

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 |
| A1 | 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 |
| A1 | 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 |
| A1 | 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 |

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

TOP OF DECK SLAB ELEVATIONS
(3 OF 3)
IL Route 176 over
South Branch of the Kishwaukee River
F.A.P. RTE 533, SECTION 119R-1-B
MCHENRY COUNTY
STATION 51+50.00
DATE: 08-17-07 S.N. 056-007
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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