

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION JOINT

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|----------------|-----------|--------|------------------------------|---|
| Bk. N. Abut.   | 625+25.76 | -5.00  | 811.27                       | 811.29  |
| ☉ Brg N. Abut. | 625+32.66 | -5.00  | 811.30                       | 811.32  |
| A              | 625+42.64 | -5.00  | 811.34                       | 811.39  |
| B              | 625+52.62 | -5.00  | 811.38                       | 811.44  |
| C              | 625+62.60 | -5.00  | 811.42                       | 811.49  |
| D              | 625+72.59 | -5.00  | 811.46                       | 811.52  |
| E              | 625+82.57 | -5.00  | 811.50                       | 811.54  |
| F              | 625+92.55 | -5.00  | 811.54                       | 811.56  |
| G              | 626+02.53 | -5.00  | 811.58                       | 811.59  |
| ☉ Pier 1       | 626+14.03 | -5.00  | 811.62                       | 811.64  |
| H              | 626+24.01 | -5.00  | 811.66                       | 811.71  |
| I              | 626+33.99 | -5.00  | 811.70                       | 811.79  |
| J              | 626+43.98 | -5.00  | 811.74                       | 811.87  |
| K              | 626+53.96 | -5.00  | 811.78                       | 811.95  |
| L              | 626+63.94 | -5.00  | 811.82                       | 812.02  |
| M              | 626+73.92 | -5.00  | 811.86                       | 812.07  |
| N              | 626+83.91 | -5.00  | 811.90                       | 812.10  |
| O              | 626+93.89 | -5.00  | 811.94                       | 812.11  |
| P              | 627+03.87 | -5.00  | 811.98                       | 812.12  |
| Q              | 627+13.85 | -5.00  | 812.02                       | 812.11  |
| R              | 627+23.84 | -5.00  | 812.06                       | 812.11  |
| ☉ Pier 2       | 627+34.37 | -5.00  | 812.10                       | 812.12  |
| S              | 627+44.35 | -5.00  | 812.14                       | 812.15  |
| T              | 627+54.33 | -5.00  | 812.18                       | 812.20  |
| U              | 627+64.32 | -5.00  | 812.22                       | 812.25  |
| V              | 627+74.30 | -5.00  | 812.26                       | 812.31  |
| W              | 627+84.28 | -5.00  | 812.30                       | 812.35  |
| X              | 627+94.26 | -5.00  | 812.34                       | 812.39  |
| Y              | 628+04.25 | -5.00  | 812.38                       | 812.42  |
| ☉ Brg S. Abut. | 628+11.46 | -5.00  | 812.41                       | 812.43  |
| Bk. S. Abut.   | 628+17.30 | -5.00  | 812.43                       | 812.45  |

☉ ROADWAY & PROFILE GRADE

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|----------------|-----------|--------|------------------------------|---|
| Bk. N. Abut.   | 625+16.31 | 0.00   | 811.08                       | 811.10  |
| ☉ Brg N. Abut. | 625+23.27 | 0.00   | 811.11                       | 811.13  |
| A              | 625+33.27 | 0.00   | 811.15                       | 811.19  |
| B              | 625+43.27 | 0.00   | 811.19                       | 811.25  |
| C              | 625+53.27 | 0.00   | 811.23                       | 811.30  |
| D              | 625+63.27 | 0.00   | 811.27                       | 811.33  |
| E              | 625+73.27 | 0.00   | 811.31                       | 811.35  |
| F              | 625+83.27 | 0.00   | 811.35                       | 811.37  |
| G              | 625+93.27 | 0.00   | 811.39                       | 811.40  |
| ☉ Pier 1       | 626+05.25 | 0.00   | 811.43                       | 811.45  |
| H              | 626+15.25 | 0.00   | 811.47                       | 811.52  |
| I              | 626+25.25 | 0.00   | 811.51                       | 811.60  |
| J              | 626+35.25 | 0.00   | 811.55                       | 811.68  |
| K              | 626+45.25 | 0.00   | 811.59                       | 811.76  |
| L              | 626+55.25 | 0.00   | 811.63                       | 811.83  |
| M              | 626+65.25 | 0.00   | 811.67                       | 811.88  |
| N              | 626+75.25 | 0.00   | 811.71                       | 811.91  |
| O              | 626+85.25 | 0.00   | 811.75                       | 811.92  |
| P              | 626+95.25 | 0.00   | 811.79                       | 811.93  |
| Q              | 627+05.25 | 0.00   | 811.83                       | 811.93  |
| R              | 627+15.25 | 0.00   | 811.87                       | 811.93  |
| ☉ Pier 2       | 627+26.39 | 0.00   | 811.92                       | 811.94  |
| S              | 627+36.39 | 0.00   | 811.96                       | 811.97  |
| T              | 627+46.39 | 0.00   | 812.00                       | 812.01  |
| U              | 627+56.39 | 0.00   | 812.04                       | 812.07  |
| V              | 627+66.39 | 0.00   | 812.08                       | 812.12  |
| W              | 627+76.39 | 0.00   | 812.12                       | 812.17  |
| X              | 627+86.39 | 0.00   | 812.16                       | 812.21  |
| Y              | 627+96.39 | 0.00   | 812.20                       | 812.23  |
| ☉ Brg S. Abut. | 628+03.94 | 0.00   | 812.23                       | 812.25  |
| Bk. S. Abut.   | 628+09.82 | 0.00   | 812.25                       | 812.27  |

