

**GIRDER 4 (LINE NO. 4)**

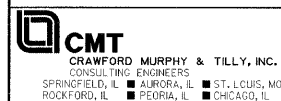
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+48.87	-49.928	473.150	473.150
⊕ Brg. N. Abut.	1488+50.20	-49.875	473.157	473.157
A	1488+60.19	-49.474	473.213	473.210
B	1488+70.18	-49.073	473.269	473.261
C	1488+80.18	-48.672	473.323	473.309
D	1488+90.17	-48.271	473.373	473.354
E	1489+00.16	-47.870	473.420	473.394
F	1489+10.15	-47.469	473.462	473.432
G	1489+20.14	-47.068	473.500	473.469
H	1489+30.14	-46.667	473.535	473.506
I	1489+40.13	-46.266	473.565	473.547
⊕ Pier 1	1489+50.19	-45.863	473.592	473.592
J	1489+60.18	-45.461	473.615	473.649
K	1489+70.17	-45.060	473.633	473.701
L	1489+80.17	-44.660	473.648	473.760
M	1489+90.16	-44.259	473.659	473.814
N	1490+00.15	-43.858	473.666	473.863
O	1490+10.14	-43.457	473.670	473.907
P	1490+20.13	-43.056	473.669	473.942
Q	1490+30.13	-42.655	473.664	473.967
R	1490+40.12	-42.254	473.656	473.980
S	1490+50.11	-41.853	473.643	473.979
T	1490+60.10	-41.452	473.627	473.967
U	1490+70.09	-41.051	473.607	473.936
V	1490+80.09	-40.650	473.583	473.897
W	1490+90.08	-40.249	473.555	473.839
X	1491+00.07	-39.848	473.523	473.776
Y	1491+10.06	-39.447	473.487	473.699
Z	1491+20.05	-39.046	473.447	473.617
AA	1491+30.05	-38.645	473.404	473.530
BB	1491+40.04	-38.244	473.356	473.438
CC	1491+50.03	-37.843	473.305	473.350
⊕ Brg. Pier 2	1491+62.96	-37.325	473.232	473.232
DD	1491+72.95	-36.924	473.172	473.151
EE	1491+82.94	-36.523	473.108	473.074
FF	1491+92.94	-36.122	473.039	473.000
GG	1492+02.93	-35.721	472.966	472.926
HH	1492+12.92	-35.320	472.888	472.852
II	1492+22.91	-34.919	472.806	472.776
JJ	1492+32.90	-34.518	472.720	472.697
KK	1492+42.90	-34.117	472.630	472.615
LL	1492+52.89	-33.716	472.537	472.529
⊕ Brg. S. Abut.	1492+62.95	-33.313	472.438	472.438
Bk. S. Abut.	1492+64.28	-33.259	472.425	472.425

**GIRDER 5 (LINE NO. 5)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+51.82	-40.836	473.346	473.346
⊕ Brg. N. Abut.	1488+53.15	-40.792	473.353	473.353
A	1488+63.14	-40.457	473.408	473.404
B	1488+73.14	-40.122	473.462	473.454
C	1488+83.13	-39.787	473.514	473.500
D	1488+93.13	-39.452	473.562	473.542
E	1489+03.12	-39.117	473.605	473.579
F	1489+13.12	-38.782	473.645	473.615
G	1489+23.11	-38.447	473.681	473.649
H	1489+33.11	-38.112	473.713	473.685
I	1489+43.10	-37.777	473.741	473.723
⊕ Pier 1	1489+52.92	-37.448	473.765	473.765
J	1489+62.91	-37.113	473.785	473.819
K	1489+72.91	-36.778	473.801	473.869
L	1489+82.90	-36.443	473.814	473.926
M	1489+92.90	-36.108	473.823	473.977
N	1490+02.89	-35.773	473.826	474.023
O	1490+12.89	-35.438	473.825	474.064
P	1490+22.88	-35.104	473.820	474.094
Q	1490+32.88	-34.769	473.812	474.114
R	1490+42.87	-34.434	473.799	474.123
S	1490+52.86	-34.099	473.783	474.119
T	1490+62.86	-33.764	473.762	474.101
U	1490+72.85	-33.429	473.738	474.066
V	1490+82.85	-33.094	473.710	474.023
W	1490+92.84	-32.759	473.678	473.961
X	1491+02.84	-32.424	473.642	473.893
Y	1491+12.83	-32.089	473.602	473.812
Z	1491+22.82	-31.754	473.558	473.726
AA	1491+32.82	-31.419	473.510	473.635
BB	1491+42.81	-31.085	473.459	473.539
CC	1491+52.81	-30.750	473.403	473.447
⊕ Brg. Pier 2	1491+65.23	-30.333	473.329	473.329
DD	1491+75.22	-29.998	473.264	473.243
EE	1491+85.22	-29.663	473.196	473.162
FF	1491+95.21	-29.329	473.124	473.085
GG	1492+05.21	-28.994	473.048	473.008
HH	1492+15.20	-28.659	472.968	472.932
II	1492+25.20	-28.324	472.884	472.854
JJ	1492+35.19	-27.989	472.796	472.774
KK	1492+45.19	-27.654	472.705	472.690
LL	1492+55.18	-27.319	472.609	472.602
⊕ Brg. S. Abut.	1492+65.01	-26.990	472.511	472.511
Bk. S. Abut.	1492+66.34	-26.945	472.498	472.498

