

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. N. Abut | 37134.34 | -15.00 | 629.55 | 629.55 |
| CL Brg. N. Abut | 37135.78 | -15.00 | 629.57 | 629.57 |
| C | 37145.78 | -15.00 | 629.69 | 629.71 |
| D | 37155.78 | -15.00 | 629.80 | 629.84 |
| E | 37165.78 | -15.00 | 629.90 | 629.95 |
| F | 37175.78 | -15.00 | 629.99 | 630.05 |
| G | 37185.78 | -15.00 | 630.08 | 630.13 |
| H | 37195.78 | -15.00 | 630.15 | 630.19 |
| I | 37205.78 | -15.00 | 630.22 | 630.24 |
| J | 37215.78 | -15.00 | 630.28 | 630.29 |
| K | 37225.78 | -15.00 | 630.33 | 630.33 |
| CL Pier 1 | 37231.84 | -15.00 | 630.36 | 630.36 |
| L | 37241.84 | -15.00 | 630.39 | 630.42 |
| M | 37251.84 | -15.00 | 630.42 | 630.48 |
| N | 37261.84 | -15.00 | 630.44 | 630.53 |
| O | 37271.84 | -15.00 | 630.45 | 630.56 |
| P | 37281.84 | -15.00 | 630.45 | 630.58 |
| Q | 37291.84 | -15.00 | 630.44 | 630.60 |
| R | 37301.84 | -15.00 | 630.42 | 630.58 |
| S | 37311.84 | -15.00 | 630.40 | 630.53 |
| T | 37321.84 | -15.00 | 630.36 | 630.48 |
| U | 37331.84 | -15.00 | 630.32 | 630.42 |
| V | 37341.84 | -15.00 | 630.27 | 630.33 |
| W | 37351.84 | -15.00 | 630.21 | 630.24 |
| CL Pier 2 | 37361.84 | -15.00 | 630.14 | 630.14 |
| X | 37371.84 | -15.00 | 630.06 | 630.06 |
| Y | 37381.84 | -15.00 | 629.97 | 629.97 |
| Z | 37391.84 | -15.00 | 629.88 | 629.88 |
| A1 | 37401.84 | -15.00 | 629.77 | 629.79 |
| B1 | 37411.84 | -15.00 | 629.66 | 629.68 |
| C1 | 37421.84 | -15.00 | 629.54 | 629.56 |
| D1 | 37431.84 | -15.00 | 629.41 | 629.43 |
| E1 | 37441.84 | -15.00 | 629.27 | 629.28 |
| CL Brg. S. Abut | 37446.90 | -15.00 | 629.20 | 629.20 |
| Bk. S. Abut | 37448.34 | -15.00 | 629.17 | 629.17 |

GIRDER 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. N. Abut | 37137.80 | -9.00 | 629.70 | 629.70 |
| CL Brg. N. Abut | 37139.25 | -9.00 | 629.72 | 629.72 |
| C | 37149.25 | -9.00 | 629.84 | 629.86 |
| D | 37159.25 | -9.00 | 629.94 | 629.99 |
| E | 37169.25 | -9.00 | 630.04 | 630.10 |
| F | 37179.25 | -9.00 | 630.13 | 630.19 |
| G | 37189.25 | -9.00 | 630.21 | 630.27 |
| H | 37199.25 | -9.00 | 630.29 | 630.32 |
| I | 37209.25 | -9.00 | 630.35 | 630.37 |
| J | 37219.25 | -9.00 | 630.41 | 630.42 |
| K | 37229.25 | -9.00 | 630.45 | 630.46 |
| CL Pier 1 | 37235.30 | -9.00 | 630.48 | 630.48 |
| L | 37245.30 | -9.00 | 630.51 | 630.54 |
| M | 37255.30 | -9.00 | 630.53 | 630.60 |
| N | 37265.30 | -9.00 | 630.55 | 630.64 |
| O | 37275.30 | -9.00 | 630.56 | 630.67 |
| P | 37285.30 | -9.00 | 630.55 | 630.69 |
| Q | 37295.30 | -9.00 | 630.54 | 630.70 |
| R | 37305.30 | -9.00 | 630.52 | 630.68 |
| S | 37315.30 | -9.00 | 630.49 | 630.63 |
| T | 37325.30 | -9.00 | 630.46 | 630.58 |
| U | 37335.30 | -9.00 | 630.41 | 630.51 |
| V | 37345.30 | -9.00 | 630.36 | 630.42 |
| W | 37355.30 | -9.00 | 630.29 | 630.33 |
| CL Pier 2 | 37365.30 | -9.00 | 630.22 | 630.22 |
| X | 37375.30 | -9.00 | 630.14 | 630.14 |
| Y | 37385.30 | -9.00 | 630.05 | 630.05 |
| Z | 37395.30 | -9.00 | 629.95 | 629.96 |
| A1 | 37405.30 | -9.00 | 629.84 | 629.86 |
| B1 | 37415.30 | -9.00 | 629.73 | 629.75 |
| C1 | 37425.30 | -9.00 | 629.60 | 629.63 |
| D1 | 37435.30 | -9.00 | 629.47 | 629.49 |
| E1 | 37445.30 | -9.00 | 629.33 | 629.33 |
| CL Brg. S. Abut | 37450.36 | -9.00 | 629.25 | 629.25 |
| Bk. S. Abut | 37451.80 | -9.00 | 629.23 | 629.23 |

