

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER A

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+24.57 | -42.66 | 631.65 | 631.65 |
| C2 | 27+34.57 | -42.66 | 631.68 | 631.73 |
| D2 | 27+44.57 | -42.66 | 631.71 | 631.80 |
| E2 | 27+54.57 | -42.66 | 631.74 | 631.88 |
| F2 | 27+64.57 | -42.66 | 631.77 | 631.94 |
| G2 | 27+74.57 | -42.66 | 631.80 | 632.01 |
| H2 End of deck | 27+83.92 | -42.66 | 631.83 | 632.07 |

GIRDER B

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+27.25 | -35.91 | 631.67 | 631.67 |
| C2 | 27+37.25 | -35.91 | 631.70 | 631.75 |
| D2 | 27+47.25 | -35.91 | 631.73 | 631.82 |
| E2 | 27+57.25 | -35.91 | 631.76 | 631.90 |
| F2 | 27+67.25 | -35.91 | 631.79 | 631.97 |
| G2 | 27+77.25 | -35.91 | 631.82 | 632.03 |
| H2 End of deck | 27+84.48 | -35.91 | 631.84 | 632.08 |

GIRDER C

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+29.93 | -29.16 | 631.81 | 631.81 |
| C2 | 27+39.93 | -29.16 | 631.84 | 631.89 |
| D2 | 27+49.93 | -29.16 | 631.87 | 631.97 |
| E2 | 27+59.93 | -29.16 | 631.90 | 632.04 |
| F2 | 27+69.93 | -29.16 | 631.93 | 632.11 |
| G2 | 27+79.93 | -29.16 | 631.96 | 632.17 |
| H2 End of deck | 27+83.92 | -29.16 | 631.97 | 632.22 |

GIRDER D

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+32.61 | -22.41 | 631.93 | 631.93 |
| C2 | 27+42.61 | -22.41 | 631.96 | 632.01 |
| D2 | 27+52.61 | -22.41 | 631.99 | 632.09 |
| E2 | 27+62.61 | -22.41 | 632.02 | 632.16 |
| F2 | 27+72.61 | -22.41 | 632.05 | 632.23 |
| G2 | 27+82.61 | -22.41 | 632.08 | 632.29 |
| H2 End of deck | 27+83.92 | -22.41 | 632.09 | 632.33 |

GIRDER E

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+35.29 | -15.66 | 632.04 | 632.04 |
| C2 | 27+45.29 | -15.66 | 632.07 | 632.12 |
| D2 | 27+55.29 | -15.66 | 632.10 | 632.20 |
| E2 | 27+65.29 | -15.66 | 632.13 | 632.27 |
| F2 | 27+75.29 | -15.66 | 632.16 | 632.34 |
| G2 End of deck | 27+83.92 | -15.66 | 632.19 | 632.40 |

GIRDER F

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+37.97 | -8.92 | 632.15 | 632.15 |
| C2 | 27+47.97 | -8.92 | 632.18 | 632.23 |
| D2 | 27+57.97 | -8.92 | 632.21 | 632.30 |
| E2 | 27+67.97 | -8.92 | 632.24 | 632.38 |
| F2 | 27+77.97 | -8.92 | 632.27 | 632.45 |
| G2 End of deck | 27+83.92 | -8.92 | 632.29 | 632.50 |

GIRDER G

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+40.65 | -2.17 | 632.26 | 632.26 |
| C2 | 27+50.65 | -2.17 | 632.29 | 632.34 |
| D2 | 27+60.65 | -2.17 | 632.32 | 632.41 |
| E2 | 27+70.65 | -2.17 | 632.35 | 632.49 |
| F2 | 27+80.65 | -2.17 | 632.38 | 632.56 |
| G2 End of deck | 27+83.92 | -2.17 | 632.39 | 632.60 |

PGL

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+41.51 | 0.00 | 632.29 | 632.29 |
| C2 | 27+51.51 | 0.00 | 632.32 | 632.37 |
| D2 | 27+61.51 | 0.00 | 632.35 | 632.45 |
| E2 | 27+71.51 | 0.00 | 632.38 | 632.52 |
| F2 | 27+81.51 | 0.00 | 632.41 | 632.59 |
| G2 | 27+91.51 | 0.00 | 632.44 | 632.66 |
| H2 | 28+01.51 | 0.00 | 632.47 | 632.72 |
| J2 End of deck | 28+11.57 | 0.00 | 632.50 | 632.77 |

GIRDER H

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+42.37 | 2.17 | 632.26 | 632.26 |
| C2 | 27+52.37 | 2.17 | 632.29 | 632.34 |
| D2 | 27+62.37 | 2.17 | 632.32 | 632.42 |
| E2 | 27+72.37 | 2.17 | 632.35 | 632.49 |
| F2 | 27+82.37 | 2.17 | 632.38 | 632.56 |
| G2 | 27+92.37 | 2.17 | 632.41 | 632.63 |
| H2 End of deck | 28+01.57 | 2.17 | 632.44 | 632.68 |

