

CENTERLINE ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+76.04	12	445.83	-
CL Exp. Joint	647+78.38	12	445.87	-
CL Brg. S. Abut	647+79.75	12	445.89	445.89
1	647+89.75	12	446.09	446.17
2	647+99.75	12	446.29	446.44
3	648+09.75	12	446.48	446.69
4	648+19.75	12	446.68	446.93
5	648+29.75	12	446.87	447.14
6	648+39.75	12	447.07	447.34
7	648+49.75	12	447.26	447.51
8	648+59.75	12	447.44	447.67
9	648+69.75	12	447.62	447.80
10	648+79.75	12	447.79	447.92
11	648+89.75	12	447.95	448.04
12	648+99.75	12	448.11	448.15
CL Pier 1	649+12.25	12	448.29	448.29
13	649+22.25	12	448.43	448.42
14	1651+84.84	12	448.56	448.55
15	1651+94.84	12	448.68	448.68
16	1652+04.84	12	448.80	448.81
17	1652+14.84	12	448.90	448.94
18	1652+24.84	12	449.00	449.05
19	1652+34.84	12	449.10	449.15
20	1652+44.84	12	449.18	449.24
21	1652+54.84	12	449.26	449.31
22	1652+64.84	12	449.33	449.37
23	1652+74.84	12	449.39	449.41
24	1652+84.84	12	449.44	449.45
25	1652+94.84	12	449.49	449.49
CL Pier 2	1653+08.09	12	449.54	449.54
26	1653+18.09	12	449.57	449.59
27	1653+28.09	12	449.59	449.64
28	1653+38.09	12	449.60	449.69
29	1653+48.09	12	449.61	449.73
30	1653+58.09	12	449.61	449.76
31	1653+68.09	12	449.60	449.77
32	1653+78.09	12	449.58	449.76
33	1653+88.09	12	449.56	449.72
34	1653+98.09	12	449.53	449.66
35	1654+08.09	12	449.49	449.58
36	1654+18.09	12	449.44	449.48
CL Brg. N. Abut	1654+24.34	12	449.41	449.41
CL Exp Joint	1654+25.7	12	449.40	-
Back N Abut	1654+28.04	12	449.39	-

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+74.57	15	445.75	-
CL Exp. Joint	647+76.92	15	445.79	-
CL Brg. S. Abut	647+78.28	15	445.82	445.82
1	647+88.28	15	446.02	446.10
2	647+98.28	15	446.21	446.36
3	648+08.28	15	446.41	446.61
4	648+18.28	15	446.60	446.85
5	648+28.28	15	446.80	447.07
6	648+38.28	15	446.99	447.26
7	648+48.28	15	447.18	447.44
8	648+58.28	15	447.37	447.60
9	648+68.28	15	447.55	447.73
10	648+78.28	15	447.72	447.85
11	648+88.28	15	447.88	447.97
12	648+98.28	15	448.04	448.08
CL Pier 1	649+10.78	15	448.22	448.22
13	649+20.78	15	448.36	448.35
14	1651+83.37	15	448.49	448.49
15	1651+93.37	15	448.62	448.62
16	1652+03.37	15	448.73	448.75
17	1652+13.37	15	448.84	448.87
18	1652+23.37	15	448.94	448.99
19	1652+33.37	15	449.04	449.09
20	1652+43.37	15	449.12	449.18
21	1652+53.37	15	449.20	449.25
22	1652+63.37	15	449.27	449.31
23	1652+73.37	15	449.33	449.36
24	1652+83.37	15	449.39	449.40
25	1652+93.37	15	449.44	449.44
CL Pier 2	1653+06.62	15	449.49	449.49
26	1653+16.62	15	449.52	449.54
27	1653+26.62	15	449.54	449.59
28	1653+36.62	15	449.56	449.64
29	1653+46.62	15	449.56	449.69
30	1653+56.62	15	449.56	449.72
31	1653+66.62	15	449.55	449.73
32	1653+76.62	15	449.54	449.72
33	1653+86.62	15	449.52	449.68
34	1653+96.62	15	449.49	449.62
35	1654+06.62	15	449.45	449.54
36	1654+16.62	15	449.40	449.44
CL Brg. N. Abut	1654+22.87	15	449.37	449.37
CL Exp Joint	1654+24.23	15	449.36	-
Back N Abut	1654+26.57	15	449.35	-

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+70.43	23.5	445.53	-
CL Exp. Joint	647+72.77	23.5	445.58	-
CL Brg. S. Abut	647+74.14	23.5	445.60	445.60
1	647+84.14	23.5	445.80	445.88
2	647+94.14	23.5	446.00	446.15
3	648+04.14	23.5	446.19	446.40
4	648+14.14	23.5	446.39	446.64
5	648+24.14	23.5	446.58	446.85
6	648+34.14	23.5	446.78	447.05
7	648+44.14	23.5	446.97	447.23
8	648+54.14	23.5	447.16	447.39
9	648+64.14	23.5	447.34	447.52
10	648+74.14	23.5	447.52	447.65
11	648+84.14	23.5	447.68	447.77
12	648+94.14	23.5	447.84	447.88
CL Pier 1	649+06.64	23.5	448.03	448.03
13	649+16.64	23.5	448.17	448.16
14	649+26.64	23.5	448.31	448.30
15	1651+89.23	23.5	448.43	448.44
16	1651+99.23	23.5	448.55	448.57
17	1652+09.23	23.5	448.67	448.70
18	1652+19.23	23.5	448.77	448.82
19	1652+29.23	23.5	448.87	448.92
20	1652+39.23	23.5	448.95	449.01
21	1652+49.23	23.5	449.04	449.09
22	1652+59.23	23.5	449.11	449.15
23	1652+69.23	23.5	449.18	449.20
24	1652+79.23	23.5	449.23	449.24
25	1652+89.23	23.5	449.29	449.28
CL Pier 2	1653+02.48	23.5	449.34	449.34
26	1653+12.48	23.5	449.37	449.39
27	1653+22.48	23.5	449.40	449.45
28	1653+32.48	23.5	449.42	449.50
29	1653+42.48	23.5	449.43	449.55
30	1653+52.48	23.5	449.43	449.58
31	1653+62.48	23.5	449.43	449.60
32	1653+72.48	23.5	449.41	449.59
33	1653+82.48	23.5	449.39	449.55
34	1653+92.48	23.5	449.37	449.50
35	1654+02.48	23.5	449.33	449.42
36	1654+12.48	23.5	449.29	449.32
CL Brg. N. Abut	1654+18.73	23.5	449.26	449.26
CL Exp Joint	1654+20.09	23.5	449.25	-
Back N Abut	1654+22.43	23.5	449.24	-

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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 17-OCT-2012
 16:21



USER NAME =	DESIGNED - S. HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - N.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	63
CONTRACT NO. 76848				

SHEET NO. C6 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = 0820334-76848-006-TOS Elev(NB).dgn