BEAM 4

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|----------------|-----------|--------|------------------------------|---|
| Bk. N. Abut.   | 625+14.73 | 0.83   | 811.05                       | 811.07  |
| ☉ Brg N. Abut. | 625+21.70 | 0.83   | 811.07                       | 811.09  |
| A              | 625+31.70 | 0.83   | 811.11                       | 811.16  |
| B              | 625+41.70 | 0.83   | 811.15                       | 811.22  |
| C              | 625+51.70 | 0.83   | 811.19                       | 811.27  |
| D              | 625+61.71 | 0.83   | 811.23                       | 811.30  |
| E              | 625+71.71 | 0.83   | 811.27                       | 811.32  |
| F              | 625+81.71 | 0.83   | 811.31                       | 811.34  |
| G              | 625+91.72 | 0.83   | 811.35                       | 811.37  |
| ☉ Pier 1       | 626+03.78 | 0.83   | 811.40                       | 811.42  |
| H              | 626+13.79 | 0.83   | 811.44                       | 811.49  |
| I              | 626+23.79 | 0.83   | 811.48                       | 811.57  |
| J              | 626+33.79 | 0.83   | 811.52                       | 811.65  |
| K              | 626+43.79 | 0.83   | 811.56                       | 811.73  |
| L              | 626+53.80 | 0.83   | 811.60                       | 811.79  |
| M              | 626+63.80 | 0.83   | 811.64                       | 811.85  |
| N              | 626+73.80 | 0.83   | 811.68                       | 811.88  |
| O              | 626+83.81 | 0.83   | 811.72                       | 811.89  |
| P              | 626+93.81 | 0.83   | 811.76                       | 811.90  |
| Q              | 627+03.81 | 0.83   | 811.80                       | 811.89  |
| R              | 627+13.82 | 0.83   | 811.84                       | 811.89  |
| ☉ Pier 2       | 627+25.06 | 0.83   | 811.89                       | 811.91  |
| S              | 627+35.06 | 0.83   | 811.93                       | 811.94  |
| T              | 627+45.07 | 0.83   | 811.96                       | 811.98  |
| U              | 627+55.07 | 0.83   | 812.00                       | 812.04  |
| V              | 627+65.07 | 0.83   | 812.04                       | 812.09  |
| W              | 627+75.07 | 0.83   | 812.08                       | 812.14  |
| X              | 627+85.08 | 0.83   | 812.12                       | 812.17  |
| Y              | 627+95.08 | 0.83   | 812.16                       | 812.20  |
| ☉ Brg S. Abut. | 628+02.69 | 0.83   | 812.19                       | 812.22  |
| Bk. S. Abut.   | 628+08.57 | 0.83   | 812.22                       | 812.24  |

BEAM 5

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|----------------|-----------|--------|------------------------------|---|
| Bk. N. Abut.   | 625+00.05 | 8.50   | 810.75                       | 810.77  |
| ☉ Brg N. Abut. | 625+07.10 | 8.50   | 810.78                       | 810.80  |
| A              | 625+17.13 | 8.50   | 810.82                       | 810.87  |
| B              | 625+27.16 | 8.50   | 810.86                       | 810.92  |
| C              | 625+37.19 | 8.50   | 810.90                       | 810.97  |
| D              | 625+47.22 | 8.50   | 810.94                       | 811.00  |
| E              | 625+57.25 | 8.50   | 810.98                       | 811.03  |
| F              | 625+67.28 | 8.50   | 811.02                       | 811.05  |
| G              | 625+77.31 | 8.50   | 811.06                       | 811.08  |
| ☉ Pier 1       | 625+90.16 | 8.50   | 811.11                       | 811.13  |
| H              | 626+00.18 | 8.50   | 811.15                       | 811.20  |
| I              | 626+10.21 | 8.50   | 811.19                       | 811.27  |
| J              | 626+20.24 | 8.50   | 811.23                       | 811.35  |
| K              | 626+30.27 | 8.50   | 811.27                       | 811.43  |
| L              | 626+40.30 | 8.50   | 811.31                       | 811.50  |
| M              | 626+50.33 | 8.50   | 811.35                       | 811.55  |
| N              | 626+60.36 | 8.50   | 811.39                       | 811.59  |
| O              | 626+70.39 | 8.50   | 811.43                       | 811.60  |
| P              | 626+80.42 | 8.50   | 811.47                       | 811.61  |
| Q              | 626+90.45 | 8.50   | 811.51                       | 811.61  |
| R              | 627+00.48 | 8.50   | 811.55                       | 811.61  |
| ☉ Pier 2       | 627+12.69 | 8.50   | 811.60                       | 811.62  |
| S              | 627+22.72 | 8.50   | 811.64                       | 811.65  |
| T              | 627+32.75 | 8.50   | 811.68                       | 811.69  |
| U              | 627+42.78 | 8.50   | 811.72                       | 811.75  |
| V              | 627+52.81 | 8.50   | 811.76                       | 811.80  |
| W              | 627+62.84 | 8.50   | 811.80                       | 811.85  |
| X              | 627+72.87 | 8.50   | 811.84                       | 811.89  |
| Y              | 627+82.90 | 8.50   | 811.88                       | 811.91  |
| ☉ Brg S. Abut. | 627+91.04 | 8.50   | 811.91                       | 811.93  |
| Bk. S. Abut.   | 627+96.97 | 8.50   | 811.93                       | 811.96  |