GIRDER J

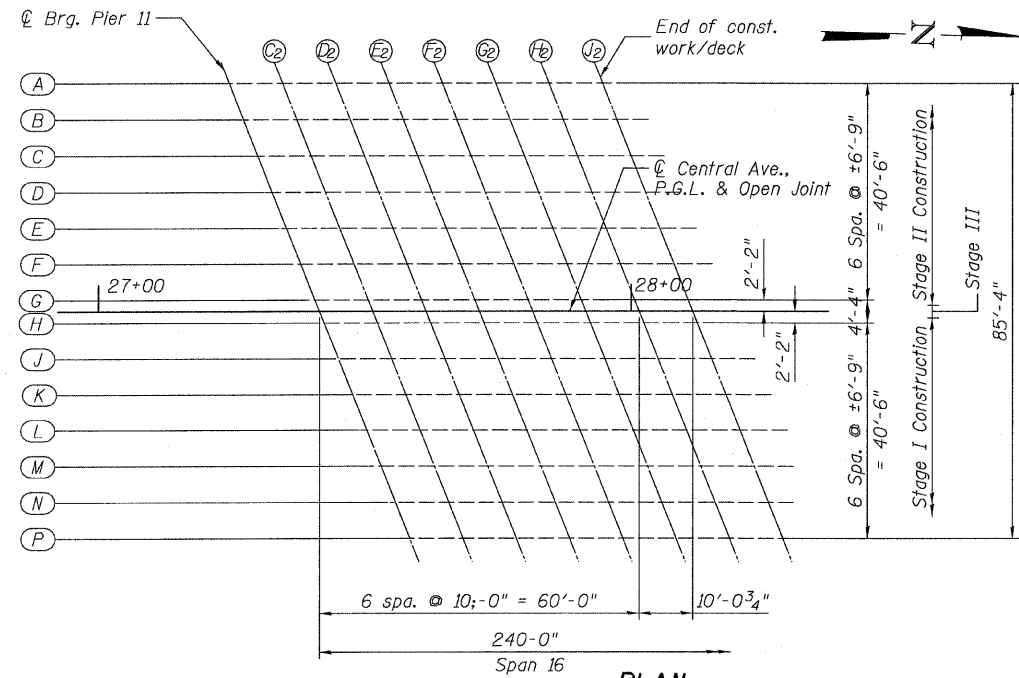
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+45.05 | 8.92 | 632.17 | 632.17 |
| C2 | 27+55.05 | 8.92 | 632.20 | 632.25 |
| D2 | 27+65.05 | 8.92 | 632.23 | 632.33 |
| E2 | 27+75.05 | 8.92 | 632.26 | 632.40 |
| F2 | 27+85.05 | 8.92 | 632.29 | 632.47 |
| G2 | 27+95.05 | 8.92 | 632.32 | 632.53 |
| H2 End of deck | 28+01.57 | 8.92 | 632.34 | 632.58 |

GIRDER M

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+53.08 | 29.16 | 631.88 | 631.88 |
| C2 | 27+63.08 | 29.16 | 631.91 | 631.96 |
| D2 | 27+73.08 | 29.16 | 631.94 | 632.04 |
| E2 | 27+83.08 | 29.16 | 631.97 | 632.11 |
| F2 | 27+93.08 | 29.16 | 632.00 | 632.18 |
| G2 End of deck | 28+01.57 | 29.16 | 632.03 | 632.24 |

GIRDER N

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+55.76 | 35.91 | 631.75 | 631.75 |
| C2 | 27+65.76 | 35.91 | 631.78 | 631.83 |
| D2 | 27+75.76 | 35.91 | 631.81 | 631.91 |
| E2 | 27+85.76 | 35.91 | 631.84 | 631.98 |
| F2 | 27+95.76 | 35.91 | 631.87 | 632.05 |
| G2 End of deck | 28+01.57 | 35.91 | 631.89 | 632.10 |



GIRDER K

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+47.73 | 15.66 | 632.08 | 632.08 |
| C2 | 27+57.73 | 15.66 | 632.11 | 632.16 |
| D2 | 27+67.73 | 15.66 | 632.14 | 632.23 |
| E2 | 27+77.73 | 15.66 | 632.17 | 632.31 |
| F2 | 27+87.73 | 15.66 | 632.20 | 632.38 |
| G2 | 27+97.73 | 15.66 | 632.23 | 632.44 |
| H2 End of deck | 28+01.57 | 15.66 | 632.24 | 632.48 |

GIRDER L

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+50.40 | 22.41 | 631.99 | 631.99 |
| C2 | 27+60.40 | 22.41 | 632.02 | 632.06 |
| D2 | 27+70.40 | 22.41 | 632.05 | 632.14 |
| E2 | 27+80.40 | 22.41 | 632.08 | 632.21 |
| F2 | 27+90.40 | 22.41 | 632.11 | 632.28 |
| G2 | 28+00.40 | 22.41 | 632.14 | 632.35 |
| H2 End of deck | 28+01.57 | 22.41 | 632.14 | 632.38 |

GIRDER P

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| CL Brg. Pier II | 27+58.44 | 42.66 | 631.75 | 631.75 |
| C2 | 27+68.44 | 42.66 | 631.78 | 631.83 |
| D2 | 27+78.44 | 42.66 | 631.81 | 631.91 |
| E2 | 27+88.44 | 42.66 | 631.84 | 631.98 |
| F2 | 27+98.44 | 42.66 | 631.87 | 632.05 |
| G2 End of deck | 28+01.57 | 42.66 | 631.88 | 632.10 |

**TOP OF SLAB ELEVATIONS
LAYOUT SPAN 16
STRUCTURE NO. 016-3240**

| | | | | | | | | | | |
|----------------------------|-------------------|-----------|------|--------------|---|--------------------|--------|--------------|-----------|--|
| TYLIN INTERNATIONAL | DESIGNED - DY, LS | REVISIONS | | SHEET NO. 10 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | CHECKED - AMD, LS | NAME | DATE | | 55 | 0711.2R & 1011.1BR | COOK | 741 | 613 | |
| | DRAWN - DY, LS | | | | 73 SHEETS | CONTRACT NO. 60999 | | | | |
| | CHECKED - AMD, LS | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | |
| | DATE - 03/25/2011 | | | | | | | | | |

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