

GIRDER 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|---------|------------------------------|--|
| Bk. S. Abut. | 106+87.75 | -18.333 | 692.62 | 692.62 |
| ☉ Brg. S. Abut. | 106+89.19 | -18.333 | 692.63 | 692.63 |
| A | 106+99.19 | -18.333 | 692.64 | 692.77 |
| B | 107+09.19 | -18.333 | 692.65 | 692.89 |
| C | 107+19.19 | -18.333 | 692.67 | 693.00 |
| D | 107+29.19 | -18.333 | 692.68 | 693.07 |
| E | 107+39.19 | -18.333 | 692.69 | 693.10 |
| F | 107+49.19 | -18.333 | 692.71 | 693.10 |
| G | 107+59.19 | -18.333 | 692.72 | 693.07 |
| H | 107+69.19 | -18.333 | 692.73 | 693.00 |
| I | 107+79.19 | -18.333 | 692.75 | 692.90 |
| ☉ Brg. N. Abut. | 107+91.69 | -18.333 | 692.71 | 692.71 |
| Bk. N. Abut. | 107+93.13 | -18.333 | 692.71 | 692.71 |

GIRDER 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|---------|------------------------------|--|
| Bk. S. Abut. | 106+83.52 | -11.000 | 692.77 | 692.77 |
| ☉ Brg. S. Abut. | 106+84.96 | -11.000 | 692.77 | 692.77 |
| A | 106+94.96 | -11.000 | 692.78 | 692.91 |
| B | 107+04.96 | -11.000 | 692.80 | 693.03 |
| C | 107+14.96 | -11.000 | 692.81 | 693.14 |
| D | 107+24.96 | -11.000 | 692.82 | 693.21 |
| E | 107+34.96 | -11.000 | 692.83 | 693.25 |
| F | 107+44.96 | -11.000 | 692.85 | 693.24 |
| G | 107+54.96 | -11.000 | 692.86 | 693.21 |
| H | 107+64.96 | -11.000 | 692.87 | 693.14 |
| I | 107+74.96 | -11.000 | 692.89 | 693.04 |
| ☉ Brg. N. Abut. | 107+87.46 | -11.000 | 692.87 | 692.87 |
| Bk. N. Abut. | 107+88.90 | -11.000 | 692.87 | 692.87 |

GIRDER 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 106+79.29 | -3.667 | 692.88 | 692.88 |
| ☉ Brg. S. Abut. | 106+80.73 | -3.667 | 692.88 | 692.88 |
| A | 106+90.73 | -3.667 | 692.89 | 693.02 |
| B | 107+00.73 | -3.667 | 692.90 | 693.14 |
| C | 107+10.73 | -3.667 | 692.92 | 693.25 |
| D | 107+20.73 | -3.667 | 692.93 | 693.32 |
| E | 107+30.73 | -3.667 | 692.94 | 693.35 |
| F | 107+40.73 | -3.667 | 692.96 | 693.35 |
| G | 107+50.73 | -3.667 | 692.97 | 693.32 |
| H | 107+60.73 | -3.667 | 692.98 | 693.25 |
| I | 107+70.73 | -3.667 | 693.00 | 693.15 |
| ☉ Brg. N. Abut. | 107+83.23 | -3.667 | 693.00 | 693.00 |
| Bk. N. Abut. | 107+84.67 | -3.667 | 693.00 | 693.00 |

PROFILE GRADE LINE & CENTERLINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 106+77.17 | 0.000 | 692.93 | 692.93 |
| ☉ Brg. S. Abut. | 106+78.61 | 0.000 | 692.93 | 692.93 |
| A | 106+88.61 | 0.000 | 692.95 | 693.07 |
| B | 106+98.61 | 0.000 | 692.96 | 693.20 |
| C | 107+08.61 | 0.000 | 692.97 | 693.30 |
| D | 107+18.61 | 0.000 | 692.99 | 693.37 |
| E | 107+28.61 | 0.000 | 693.00 | 693.41 |
| F | 107+38.61 | 0.000 | 693.01 | 693.41 |
| G | 107+48.61 | 0.000 | 693.02 | 693.37 |
| H | 107+58.61 | 0.000 | 693.04 | 693.30 |
| I | 107+68.61 | 0.000 | 693.05 | 693.21 |
| ☉ Brg. N. Abut. | 107+81.11 | 0.000 | 693.07 | 693.07 |
| Bk. N. Abut. | 107+82.55 | 0.000 | 693.07 | 693.07 |