BEAM 6

| Location       | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|----------------|-----------|--------|------------------------------|---|
| Bk. N. Abut.   | 624+85.14 | 16.17  | 810.45                       | 810.47  |
| ☉ Brg N. Abut. | 624+92.28 | 16.17  | 810.48                       | 810.50  |
| A              | 625+02.34 | 16.17  | 810.52                       | 810.57  |
| B              | 625+12.39 | 16.17  | 810.56                       | 810.63  |
| C              | 625+22.45 | 16.17  | 810.60                       | 810.67  |
| D              | 625+32.51 | 16.17  | 810.64                       | 810.71  |
| E              | 625+42.56 | 16.17  | 810.68                       | 810.73  |
| F              | 625+52.62 | 16.17  | 810.72                       | 810.75  |
| G              | 625+62.67 | 16.17  | 810.76                       | 810.78  |
| ☉ Pier 1       | 625+76.34 | 16.17  | 810.82                       | 810.84  |
| H              | 625+86.39 | 16.17  | 810.86                       | 810.90  |
| I              | 625+96.45 | 16.17  | 810.90                       | 810.98  |
| J              | 626+06.51 | 16.17  | 810.94                       | 811.06  |
| K              | 626+16.56 | 16.17  | 810.98                       | 811.14  |
| L              | 626+26.62 | 16.17  | 811.02                       | 811.21  |
| M              | 626+36.67 | 16.17  | 811.06                       | 811.26  |
| N              | 626+46.73 | 16.17  | 811.10                       | 811.29  |
| O              | 626+56.79 | 16.17  | 811.14                       | 811.31  |
| P              | 626+66.84 | 16.17  | 811.18                       | 811.32  |
| Q              | 626+76.90 | 16.17  | 811.22                       | 811.32  |
| R              | 626+86.96 | 16.17  | 811.26                       | 811.32  |
| ☉ Pier 2       | 627+00.17 | 16.17  | 811.31                       | 811.33  |
| S              | 627+10.23 | 16.17  | 811.35                       | 811.36  |
| T              | 627+20.28 | 16.17  | 811.39                       | 811.41  |
| U              | 627+30.34 | 16.17  | 811.43                       | 811.46  |
| V              | 627+40.40 | 16.17  | 811.47                       | 811.52  |
| W              | 627+50.45 | 16.17  | 811.51                       | 811.56  |
| X              | 627+60.51 | 16.17  | 811.55                       | 811.60  |
| Y              | 627+70.57 | 16.17  | 811.59                       | 811.63  |
| ☉ Brg S. Abut. | 627+79.26 | 16.17  | 811.63                       | 811.65  |
| Bk. S. Abut.   | 627+85.24 | 16.17  | 811.65                       | 811.67  |

**JD** Johnson, Depp & Quisenberry  
CONSULTING ENGINEERS  
Springfield, Illinois

DESIGNED: DCD      DRAWN: SJS  
CHECKED: CMV      CHECKED: CMV/DCD

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 057-0250

|   |                |              |                    |                 |              |
|---|----------------|--------------|--------------------|-----------------|--------------|
| SHEET 6<br>OF 27                              | F.A.I.<br>RTE. | SECTION      | COUNTY             | TOTAL<br>SHEETS | SHEET<br>NO. |
|   | 55             | (57-THB-1)BR | MCLEAN             | 153             | 56           |
| STA. 626+53.70                                |                |              | CONTRACT NO. 70520 |                 |              |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                |              |                    |                 |              |

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