

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. W. Abut.	145+74.00	18.54' Lt.	544.77	544.76
⊕ Brg. W. Abut.	145+75.25	18.54' Lt.	544.74	544.74
A	145+85.25	18.54' Lt.	544.47	544.54
B	145+95.25	18.54' Lt.	544.21	544.33
C	146+05.25	18.54' Lt.	543.97	544.12
D	146+15.25	18.54' Lt.	543.74	543.89
E	146+25.25	18.54' Lt.	543.52	543.64
F	146+35.25	18.54' Lt.	543.32	543.39
⊕ PIER 1	146+50.00	18.54' Lt.	543.04	543.04
G	146+60.00	18.54' Lt.	542.87	542.86
H	146+70.00	18.54' Lt.	542.71	542.70
I	146+80.00	18.54' Lt.	542.56	542.56
J	146+90.00	18.54' Lt.	542.43	542.43
K	147+00.00	18.54' Lt.	542.31	542.31
⊕ PIER 2	147+08.00	18.54' Lt.	542.22	542.22
L	147+18.00	18.54' Lt.	542.12	542.13
M	147+28.00	18.54' Lt.	542.04	542.07
N	147+38.00	18.54' Lt.	541.97	541.99
⊕ Brg. E. Abut.	147+49.75	18.54' Lt.	541.90	541.90
Bk. E. Abut.	147+51.00	18.54' Lt.	541.90	541.90

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. W. Abut.	145+74.00	11.13' Lt.	544.92	544.91
⊕ Brg. W. Abut.	145+75.25	11.13' Lt.	544.89	544.89
A	145+85.25	11.13' Lt.	544.62	544.69
B	145+95.25	11.13' Lt.	544.36	544.48
C	146+05.25	11.13' Lt.	544.12	544.27
D	146+15.25	11.13' Lt.	543.89	544.04
E	146+25.25	11.13' Lt.	543.67	543.79
F	146+35.25	11.13' Lt.	543.47	543.54
⊕ PIER 1	146+50.00	11.13' Lt.	543.19	543.19
G	146+60.00	11.13' Lt.	543.02	543.01
H	146+70.00	11.13' Lt.	542.86	542.85
I	146+80.00	11.13' Lt.	542.71	542.71
J	146+90.00	11.13' Lt.	542.58	542.58
K	147+00.00	11.13' Lt.	542.46	542.46
⊕ PIER 2	147+08.00	11.13' Lt.	542.37	542.37
L	147+18.00	11.13' Lt.	542.27	542.28
M	147+28.00	11.13' Lt.	542.19	542.22
N	147+38.00	11.13' Lt.	542.12	542.14
⊕ Brg. E. Abut.	147+49.75	11.13' Lt.	542.05	542.05
Bk. E. Abut.	147+51.00	11.13' Lt.	542.04	542.04

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. W. Abut.	145+74.00	3.71' Lt.	545.04	545.03
⊕ Brg. W. Abut.	145+75.25	3.71' Lt.	545.00	545.00
A	145+85.25	3.71' Lt.	544.73	544.80
B	145+95.25	3.71' Lt.	544.48	544.60
C	146+05.25	3.71' Lt.	544.24	544.39
D	146+15.25	3.71' Lt.	544.01	544.16
E	146+25.25	3.71' Lt.	543.79	543.91
F	146+35.25	3.71' Lt.	543.58	543.65
⊕ PIER 1	146+50.00	3.71' Lt.	543.31	543.31
G	146+60.00	3.71' Lt.	543.13	543.12
H	146+70.00	3.71' Lt.	542.97	542.96
I	146+80.00	3.71' Lt.	542.83	542.83
J	146+90.00	3.71' Lt.	542.69	542.69
K	147+00.00	3.71' Lt.	542.57	542.57
⊕ PIER 2	147+08.00	3.71' Lt.	542.49	542.49
L	147+18.00	3.71' Lt.	542.39	542.40
M	147+28.00	3.71' Lt.	542.31	542.34
N	147+38.00	3.71' Lt.	542.23	542.25
⊕ Brg. E. Abut.	147+49.75	3.71' Lt.	542.17	542.17
Bk. E. Abut.	147+51.00	3.71' Lt.	542.16	542.16

**⊕ ROADWAY. PROFILE GRADE & STAGED CONST. JT.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. W. Abut.	145+74.00	0.00' Lt.	545.10	545.09
⊕ Brg. W. Abut.	145+75.25	0.00' Lt.	545.06	545.06
A	145+85.25	0.00' Lt.	544.79	544.86
B	145+95.25	0.00' Lt.	544.54	544.66
C	146+05.25	0.00' Lt.	544.29	544.44
D	146+15.25	0.00' Lt.	544.06	544.21
E	146+25.25	0.00' Lt.	543.85	543.97
F	146+35.25	0.00' Lt.	543.64	543.71
⊕ PIER 1	146+50.00	0.00' Lt.	543.36	543.36
G	146+60.00	0.00' Lt.	543.19	543.18
H	146+70.00	0.00' Lt.	543.03	543.02
I	146+80.00	0.00' Lt.	542.89	542.89
J	146+90.00	0.00' Lt.	542.75	542.75
K	147+00.00	0.00' Lt.	542.63	542.63
⊕ PIER 2	147+08.00	0.00' Lt.	542.54	542.54
L	147+18.00	0.00' Lt.	542.45	542.46
M	147+28.00	0.00' Lt.	542.36	542.39
N	147+38.00	0.00' Lt.	542.29	542.31
⊕ Brg. E. Abut.	147+49.75	0.00' Lt.	542.22	542.22
Bk. E. Abut.	147+51.00	0.00' Lt.	542.22	542.22

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. W. Abut.	145+74.00	3.71' Rt.	545.04	545.03
⊕ Brg. W. Abut.	145+75.25	3.71' Rt.	545.00	545.00
A	145+85.25	3.71' Rt.	544.73	544.80
B	145+95.25	3.71' Rt.	544.48	544.60
C	146+05.25	3.71' Rt.	544.24	544.39
D	146+15.25	3.71' Rt.	544.01	544.16
E	146+25.25	3.71' Rt.	543.79	543.91
F	146+35.25	3.71' Rt.	543.58	543.65
⊕ PIER 1	146+50.00	3.71' Rt.	543.31	543.31
G	146+60.00	3.71' Rt.	543.13	543.12
H	146+70.00	3.71' Rt.	542.97	542.96
I	146+80.00	3.71' Rt.	542.83	542.83
J	146+90.00	3.71' Rt.	542.69	542.69
K	147+00.00	3.71' Rt.	542.57	542.57
⊕ PIER 2	147+08.00	3.71' Rt.	542.49	542.49
L	147+18.00	3.71' Rt.	542.39	542.40
M	147+28.00	3.71' Rt.	542.31	542.34
N	147+38.00	3.71' Rt.	542.23	542.25
⊕ Brg. E. Abut.	147+49.75	3.71' Rt.	542.17	542.17
Bk. E. Abut.	147+51.00	3.71' Rt.	542.16	542.16

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. W. Abut.	145+74.00	11.13' Rt.	544.92	544.91
⊕ Brg. W. Abut.	145+75.25	11.13' Rt.	544.89	544.89
A	145+85.25	11.13' Rt.	544.62	544.69
B	145+95.25	11.13' Rt.	544.36	544.48
C	146+05.25	11.13' Rt.	544.12	544.27
D	146+15.25	11.13' Rt.	543.89	544.04
E	146+25.25	11.13' Rt.	543.67	543.79
F	146+35.25	11.13' Rt.	543.47	543.54
⊕ PIER 1	146+50.00	11.13' Rt.	543.19	543.19
G	146+60.00	11.13' Rt.	543.02	543.01
H	146+70.00	11.13' Rt.	542.86	542.85
I	146+80.00	11.13' Rt.	542.71	542.71
J	146+90.00	11.13' Rt.	542.58	542.58
K	147+00.00	11.13' Rt.	542.46	542.46
⊕ PIER 2	147+08.00	11.13' Rt.	542.37	542.37
L	147+18.00	11.13' Rt.	542.27	542.28
M	147+28.00	11.13' Rt.	542.19	542.22
N	147+38.00	11.13' Rt.	542.12	542.14
⊕ Brg. E. Abut.	147+49.75	11.13' Rt.	542.05	542.05
Bk. E. Abut.	147+51.00	11.13' Rt.	542.04	542.04

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflections
Bk. W. Abut.	145+74.00	18.54' Rt.	544.77	544.76
⊕ Brg. W. Abut.	145+75.25	18.54' Rt.	544.74	544.74
A	145+85.25	18.54' Rt.	544.47	544.54
B	145+95.25	18.54' Rt.	544.21	544.33
C	146+05.25	18.54' Rt.	543.97	544.12
D	146+15.25	18.54' Rt.	543.74	543.89
E	146+25.25	18.54' Rt.	543.52	543.64
F	146+35.25	18.54' Rt.	543.32	543.39
⊕ PIER 1	146+50.00	18.54' Rt.	543.04	543.04
G	146+60.00	18.54' Rt.	542.87	542.86
H	146+70.00	18.54' Rt.	542.71	542.70
I	146+80.00	18.54' Rt.	542.56	542.56
J	146+90.00	18.54' Rt.	542.43	542.43
K	147+00.00	18.54' Rt.	542.31	542.31
⊕ PIER 2	147+08.00	18.54' Rt.	542.22	542.22
L	147+18.00	18.54' Rt.	542.12	542.13
M	147+28.00	18.54' Rt.	542.04	542.07
N	147+38.00	18.54' Rt.	541.97	541.99
⊕ Brg. E. Abut.	147+49.75	18.54' Rt.	541.90	541.90
Bk. E. Abut.	147+51.00	18.54' Rt.	541.90	541.90

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TOP OF SLAB ELEVATIONS (2 of 2)  
ILLINOIS ROUTE 33 OVER  
BIG SALT CREEK  
F.A.P. ROUTE 95  
SECTION 7B-1  
EFFINGHAM COUNTY  
STA. 146+62.50  
STRUCTURE NUMBER 025-0101

DATE: OCT. 2003

DRAWN BY: MLO/NJV  
CHECKED BY: PBB/SJK