

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. North Abut.	2567.17	-30.92	737.70	737.70
CL North Abut.	2568.43	-30.92	737.71	737.71
A	2578.43	-30.92	737.76	737.81
B	2588.43	-30.92	737.80	737.89
C	2598.43	-30.92	737.84	737.96
D	2608.43	-30.92	737.88	738.01
E	2618.43	-30.92	737.91	738.04
F	2628.43	-30.92	737.93	738.05
G	2638.43	-30.92	737.96	738.04
H	2648.43	-30.92	737.97	738.03
I	2658.43	-30.92	737.99	738.01
J	2668.43	-30.92	738.00	738.00
CL Pier	2674.75	-30.92	738.00	738.00
K	2684.75	-30.92	738.00	738.00
L	2694.75	-30.92	738.00	738.02
M	2704.75	-30.92	737.99	738.04
N	2714.75	-30.92	737.98	738.05
O	2724.75	-30.92	737.97	738.05
P	2734.75	-30.92	737.95	738.04
Q	2744.75	-30.92	737.92	738.01
R	2754.75	-30.92	737.89	737.97
S	2764.75	-30.92	737.86	737.90
CL South Abut.	2776.90	-30.92	737.81	737.81
Bk. South Abut.	2778.17	-30.92	737.81	737.81

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. North Abut.	2565.87	-22.08	738.03	738.03
CL North Abut.	2567.14	-22.08	738.03	738.03
A	2577.14	-22.08	738.08	738.13
B	2587.14	-22.08	738.13	738.22
C	2597.14	-22.08	738.17	738.28
D	2607.14	-22.08	738.20	738.33
E	2617.14	-22.08	738.23	738.36
F	2627.14	-22.08	738.26	738.37
G	2637.14	-22.08	738.28	738.37
H	2647.14	-22.08	738.30	738.36
I	2657.14	-22.08	738.32	738.34
J	2667.14	-22.08	738.33	738.33
CL Pier	2673.46	-22.08	738.33	738.33
K	2683.46	-22.08	738.33	738.33
L	2693.46	-22.08	738.33	738.35
M	2703.46	-22.08	738.32	738.37
N	2713.46	-22.08	738.31	738.38
O	2723.46	-22.08	738.30	738.39
P	2733.46	-22.08	738.28	738.37
Q	2743.46	-22.08	738.25	738.35
R	2753.46	-22.08	738.23	738.30
S	2763.46	-22.08	738.19	738.24
CL South Abut.	2775.61	-22.08	738.15	738.15
Bk. South Abut.	2776.87	-22.08	738.14	738.14

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. North Abut.	2564.58	-13.25	738.15	738.15
CL North Abut.	2565.84	-13.25	738.16	738.16
A	2575.84	-13.25	738.21	738.26
B	2585.84	-13.25	738.25	738.34
C	2595.84	-13.25	738.29	738.41
D	2605.84	-13.25	738.33	738.46
E	2615.84	-13.25	738.36	738.49
F	2625.84	-13.25	738.39	738.50
G	2635.84	-13.25	738.41	738.50
H	2645.84	-13.25	738.43	738.49
I	2655.84	-13.25	738.45	738.47
J	2665.84	-13.25	738.46	738.46
CL Pier	2672.16	-13.25	738.46	738.46
K	2682.16	-13.25	738.47	738.47
L	2692.16	-13.25	738.46	738.48
M	2702.16	-13.25	738.46	738.50
N	2712.16	-13.25	738.45	738.52
O	2722.16	-13.25	738.43	738.52
P	2732.16	-13.25	738.41	738.51
Q	2742.16	-13.25	738.39	738.48
R	2752.16	-13.25	738.36	738.44
S	2762.16	-13.25	738.33	738.38
CL South Abut.	2774.32	-13.25	738.29	738.29
Bk. South Abut.	2775.58	-13.25	738.28	738.28

