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|---------------------|----------|----------|------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 330 | 1Y-B-R-1 | LAKE | 121 | 52 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

CONTRACT NO. 62032

WEST EDGE/DECK

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|---------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.487 | -13.450 | 197.965 | 197.965 |
| CL SOUTH ABUT. | 9+988.863 | -13.447 | 197.967 | 197.967 |
| A | 9+991.833 | -13.425 | 197.981 | 197.982 |
| CL PIER 1 | 9+995.793 | -13.407 | 197.994 | 197.994 |
| B | 9+998.763 | -13.401 | 197.999 | 198.000 |
| C | 10+001.732 | -13.401 | 198.002 | 198.003 |
| CL PIER 2 | 10+004.207 | -13.407 | 198.001 | 198.001 |
| D | 10+007.177 | -13.420 | 197.996 | 197.997 |
| CL NORTH ABUT. | 10+011.137 | -13.447 | 197.985 | 197.985 |
| BACK OF NORTH ABUT. | 10+011.513 | -13.450 | 197.984 | 197.984 |

WEST EDGE/BIKE PATH

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|--------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.453 | -9.600 | 197.873 | 197.873 |
| CL SOUTH ABUT. | 9+988.831 | -9.600 | 197.875 | 197.875 |
| A | 9+991.809 | -9.600 | 197.889 | 197.890 |
| CL PIER 1 | 9+995.781 | -9.600 | 197.902 | 197.902 |
| B | 9+998.759 | -9.600 | 197.908 | 197.909 |
| C | 10+001.737 | -9.600 | 197.910 | 197.911 |
| CL PIER 2 | 10+004.219 | -9.600 | 197.909 | 197.909 |
| D | 10+007.198 | -9.600 | 197.905 | 197.906 |
| CL NORTH ABUT. | 10+011.169 | -9.600 | 197.893 | 197.893 |
| BACK OF NORTH ABUT. | 10+011.547 | -9.600 | 197.891 | 197.891 |

WEST EDGE/MEDIAN

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|--------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.386 | -1.800 | 197.685 | 197.685 |
| CL SOUTH ABUT. | 9+988.765 | -1.800 | 197.687 | 197.687 |
| A | 9+991.761 | -1.800 | 197.702 | 197.703 |
| CL PIER 1 | 9+995.756 | -1.800 | 197.715 | 197.715 |
| B | 9+998.752 | -1.800 | 197.721 | 197.722 |
| C | 10+001.748 | -1.800 | 197.723 | 197.724 |
| CL PIER 2 | 10+004.244 | -1.800 | 197.722 | 197.722 |
| D | 10+007.240 | -1.800 | 197.717 | 197.718 |
| CL NORTH ABUT. | 10+011.235 | -1.800 | 197.705 | 197.705 |
| BACK OF NORTH ABUT. | 10+011.614 | -1.800 | 197.704 | 197.704 |

STAGE CONST. LINE

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|--------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.383 | -1.460 | 197.677 | 197.677 |
| CL SOUTH ABUT. | 9+988.762 | -1.460 | 197.679 | 197.679 |
| A | 9+991.759 | -1.460 | 197.693 | 197.694 |
| CL PIER 1 | 9+995.755 | -1.460 | 197.707 | 197.707 |
| B | 9+998.751 | -1.460 | 197.713 | 197.714 |
| C | 10+001.748 | -1.460 | 197.715 | 197.716 |
| CL PIER 2 | 10+004.245 | -1.460 | 197.714 | 197.714 |
| D | 10+007.242 | -1.460 | 197.709 | 197.710 |
| CL NORTH ABUT. | 10+011.238 | -1.460 | 197.697 | 197.697 |
| BACK OF NORTH ABUT. | 10+011.617 | -1.460 | 197.696 | 197.696 |

CL & P.G.L.