**GIRDER 6 (LINE NO. 6)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+54.78	-31.744	473.521	473.521
⊕ Brg. N. Abut.	1488+56.10	-31.708	473.528	473.528
A	1488+66.10	-31.440	473.580	473.576
B	1488+76.09	-31.171	473.631	473.622
C	1488+86.09	-30.903	473.679	473.665
D	1488+96.09	-30.634	473.722	473.702
E	1489+06.08	-30.366	473.762	473.736
F	1489+16.08	-30.097	473.798	473.768
G	1489+26.07	-29.828	473.830	473.799
H	1489+36.07	-29.560	473.858	473.830
I	1489+46.07	-29.291	473.883	473.866
⊕ Pier 1	1489+55.66	-29.033	473.902	473.902
J	1489+65.66	-28.765	473.919	473.953
K	1489+75.65	-28.496	473.932	474.000
L	1489+85.65	-28.228	473.940	474.052
M	1489+95.65	-27.959	473.945	474.100
N	1490+05.64	-27.691	473.946	474.144
O	1490+15.64	-27.422	473.943	474.182
P	1490+25.63	-27.153	473.936	474.210
Q	1490+35.63	-26.885	473.926	474.229
R	1490+45.63	-26.616	473.911	474.235
S	1490+55.62	-26.348	473.892	474.229
T	1490+65.62	-26.079	473.870	474.209
U	1490+75.62	-25.810	473.843	474.172
V	1490+85.61	-25.542	473.813	474.125
W	1490+95.61	-25.273	473.779	474.061
X	1491+05.61	-25.005	473.741	473.991
Y	1491+15.60	-24.736	473.699	473.908
Z	1491+25.60	-24.468	473.653	473.820
AA	1491+35.60	-24.199	473.603	473.726
BB	1491+45.59	-23.930	473.547	473.626
CC	1491+55.59	-23.662	473.482	473.524
⊕ Brg. Pier 2	1491+67.51	-23.342	473.398	473.398
DD	1491+77.51	-23.073	473.324	473.303
EE	1491+87.50	-22.804	473.246	473.212
FF	1491+97.50	-22.536	473.164	473.125
GG	1492+07.50	-22.267	473.078	473.038
HH	1492+17.49	-21.999	472.988	472.952
II	1492+27.49	-21.730	472.894	472.864
JJ	1492+37.48	-21.461	472.796	472.774
KK	1492+47.48	-21.193	472.695	472.680
LL	1492+57.48	-20.924	472.589	472.582
⊕ Brg. S. Abut.	1492+67.06	-20.667	472.484	472.484
Bk. S. Abut.	1492+68.39	-20.631	472.470	472.470



FILE NAME = ...007\_TOP OF SLAB ELEVATIONS-III-NB.dgn  
 USER NAME = Rob Heady  
 PLOT SCALE =  
 PLOT DATE = 10/7/2011

DESIGNED - BPD	REVISIONS -
CHECKED - WLB	REVISIONS -
DRAWN - GLD	REVISIONS -
CHECKED - BPD	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III  
STRUCTURE NO. 100-0088 (N.B.)**

SHEET NO. 7 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	592
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
[ILLINOIS] FED. AID PROJECT				