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. North Abut.	2563.29	-4.42	738.28	738.28
CL North Abut.	2564.55	-4.42	738.28	738.28
A	2574.55	-4.42	738.34	738.38
B	2584.55	-4.42	738.38	738.47
C	2594.55	-4.42	738.42	738.54
D	2604.55	-4.42	738.46	738.59
E	2614.55	-4.42	738.49	738.62
F	2624.55	-4.42	738.52	738.63
G	2634.55	-4.42	738.54	738.63
H	2644.55	-4.42	738.56	738.62
I	2654.55	-4.42	738.58	738.60
J	2664.55	-4.42	738.59	738.59
CL Pier	2670.87	-4.42	738.59	738.59
K	2680.87	-4.42	738.60	738.60
L	2690.87	-4.42	738.60	738.62
M	2700.87	-4.42	738.59	738.64
N	2710.87	-4.42	738.58	738.65
O	2720.87	-4.42	738.57	738.66
P	2730.87	-4.42	738.55	738.65
Q	2740.87	-4.42	738.53	738.62
R	2750.87	-4.42	738.50	738.57
S	2760.87	-4.42	738.47	738.51
CL South Abut.	2773.02	-4.42	738.42	738.42
Bk. South Abut.	2774.29	-4.42	738.42	738.42

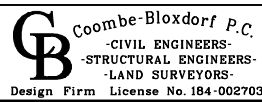
ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. North Abut.	2562.64	0.00	738.34	738.34
CL North Abut.	2563.90	0.00	738.35	738.35
A	2573.90	0.00	738.40	738.45
B	2583.90	0.00	738.44	738.53
C	2593.90	0.00	738.49	738.60
D	2603.90	0.00	738.52	738.65
E	2613.90	0.00	738.56	738.68
F	2623.90	0.00	738.59	738.70
G	2633.90	0.00	738.61	738.69
H	2643.90	0.00	738.63	738.68
I	2653.90	0.00	738.64	738.67
J	2663.90	0.00	738.66	738.66
CL Pier	2670.22	0.00	738.66	738.66
K	2680.22	0.00	738.66	738.67
L	2690.22	0.00	738.66	738.68
M	2700.22	0.00	738.66	738.70
N	2710.22	0.00	738.65	738.72
O	2720.22	0.00	738.64	738.72
P	2730.22	0.00	738.62	738.71
Q	2740.22	0.00	738.59	738.69
R	2750.22	0.00	738.57	738.64
S	2760.22	0.00	738.54	738.58
CL South Abut.	2772.38	0.00	738.49	738.49
Bk. South Abut.	2773.64	0.00	738.49	738.49

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. North Abut.	2561.99	4.42	738.27	738.27
CL North Abut.	2563.26	4.42	738.28	738.28
A	2573.26	4.42	738.33	738.38
B	2583.26	4.42	738.38	738.46
C	2593.26	4.42	738.42	738.53
D	2603.26	4.42	738.45	738.59
E	2613.26	4.42	738.49	738.62
F	2623.26	4.42	738.52	738.63
G	2633.26	4.42	738.54	738.63
H	2643.26	4.42	738.56	738.61
I	2653.26	4.42	738.58	738.60
J	2663.26	4.42	738.59	738.59
CL Pier	2669.58	4.42	738.59	738.59
K	2679.58	4.42	738.60	738.60
L	2689.58	4.42	738.60	738.62
M	2699.58	4.42	738.59	738.64
N	2709.58	4.42	738.58	738.65
O	2719.58	4.42	738.57	738.66
P	2729.58	4.42	738.55	738.65
Q	2739.58	4.42	738.53	738.62
R	2749.58	4.42	738.50	738.58
S	2759.58	4.42	738.47	738.52
CL South Abut.	2771.73	4.42	738.43	738.43
Bk. South Abut.	2772.99	4.42	738.42	738.42

FILE NAME = E:\0499-004-top-of-slab-1.dgn
 USER = MML
 PROJECT NO. 04065



USER NAME = MML	DESIGNED - RKM	REVISED -
PLOT SCALE = 0/2" = 1' / IN.	CHECKED -	REVISED -
PLOT DATE = 10/16/2012	DRAWN - MML	REVISED -
	CHECKED - MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 036-0065**

SHEET NO. 4 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
534	7-2, 6-1	HENDERSON	976	502
CONTRACT NO. 68409				
ILLINOIS FED. AID PROJECT				