GIRDER 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|----------|--------|------------------------------|--|
| Bk. N. Abut | 37141.27 | -3.00 | 629.84 | 629.84 |
| CL Brg. N. Abut | 37142.71 | -3.00 | 629.85 | 629.85 |
| C | 37152.71 | -3.00 | 629.97 | 629.99 |
| D | 37162.71 | -3.00 | 630.07 | 630.12 |
| E | 37172.71 | -3.00 | 630.17 | 630.22 |
| F | 37182.71 | -3.00 | 630.26 | 630.31 |
| G | 37192.71 | -3.00 | 630.33 | 630.39 |
| H | 37202.71 | -3.00 | 630.40 | 630.44 |
| I | 37212.71 | -3.00 | 630.47 | 630.48 |
| J | 37222.71 | -3.00 | 630.52 | 630.53 |
| K | 37232.71 | -3.00 | 630.56 | 630.57 |
| CL Pier 1 | 37238.77 | -3.00 | 630.58 | 630.58 |
| L | 37248.77 | -3.00 | 630.61 | 630.64 |
| M | 37258.77 | -3.00 | 630.63 | 630.70 |
| N | 37268.77 | -3.00 | 630.65 | 630.74 |
| O | 37278.77 | -3.00 | 630.65 | 630.76 |
| P | 37288.77 | -3.00 | 630.64 | 630.78 |
| Q | 37298.77 | -3.00 | 630.63 | 630.79 |
| R | 37308.77 | -3.00 | 630.61 | 630.77 |
| S | 37318.77 | -3.00 | 630.58 | 630.71 |
| T | 37328.77 | -3.00 | 630.54 | 630.65 |
| U | 37338.77 | -3.00 | 630.49 | 630.58 |
| V | 37348.77 | -3.00 | 630.43 | 630.49 |
| W | 37358.77 | -3.00 | 630.36 | 630.39 |
| CL Pier 2 | 37368.77 | -3.00 | 630.29 | 630.29 |
| X | 37378.77 | -3.00 | 630.20 | 630.20 |
| Y | 37388.77 | -3.00 | 630.11 | 630.11 |
| Z | 37398.77 | -3.00 | 630.01 | 630.02 |
| A1 | 37408.77 | -3.00 | 629.90 | 629.92 |
| B1 | 37418.77 | -3.00 | 629.78 | 629.80 |
| C1 | 37428.77 | -3.00 | 629.65 | 629.68 |
| D1 | 37438.77 | -3.00 | 629.52 | 629.53 |
| E1 | 37448.77 | -3.00 | 629.37 | 629.38 |
| CL Brg. S. Abut | 37453.82 | -3.00 | 629.29 | 629.29 |
| Bk. S. Abut | 37455.27 | -3.00 | 629.27 | 629.27 |

DESIGNED *Nicholas R. Barnett*
 CHECKED *Michael D. Rolape*
 DRAWN *h.t. duong*
 CHECKED *NRB/MDR*

September 17, 2018
 EXAMINED *Thomas J. Domagala*
 PASSED *Ralph E. Anderson*

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 084-0517

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|---------------------------|-------------|------------|----------|--------------|-----------|
| SHEET NO. 5 27 SHEETS | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 8159 | 110X-3VB-4 | SANGAMON | 78 | 30 |
| CONTRACT NO. 72692 | | | | | |
| ILLINOIS FED. AID PROJECT | | | | | |