.291
W1	541+99.492	-17.708	777.168	777.228
X1	542+09.492	-17.708	777.115	777.156
Y1	542+19.492	-17.708	777.058	777.079
Z1	542+29.492	-17.708	776.997	777.004
CL. Pier 5	542+35.492	-17.708	776.959	776.959
A2	542+45.492	-17.708	776.893	776.896
B2	542+55.492	-17.708	776.823	776.838
C2	542+65.492	-17.708	776.749	776.779
D2	542+75.492	-17.708	776.672	776.714
E2	542+85.492	-17.708	776.592	776.639
F2	542+95.492	-17.708	776.507	776.553
G2	543+05.492	-17.708	776.420	776.457
H2	543+15.492	-17.708	776.328	776.352
I2	543+25.492	-17.708	776.234	776.244
J2	543+35.492	-17.708	776.135	776.137
CL. Pier 6	543+41.492	-17.708	776.075	776.075
K2	543+51.492	-17.708	775.971	775.982
L2	543+61.492	-17.708	775.863	775.893
M2	543+71.492	-17.708	775.752	775.802
N2	543+81.492	-17.708	775.637	775.703
O2	543+91.492	-17.708	775.519	775.592
P2	544+01.492	-17.708	775.397	775.467
Q2	544+11.492	-17.708	775.272	775.327
R2	544+21.492	-17.708	775.143	775.174
CL. Brg. E. Abut.	544+31.721	-17.708	775.008	775.008
Bk. E. Abut.	544+35.492	-17.708	774.957	774.957

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

Note:

1. Work this sheet with Sheet Nos. 4, 5, 7, & 8.

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