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|--------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.370 | 0.000 | 197.642 | 197.642 |
| CL SOUTH ABUT. | 9+988.750 | 0.000 | 197.644 | 197.644 |
| A | 9+991.750 | 0.000 | 197.658 | 197.659 |
| CL PIER 1 | 9+995.750 | 0.000 | 197.672 | 197.672 |
| B | 9+998.750 | 0.000 | 197.678 | 197.679 |
| C | 10+001.750 | 0.000 | 197.680 | 197.681 |
| CL PIER 2 | 10+004.250 | 0.000 | 197.679 | 197.679 |
| D | 10+007.250 | 0.000 | 197.674 | 197.675 |
| CL NORTH ABUT. | 10+011.250 | 0.000 | 197.662 | 197.662 |
| BACK OF NORTH ABUT. | 10+011.630 | 0.000 | 197.661 | 197.661 |

EAST EDGE/MEDIAN

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|--------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.354 | 1.800 | 197.599 | 197.599 |
| CL SOUTH ABUT. | 9+988.735 | 1.800 | 197.601 | 197.601 |
| A | 9+991.739 | 1.800 | 197.615 | 197.616 |
| CL PIER 1 | 9+995.744 | 1.800 | 197.629 | 197.629 |
| B | 9+998.748 | 1.800 | 197.635 | 197.636 |
| C | 10+001.752 | 1.800 | 197.637 | 197.638 |
| CL PIER 2 | 10+004.256 | 1.800 | 197.636 | 197.636 |
| D | 10+007.260 | 1.800 | 197.631 | 197.632 |
| CL NORTH ABUT. | 10+011.265 | 1.800 | 197.619 | 197.619 |
| BACK OF NORTH ABUT. | 10+011.646 | 1.800 | 197.617 | 197.617 |

EAST EDGE/SIDEWALK

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|--------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.285 | 9.600 | 197.411 | 197.411 |
| CL SOUTH ABUT. | 9+988.668 | 9.600 | 197.413 | 197.413 |
| A | 9+991.690 | 9.600 | 197.428 | 197.429 |
| CL PIER 1 | 9+995.719 | 9.600 | 197.441 | 197.441 |
| B | 9+998.741 | 9.600 | 197.447 | 197.448 |
| C | 10+001.763 | 9.600 | 197.450 | 197.451 |
| CL PIER 2 | 10+004.281 | 9.600 | 197.449 | 197.449 |
| D | 10+007.303 | 9.600 | 197.444 | 197.445 |
| CL NORTH ABUT. | 10+011.332 | 9.600 | 197.431 | 197.431 |
| BACK OF NORTH ABUT. | 10+011.715 | 9.600 | 197.430 | 197.430 |

EAST EDGE/DECK

| LOCATION | STATION | OFFSET | THEORETICAL GRADE ELEVATIONS | THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS |
|---------------------|------------|--------|------------------------------|---|
| BACK OF SOUTH ABUT. | 9+988.264 | 11.949 | 197.355 | 197.355 |
| CL SOUTH ABUT. | 9+988.648 | 11.952 | 197.357 | 197.357 |
| A | 9+991.675 | 11.974 | 197.371 | 197.372 |
| CL PIER 1 | 9+995.711 | 11.993 | 197.384 | 197.384 |
| B | 9+998.739 | 11.999 | 197.390 | 197.391 |
| C | 10+001.766 | 11.999 | 197.392 | 197.393 |
| CL PIER 2 | 10+004.289 | 11.993 | 197.391 | 197.391 |
| D | 10+007.316 | 11.980 | 197.387 | 197.388 |
| CL NORTH ABUT. | 10+011.352 | 11.952 | 197.375 | 197.375 |
| BACK OF NORTH ABUT. | 10+011.736 | 11.949 | 197.373 | 197.373 |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
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| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS-II
U.S. RTE. 45 / IL. RTE. 21
OVER
APTAKISIC CREEK
F.A.P. RTE. 330 SECTION: 1Y-B-R-1
LAKE COUNTY STATION 10+000.000
STRUCTURE NO. 049-0194

SCALE: NONE
DATE: OCTOBER 16, 2007

DRAWN BY: D.L./F.M.
CHECKED BY: B.N.S.

CHRISTIAN-ROGE & ASSOC., INC.
CHICAGO ILLINOIS

11/27/2007 10:12:00 AM