

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------------|-----------------|---------|------------------|-----------|
| 310 | 60-(16B, 16-1B) | MADISON | 62 | 35 |
| STA. 165+71.94 | | | | |
| FED. ROAD DIST. ILLINOIS | | | FED. AID PROJECT | |
| CONTRACT NO. 76567 | | | | |

Sheet No. 4
13 Sheets

BEAM LINE 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 16540.640 | 2.875 | 535.449 | 535.449 |
| ☉ S. Abut. | 16542.041 | 2.860 | 535.449 | 535.449 |
| A | 16551.945 | 2.774 | 535.444 | 535.506 |
| B | 16561.850 | 2.722 | 535.442 | 535.553 |
| C | 16571.750 | 2.704 | 535.441 | 535.579 |
| D | 16581.659 | 2.720 | 535.441 | 535.580 |
| E | 16591.564 | 2.771 | 535.444 | 535.556 |
| F | 16601.468 | 2.856 | 535.449 | 535.513 |
| ☉ N. Abut. | 16611.625 | 2.979 | 535.455 | 535.455 |
| Bk. N. Abut. | 16613.027 | 2.998 | 535.456 | 535.456 |

BEAM LINE 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 16536.197 | 11.573 | 535.902 | 535.902 |
| ☉ S. Abut. | 16537.595 | 11.556 | 535.901 | 535.901 |
| A | 16547.469 | 11.454 | 535.896 | 535.958 |
| B | 16557.344 | 11.387 | 535.892 | 536.003 |
| C | 16567.220 | 11.354 | 535.890 | 536.028 |
| D | 16577.095 | 11.354 | 535.890 | 536.029 |
| E | 16586.971 | 11.389 | 535.892 | 536.004 |
| F | 16596.846 | 11.458 | 535.896 | 535.960 |
| ☉ N. Abut. | 16606.969 | 11.564 | 535.901 | 535.901 |
| Bk. N. Abut. | 16608.367 | 11.582 | 535.902 | 535.902 |

LOCAL TANGENT

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 16535.849 | 12.210 | 535.935 | 535.935 |
| ☉ S. Abut. | 16537.260 | 12.210 | 535.935 | 535.935 |
| A | 16547.133 | 12.108 | 535.930 | 535.992 |
| B | 16557.006 | 12.039 | 535.926 | 536.037 |
| C | 16566.880 | 12.005 | 535.924 | 536.062 |
| D | 16576.754 | 12.004 | 535.924 | 536.063 |
| E | 16586.627 | 12.038 | 535.926 | 536.038 |
| F | 16596.500 | 12.106 | 535.930 | 535.993 |
| ☉ N. Abut. | 16606.620 | 12.210 | 535.935 | 535.935 |
| Bk. N. Abut. | 16608.050 | 12.210 | 535.935 | 535.935 |

BEAM LINE 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 16531.781 | 20.279 | 536.354 | 536.354 |
| ☉ S. Abut. | 16533.170 | 20.259 | 536.353 | 536.353 |
| A | 16543.019 | 20.142 | 536.347 | 536.409 |
| B | 16552.865 | 20.059 | 536.343 | 536.454 |
| C | 16562.712 | 20.010 | 536.341 | 536.479 |
| D | 16572.558 | 19.996 | 536.340 | 536.479 |
| E | 16582.405 | 20.015 | 536.341 | 536.453 |
| F | 16592.251 | 20.068 | 536.344 | 536.408 |
| ☉ N. Abut. | 16602.341 | 20.158 | 536.348 | 536.348 |
| Bk. N. Abut. | 16603.735 | 20.173 | 536.349 | 536.349 |

BEAM LINE 7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 16527.391 | 28.991 | 536.808 | 536.808 |
| ☉ S. Abut. | 16528.780 | 28.969 | 536.806 | 536.806 |
| A | 16538.596 | 28.837 | 536.800 | 536.862 |
| B | 16548.413 | 28.739 | 536.794 | 536.905 |
| C | 16558.230 | 28.674 | 536.791 | 536.929 |
| D | 16568.047 | 28.644 | 536.789 | 536.928 |
| E | 16577.865 | 28.648 | 536.790 | 536.902 |
| F | 16587.683 | 28.685 | 536.792 | 536.856 |
| ☉ N. Abut. | 16597.740 | 28.758 | 536.795 | 536.795 |
| Bk. N. Abut. | 16599.129 | 28.771 | 536.796 | 536.796 |

BEAM LINE 8

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|--------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 16523.027 | 37.709 | 537.261 | 537.261 |
| ☉ S. Abut. | 16524.412 | 37.686 | 537.260 | 537.260 |
| A | 16534.198 | 37.539 | 537.252 | 537.314 |
| B | 16543.986 | 37.425 | 537.246 | 537.357 |
| C | 16553.774 | 37.345 | 537.242 | 537.380 |
| D | 16563.563 | 37.300 | 537.240 | 537.379 |
| E | 16573.352 | 37.288 | 537.239 | 537.351 |
| F | 16583.141 | 37.309 | 537.240 | 537.304 |
| ☉ N. Abut. | 16593.165 | 37.367 | 537.243 | 537.243 |
| Bk. N. Abut. | 16594.551 | 37.377 | 537.244 | 537.244 |

Note: Work this sheet with sheet 3 of 13
Offsets referenced to Profile Grade Line

| | |
|----------|--------|
| DESIGNED | J.L.G. |
| CHECKED | R.P.B. |
| DRAWN | B.A.D. |
| CHECKED | R.P.B. |

E-S 2-14-01

TOP OF SLAB ELEVATIONS
FAP 310 (US 67) OVER
SOUTH BRANCH OF PIASA CREEK
SECTION 60-(16B, 16-1B)
MADISON COUNTY STA 165+71.94
SN 060-0329

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