GIRDER 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 106+75.05 | 3.667 | 692.86 | 692.86 |
| ☉ Brg. S. Abut. | 106+76.49 | 3.667 | 692.87 | 692.87 |
| A | 106+86.49 | 3.667 | 692.89 | 693.01 |
| B | 106+96.49 | 3.667 | 692.90 | 693.14 |
| C | 107+06.49 | 3.667 | 692.91 | 693.24 |
| D | 107+16.49 | 3.667 | 692.92 | 693.31 |
| E | 107+26.49 | 3.667 | 692.94 | 693.35 |
| F | 107+36.49 | 3.667 | 692.95 | 693.35 |
| G | 107+46.49 | 3.667 | 692.96 | 693.31 |
| H | 107+56.49 | 3.667 | 692.98 | 693.24 |
| I | 107+66.49 | 3.667 | 692.99 | 693.15 |
| ☉ Brg. N. Abut. | 107+78.99 | 3.667 | 693.01 | 693.01 |
| Bk. N. Abut. | 107+80.43 | 3.667 | 693.01 | 693.01 |

GIRDER 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 106+70.82 | 11.000 | 692.73 | 692.73 |
| ☉ Brg. S. Abut. | 106+72.26 | 11.000 | 692.74 | 692.74 |
| A | 106+82.26 | 11.000 | 692.76 | 692.89 |
| B | 106+92.26 | 11.000 | 692.78 | 693.02 |
| C | 107+02.26 | 11.000 | 692.79 | 693.12 |
| D | 107+12.26 | 11.000 | 692.80 | 693.19 |
| E | 107+22.26 | 11.000 | 692.82 | 693.23 |
| F | 107+32.26 | 11.000 | 692.83 | 693.23 |
| G | 107+42.26 | 11.000 | 692.84 | 693.19 |
| H | 107+52.26 | 11.000 | 692.86 | 693.12 |
| I | 107+62.26 | 11.000 | 692.87 | 693.03 |
| ☉ Brg. N. Abut. | 107+74.76 | 11.000 | 692.89 | 692.89 |
| Bk. N. Abut. | 107+76.20 | 11.000 | 692.89 | 692.89 |

GIRDER 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 106+66.59 | 18.333 | 692.57 | 692.57 |
| ☉ Brg. S. Abut. | 106+68.03 | 18.333 | 692.57 | 692.57 |
| A | 106+78.03 | 18.333 | 692.61 | 692.74 |
| B | 106+88.03 | 18.333 | 692.62 | 692.86 |
| C | 106+98.03 | 18.333 | 692.64 | 692.97 |
| D | 107+08.03 | 18.333 | 692.65 | 693.04 |
| E | 107+18.03 | 18.333 | 692.66 | 693.08 |
| F | 107+28.03 | 18.333 | 692.68 | 693.07 |
| G | 107+38.03 | 18.333 | 692.69 | 693.04 |
| H | 107+48.03 | 18.333 | 692.70 | 692.97 |
| I | 107+58.03 | 18.333 | 692.72 | 692.87 |
| ☉ Brg. N. Abut. | 107+70.53 | 18.333 | 692.73 | 692.73 |
| Bk. N. Abut. | 107+71.97 | 18.333 | 692.74 | 692.74 |

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|----------|-----|
| DESIGNED | KMA |
| CHECKED | AEU |
| DRAWN | WJH |
| CHECKED | RGD |



WILL COUNTY DEPARTMENT OF HIGHWAYS

TOP OF DECK ELEVATIONS
 CEDAR ROAD OVER
 JACKSON CREEK
 WILL COUNTY
 SECTION NO. 01-00056-15-BR
 STRUCTURE NO. 099-3381

DATE 4-10-2009

COUNTY NAME: SEC GROUP, INC.
 COUNTY: WILL COUNTY, ILLINOIS
 CLIENT: ILLINOIS DEPARTMENT OF TRANSPORTATION
 PROJECT: CEDAR ROAD OVER JACKSON CREEK
 SHEET: S-13 OF S-13