

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	49+46.16	3.708	824.00	824.00
☉ BRG. W. Abut.	49+49.35	3.708	824.01	824.01
A	49+59.35	3.708	824.05	824.11
B	49+69.35	3.708	824.09	824.21
C	49+79.35	3.708	824.13	824.29
D	49+89.35	3.708	824.17	824.34
E	49+99.35	3.708	824.21	824.38
F	50+09.35	3.708	824.24	824.39
G	50+19.35	3.708	824.27	824.38
H	50+29.35	3.708	824.30	824.37
I	50+39.35	3.708	824.32	824.35
☉ BRG. PIER 1	50+50.35	3.708	824.35	824.35
J	50+60.35	3.708	824.37	824.37
K	50+70.35	3.708	824.39	824.40
L	50+80.35	3.708	824.41	824.43
M	50+90.35	3.708	824.42	824.46
N	51+00.35	3.708	824.44	824.49
O	51+10.35	3.708	824.45	824.50
P	51+20.35	3.708	824.45	824.50
Q	51+30.35	3.708	824.46	824.49
R	51+40.35	3.708	824.46	824.47
☉ BRG. PIER 2	51+51.35	3.708	824.46	824.46
S	51+61.35	3.708	824.46	824.47
T	51+71.35	3.708	824.46	824.48
U	51+81.35	3.708	824.45	824.49
V	51+91.35	3.708	824.44	824.50
W	52+01.35	3.708	824.43	824.48
X	52+11.35	3.708	824.42	824.46
Y	52+21.35	3.708	824.41	824.43
Z	52+31.35	3.708	824.39	824.40
AI	52+41.35	3.708	824.37	824.37
☉ BRG. PIER 3	52+52.35	3.708	824.34	824.34
B1	52+62.35	3.708	824.32	824.35
C1	52+72.35	3.708	824.29	824.36
D1	52+82.35	3.708	824.26	824.38
E1	52+92.35	3.708	824.23	824.38
F1	53+02.35	3.708	824.20	824.37
G1	53+12.35	3.708	824.16	824.34
H1	53+22.35	3.708	824.13	824.28
I1	53+32.35	3.708	824.08	824.20
J1	53+42.35	3.708	824.04	824.11
☉ BRG. E. Abut.	53+53.35	3.708	824.00	824.00
BK. E. Abut.	53+56.54	3.708	823.99	823.99

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	49+48.86	11.125	823.90	823.90
☉ BRG. W. Abut.	49+52.05	11.125	823.91	823.91
A	49+62.05	11.125	823.95	824.01
B	49+72.05	11.125	823.99	824.11
C	49+82.05	11.125	824.03	824.19
D	49+92.05	11.125	824.07	824.24
E	50+02.05	11.125	824.10	824.28
F	50+12.05	11.125	824.14	824.29
G	50+22.05	11.125	824.17	824.28
H	50+32.05	11.125	824.19	824.26
I	50+42.05	11.125	824.22	824.25
☉ BRG. PIER 1	50+53.05	11.125	824.25	824.25
J	50+63.05	11.125	824.27	824.26
K	50+73.05	11.125	824.29	824.29
L	50+83.05	11.125	824.30	824.32
M	50+93.05	11.125	824.32	824.36
N	51+03.05	11.125	824.33	824.38
O	51+13.05	11.125	824.34	824.39
P	51+23.05	11.125	824.34	824.39
Q	51+33.05	11.125	824.35	824.38
R	51+43.05	11.125	824.35	824.36
☉ BRG. PIER 2	51+54.05	11.125	824.35	824.35
S	51+64.05	11.125	824.35	824.36
T	51+74.05	11.125	824.35	824.37
U	51+84.05	11.125	824.34	824.38
V	51+94.05	11.125	824.33	824.38
W	52+04.05	11.125	824.32	824.37
X	52+14.05	11.125	824.31	824.35
Y	52+24.05	11.125	824.29	824.31
Z	52+34.05	11.125	824.27	824.28
AI	52+44.05	11.125	824.25	824.25
☉ BRG. PIER 3	52+55.05	11.125	824.23	824.23
B1	52+65.05	11.125	824.20	824.23
C1	52+75.05	11.125	824.17	824.25
D1	52+85.05	11.125	824.15	824.26
E1	52+95.05	11.125	824.11	824.26
F1	53+05.05	11.125	824.08	824.25
G1	53+15.05	11.125	824.04	824.22
H1	53+25.05	11.125	824.00	824.16
I1	53+35.05	11.125	823.96	824.08
J1	53+45.05	11.125	823.92	823.99
☉ BRG. E. Abut.	53+56.05	11.125	823.88	823.88
BK. E. Abut.	53+59.24	11.125	823.86	823.86

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. Abut.	49+51.56	18.542	823.76	823.76
☉ BRG. W. Abut.	49+54.75	18.542	823.78	823.78
A	49+64.75	18.542	823.82	823.88
B	49+74.75	18.542	823.86	823.98
C	49+84.75	18.542	823.90	824.05
D	49+94.75	18.542	823.93	824.11
E	50+04.75	18.542	823.97	824.14
F	50+14.75	18.542	824.00	824.15
G	50+24.75	18.542	824.03	824.14
H	50+34.75	18.542	824.06	824.13
I	50+44.75	18.542	824.08	824.11
☉ BRG. PIER 1	50+55.75	18.542	824.11	824.11
J	50+65.75	18.542	824.13	824.12
K	50+75.75	18.542	824.15	824.15
L	50+85.75	18.542	824.16	824.18
M	50+95.75	18.542	824.18	824.21
N	51+05.75	18.542	824.19	824.24
O	51+15.75	18.542	824.20	824.25
P	51+25.75	18.542	824.20	824.24
Q	51+35.75	18.542	824.21	824.23
R	51+45.75	18.542	824.21	824.22
☉ BRG. PIER 2	51+56.75	18.542	824.21	824.21
S	51+66.75	18.542	824.21	824.21
T	51+76.75	18.542	824.20	824.23
U	51+86.75	18.542	824.19	824.24
V	51+96.75	18.542	824.18	824.23
W	52+06.75	18.542	824.17	824.22
X	52+16.75	18.542	824.16	824.20
Y	52+26.75	18.542	824.14	824.16
Z	52+36.75	18.542	824.12	824.13
AI	52+46.75	18.542	824.10	824.10
☉ BRG. PIER 3	52+57.75	18.542	824.08	824.08
B1	52+67.75	18.542	824.05	824.08
C1	52+77.75	18.542	824.02	824.09
D1	52+87.75	18.542	823.99	824.11
E1	52+97.75	18.542	823.96	824.11
F1	53+07.75	18.542	823.93	824.10
G1	53+17.75	18.542	823.89	824.06
H1	53+27.75	18.542	823.85	824.00
I1	53+37.75	18.542	823.81	823.93
J1	53+47.75	18.542	823.77	823.83
☉ BRG. E. Abut.	53+58.75	18.542	823.72	823.72
BK. E. Abut.	53+61.94	18.542	823.71	823.71

DESIGNED	S.S.T.
CHECKED	S.D.H.
DRAWN	E.B.
CHECKED	S.S.T.

FOR INFORMATION ONLY

TOP OF DECK SLAB ELEVATIONS
(3 OF 3)
IL Route 176 over
South Branch of the Kishwaukee River
F.A.P. RTE 533, SECTION 11 R-1-1-1
McHENRY COUNTY
STATION 51+50.00
DATE: 06-29-07 S.N. 056-0071
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS