

☉ ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|------------|--------|------------------------------|---|
| Bk. of South Abut. | 1656+42.87 | 12.00 | 446.38 | 446.38 |
| ☉ South Abut. | 1656+44.20 | 12.00 | 446.35 | 446.35 |
| A | 1656+54.20 | 12.00 | 446.12 | 446.17 |
| B | 1656+64.20 | 12.00 | 445.89 | 445.97 |
| C | 1656+74.20 | 12.00 | 445.65 | 445.73 |
| D | 1656+84.20 | 12.00 | 445.40 | 445.47 |
| E | 1656+94.20 | 12.00 | 445.14 | 445.18 |
| F | 1657+04.20 | 12.00 | 444.88 | 444.89 |
| ☉ Brg. Pier 1 | 1657+11.37 | 12.00 | 444.68 | 444.68 |
| G | 1657+21.37 | 12.00 | 444.40 | 444.41 |
| H | 1657+31.37 | 12.00 | 444.12 | 444.15 |
| I | 1657+41.37 | 12.00 | 443.82 | 443.87 |
| J | 1657+51.37 | 12.00 | 443.53 | 443.58 |
| K | 1657+61.37 | 12.00 | 443.24 | 443.28 |
| L | 1657+71.37 | 12.00 | 442.95 | 442.97 |
| ☉ Brg. Pier 2 | 1657+85.37 | 12.00 | 442.54 | 442.54 |
| M | 1657+95.37 | 12.00 | 442.24 | 442.25 |
| N | 1658+05.37 | 12.00 | 441.95 | 441.98 |
| O | 1658+15.37 | 12.00 | 441.66 | 441.69 |
| P | 1658+25.37 | 12.00 | 441.37 | 441.40 |
| Q | 1658+35.37 | 12.00 | 441.08 | 441.09 |
| ☉ North Abut. | 1658+41.54 | 12.00 | 440.90 | 440.90 |
| Bk. of North Abut. | 1658+42.87 | 12.00 | 440.86 | 440.86 |

BEAM 10

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|------------|--------|------------------------------|---|
| Bk. of South Abut. | 1656+45.20 | 18.42 | 446.23 | 446.23 |
| ☉ South Abut. | 1656+46.53 | 18.42 | 446.20 | 446.20 |
| A | 1656+56.53 | 18.42 | 445.97 | 446.02 |
| B | 1656+66.53 | 18.42 | 445.73 | 445.81 |
| C | 1656+76.53 | 18.42 | 445.49 | 445.57 |
| D | 1656+86.53 | 18.42 | 445.24 | 445.31 |
| E | 1656+96.53 | 18.42 | 444.98 | 445.02 |
| F | 1657+06.53 | 18.42 | 444.71 | 444.73 |
| ☉ Brg. Pier 1 | 1657+13.70 | 18.42 | 444.52 | 444.52 |
| G | 1657+23.70 | 18.42 | 444.24 | 444.25 |
| H | 1657+33.70 | 18.42 | 443.95 | 443.98 |
| I | 1657+43.70 | 18.42 | 443.65 | 443.70 |
| J | 1657+53.70 | 18.42 | 443.36 | 443.41 |
| K | 1657+63.70 | 18.42 | 443.07 | 443.11 |
| L | 1657+73.70 | 18.42 | 442.78 | 442.80 |
| ☉ Brg. Pier 2 | 1657+87.70 | 18.42 | 442.37 | 442.37 |
| M | 1657+97.70 | 18.42 | 442.08 | 442.08 |
| N | 1658+07.70 | 18.42 | 441.78 | 441.81 |
| O | 1658+17.70 | 18.42 | 441.49 | 441.53 |
| P | 1658+27.70 | 18.42 | 441.20 | 441.23 |
| Q | 1658+37.70 | 18.42 | 440.91 | 440.92 |
| ☉ North Abut. | 1658+43.87 | 18.42 | 440.73 | 440.73 |
| Bk. of North Abut. | 1658+45.20 | 18.42 | 440.69 | 440.69 |

BEAM 11

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|------------|--------|------------------------------|---|
| Bk. of South Abut. | 1656+47.69 | 25.25 | 446.06 | 446.06 |
| ☉ South Abut. | 1656+49.02 | 25.25 | 446.03 | 446.03 |
| A | 1656+59.02 | 25.25 | 445.80 | 445.85 |
| B | 1656+69.02 | 25.25 | 445.56 | 445.64 |
| C | 1656+79.02 | 25.25 | 445.32 | 445.40 |
| D | 1656+89.02 | 25.25 | 445.06 | 445.13 |
| E | 1656+99.02 | 25.25 | 444.80 | 444.84 |
| F | 1657+09.02 | 25.25 | 444.53 | 444.55 |
| ☉ Brg. Pier 1 | 1657+16.19 | 25.25 | 444.34 | 444.34 |
| G | 1657+26.19 | 25.25 | 444.05 | 444.06 |
| H | 1657+36.19 | 25.25 | 443.76 | 443.79 |
| I | 1657+46.19 | 25.25 | 443.47 | 443.51 |
| J | 1657+56.19 | 25.25 | 443.18 | 443.22 |
| K | 1657+66.19 | 25.25 | 442.88 | 442.92 |
| L | 1657+76.19 | 25.25 | 442.59 | 442.61 |
| ☉ Brg. Pier 2 | 1657+90.19 | 25.25 | 442.18 | 442.18 |
| M | 1658+00.19 | 25.25 | 441.89 | 441.90 |
| N | 1658+10.19 | 25.25 | 441.60 | 441.62 |
| O | 1658+20.19 | 25.25 | 441.31 | 441.34 |
| P | 1658+30.19 | 25.25 | 441.01 | 441.05 |
| Q | 1658+40.19 | 25.25 | 440.72 | 440.74 |
| ☉ North Abut. | 1658+46.36 | 25.25 | 440.54 | 440.54 |
| Bk. of North Abut. | 1658+47.69 | 25.25 | 440.50 | 440.50 |

BEAM 12

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevation Adjusted for Dead Load Deflection |
|--------------------|------------|--------|------------------------------|---|
| Bk. of South Abut. | 1656+50.18 | 32.08 | 445.86 | 445.86 |
| ☉ South Abut. | 1656+51.51 | 32.08 | 445.83 | 445.83 |
| A | 1656+61.51 | 32.08 | 445.60 | 445.64 |
| B | 1656+71.51 | 32.08 | 445.36 | 445.43 |
| C | 1656+81.51 | 32.08 | 445.11 | 445.19 |
| D | 1656+91.51 | 32.08 | 444.86 | 444.93 |
| E | 1657+01.51 | 32.08 | 444.59 | 444.64 |
| F | 1657+11.51 | 32.08 | 444.32 | 444.34 |
| ☉ Brg. Pier 1 | 1657+18.68 | 32.08 | 444.12 | 444.12 |
| G | 1657+28.68 | 32.08 | 443.84 | 443.85 |
| H | 1657+38.68 | 32.08 | 443.54 | 443.57 |
| I | 1657+48.68 | 32.08 | 443.25 | 443.30 |
| J | 1657+58.68 | 32.08 | 442.96 | 443.01 |
| K | 1657+68.68 | 32.08 | 442.67 | 442.71 |
| L | 1657+78.68 | 32.08 | 442.38 | 442.40 |
| ☉ Brg. Pier 2 | 1657+92.68 | 32.08 | 441.97 | 441.97 |
| M | 1658+02.68 | 32.08 | 441.68 | 441.68 |
| N | 1658+12.68 | 32.08 | 441.38 | 441.41 |
| O | 1658+22.68 | 32.08 | 441.09 | 441.13 |
| P | 1658+32.68 | 32.08 | 440.80 | 440.83 |
| Q | 1658+42.68 | 32.08 | 440.51 | 440.52 |
| ☉ North Abut. | 1658+48.85 | 32.08 | 440.32 | 440.33 |
| Bk. of North Abut. | 1658+50.18 | 32.08 | 440.29 | 440.29 |



| | |
|-----------------|----------|
| DESIGNED - TCR | REVISION |
| CHECKED - JML | REVISION |
| DRAWN - JWK/DJM | REVISION |
| CHECKED - MSW | REVISION |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS, NORTHBOUND ROADWAY
STRUCTURE NO. 082-0314 NB & 082-0315 SB**

SHEET NO. 88 OF 50 SHEETS

| | | | | |
|---------------------------|--------------|-----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 788 | 520-1-2HVB-1 | ST. CLAIR | 237 | 141 |
| CONTRACT NO. 76848 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |