

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 25 SHEETS
S. R. I.	* I-74	TAZEWELL	1366	429	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

*(90-11HB)BR

W.B. I-74

BEAM 5

PROFILE GRADE LINE

BEAM 6

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut	153020.355	-3.6	150.148	150.148
CL N. Abut	153020.735	-3.6	150.149	150.149
A	153023.735	-3.6	150.159	150.170
B	153026.735	-3.6	150.168	150.189
C	153029.735	-3.6	150.178	150.206
D	153032.735	-3.6	150.188	150.221
E	153035.735	-3.6	150.198	150.232
F	153038.735	-3.6	150.207	150.238
G	153041.735	-3.6	150.217	150.243
H	153044.735	-3.6	150.227	150.245
I	153047.735	-3.6	150.237	150.245
CL Pier 1	153049.855	-3.6	150.244	150.244
J	153052.855	-3.6	150.254	150.265
K	153055.855	-3.6	150.263	150.283
L	153058.855	-3.6	150.273	150.301
M	153061.855	-3.6	150.283	150.315
N	153064.855	-3.6	150.293	150.327
O	153067.855	-3.6	150.302	150.334
P	153070.855	-3.6	150.312	150.338
Q	153073.855	-3.6	150.322	150.340
R	153076.855	-3.6	150.332	150.340
CL S. Abut	153078.975	-3.6	150.339	150.339
Bk S. Abut	153079.355	-3.6	150.340	150.340

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut	153020.586	-1.7	150.120	150.120
CL N. Abut	153020.966	-1.7	150.121	150.121
A	153023.966	-1.7	150.131	150.142
B	153026.966	-1.7	150.141	150.162
C	153029.966	-1.7	150.150	150.178
D	153032.966	-1.7	150.160	150.193
E	153035.966	-1.7	150.170	150.204
F	153038.966	-1.7	150.180	150.211
G	153041.966	-1.7	150.190	150.216
H	153044.966	-1.7	150.199	150.217
I	153047.966	-1.7	150.209	150.217
CL Pier 1	153050.086	-1.7	150.216	150.216
J	153053.086	-1.7	150.226	150.237
K	153056.086	-1.7	150.236	150.256
L	153059.086	-1.7	150.245	150.273
M	153062.086	-1.7	150.255	150.287
N	153065.086	-1.7	150.265	150.299
O	153068.086	-1.7	150.275	150.307
P	153071.086	-1.7	150.284	150.310
Q	153074.086	-1.7	150.294	150.312
R	153077.086	-1.7	150.304	150.312
CL S. Abut	153079.206	-1.7	150.311	150.311
Bk S. Abut	153079.586	-1.7	150.312	150.312

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut	153020.792	0	150.095	150.095
CL N. Abut	153021.172	0	150.096	150.096
A	153024.172	0	150.106	150.117
B	153027.172	0	150.116	150.137
C	153030.172	0	150.126	150.154
D	153033.172	0	150.135	150.168
E	153036.172	0	150.145	150.179
F	153039.172	0	150.155	150.186
G	153042.172	0	150.165	150.191
H	153045.172	0	150.174	150.192
I	153048.172	0	150.184	150.192
CL Pier 1	153050.292	0	150.191	150.191
J	153053.292	0	150.201	150.212
K	153056.292	0	150.211	150.231
L	153059.292	0	150.220	150.248
M	153062.292	0	150.230	150.262
N	153065.292	0	150.240	150.274
O	153068.292	0	150.250	150.282
P	153071.292	0	150.260	150.286
Q	153074.292	0	150.269	150.287
R	153077.292	0	150.279	150.287
CL S. Abut	153079.412	0	150.286	150.286
Bk S. Abut	153079.792	0	150.287	150.287

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut	153020.828	0.3	150.089	150.089
CL N. Abut	153021.208	0.3	150.090	150.090
A	153024.208	0.3	150.100	150.111
B	153027.208	0.3	150.110	150.131
C	153030.208	0.3	150.120	150.148
D	153033.208	0.3	150.129	150.162
E	153036.208	0.3	150.139	150.173
F	153039.208	0.3	150.149	150.180
G	153042.208	0.3	150.159	150.185
H	153045.208	0.3	150.169	150.187
I	153048.208	0.3	150.178	150.186
CL Pier 1	153050.328	0.3	150.185	150.185
J	153053.328	0.3	150.195	150.206
K	153056.328	0.3	150.205	150.225
L	153059.328	0.3	150.215	150.243
M	153062.328	0.3	150.224	150.256
N	153065.328	0.3	150.234	150.268
O	153068.328	0.3	150.244	150.276
P	153071.328	0.3	150.254	150.280
Q	153074.328	0.3	150.264	150.282
R	153077.328	0.3	150.273	150.281
CL S. Abut	153079.448	0.3	150.280	150.280
Bk S. Abut	153079.828	0.3	150.281	150.281

BONDED CONSTRUCTION JOINT

Location	Station	Offset (m)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N. Abut	153020.998	1.7	150.062	150.062
CL N. Abut	153021.378	1.7	150.063	150.063
A	153024.378	1.7	150.073	150.084
B	153027.378	1.7	150.082	150.103
C	153030.378	1.7	150.092	150.120
D	153033.378	1.7	150.102	150.135
E	153036.378	1.7	150.112	150.146
F	153039.378	1.7	150.122	150.153
G	153042.378	1.7	150.131	150.157
H	153045.378	1.7	150.141	150.159
I	153048.378	1.7	150.151	150.159
CL Pier 1	153050.498	1.7	150.158	150.158
J	153053.498	1.7	150.168	150.179
K	153056.498	1.7	150.177	150.197
L	153059.498	1.7	150.187	150.215
M	153062.498	1.7	150.197	150.229
N	153065.498	1.7	150.207	150.241
O	153068.498	1.7	150.217	150.249
P	153071.498	1.7	150.226	150.252
Q	153074.498	1.7	150.236	150.254
R	153077.498	1.7	150.246	150.254
CL S. Abut	153079.618	1.7	150.253	150.253
Bk S. Abut	153079.998	1.7	150.254	150.254

DESIGNED	KEF
CHECKED	MJS
DRAWN	DEM
CHECKED	KEF



TOP OF SLAB ELEVATIONS
WB INTERSTATE 74 OVER
MAIN STREET (IL RTE. 116)
F.A.I. ROUTE 74-SEC. (90-11 HB)BR
TAZEWELL COUNTY
STATION 153+050.716
STRUCTURE NO. 090-0160