

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. N. Abut. | 1629+48.00 | 16.02 | 808.91 | 808.91 |
| ☉ Brg. N. Abut. | 1629+51.00 | 16.01 | 808.93 | 808.93 |
| A | 1629+60.99 | 15.98 | 809.02 | 809.03 |
| B | 1629+70.98 | 15.96 | 809.11 | 809.12 |
| C | 1629+80.98 | 15.94 | 809.19 | 809.20 |
| ☉ Pier 1 | 1629+92.30 | 15.93 | 809.29 | 809.29 |
| D | 1630+02.29 | 15.92 | 809.37 | 809.38 |
| E | 1630+12.29 | 15.92 | 809.46 | 809.47 |
| F | 1630+22.28 | 15.92 | 809.54 | 809.55 |
| G | 1630+32.27 | 15.92 | 809.63 | 809.63 |
| ☉ Pier 2 | 1630+40.60 | 15.93 | 809.70 | 809.70 |
| H | 1630+50.59 | 15.94 | 809.78 | 809.79 |
| I | 1630+60.58 | 15.96 | 809.87 | 809.89 |
| J | 1630+70.58 | 15.98 | 809.95 | 809.97 |
| ☉ Brg. S. Abut. | 1630+81.90 | 16.01 | 810.05 | 810.05 |
| Bk. S. Abut. | 1630+84.90 | 16.02 | 810.07 | 810.07 |

BEAM 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. N. Abut. | 1629+47.98 | 9.44 | 809.04 | 809.04 |
| ☉ Brg. N. Abut. | 1629+50.98 | 9.43 | 809.06 | 809.06 |
| A | 1629+60.97 | 9.40 | 809.15 | 809.16 |
| B | 1629+70.97 | 9.38 | 809.23 | 809.25 |
| C | 1629+80.96 | 9.36 | 809.32 | 809.33 |
| ☉ Pier 1 | 1629+92.29 | 9.34 | 809.42 | 809.42 |
| D | 1630+02.29 | 9.34 | 809.50 | 809.51 |
| E | 1630+12.28 | 9.33 | 809.59 | 809.60 |
| F | 1630+22.28 | 9.33 | 809.67 | 809.68 |
| G | 1630+32.28 | 9.34 | 809.76 | 809.76 |
| ☉ Pier 2 | 1630+40.61 | 9.35 | 809.83 | 809.83 |
| H | 1630+50.60 | 9.36 | 809.91 | 809.92 |
| I | 1630+60.60 | 9.38 | 810.00 | 810.01 |
| J | 1630+70.59 | 9.40 | 810.08 | 810.10 |
| ☉ Brg. S. Abut. | 1630+81.92 | 9.43 | 810.18 | 810.18 |
| Bk. S. Abut. | 1630+84.92 | 9.44 | 810.20 | 810.20 |

BEAM 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. N. Abut. | 1629+47.96 | 2.85 | 809.14 | 809.14 |
| ☉ Brg. N. Abut. | 1629+50.96 | 2.84 | 809.16 | 809.16 |
| A | 1629+60.96 | 2.82 | 809.25 | 809.26 |
| B | 1629+70.96 | 2.79 | 809.34 | 809.35 |
| C | 1629+80.95 | 2.78 | 809.42 | 809.43 |
| ☉ Pier 1 | 1629+92.29 | 2.76 | 809.52 | 809.52 |
| D | 1630+02.28 | 2.75 | 809.60 | 809.61 |
| E | 1630+12.28 | 2.75 | 809.69 | 809.70 |
| F | 1630+22.28 | 2.75 | 809.77 | 809.78 |
| G | 1630+32.28 | 2.75 | 809.86 | 809.86 |
| ☉ Pier 2 | 1630+40.61 | 2.76 | 809.93 | 809.93 |
| H | 1630+50.61 | 2.78 | 810.01 | 810.02 |
| I | 1630+60.61 | 2.79 | 810.10 | 810.12 |
| J | 1630+70.61 | 2.82 | 810.18 | 810.20 |
| ☉ Brg. S. Abut. | 1630+81.94 | 2.85 | 810.28 | 810.28 |
| Bk. S. Abut. | 1630+84.94 | 2.86 | 810.30 | 810.30 |

☉ F.A.I. 74 (N.B.) & P.G.

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. N. Abut. | 1629+47.95 | 0.00 | 809.18 | 809.18 |
| ☉ Brg. N. Abut. | 1629+50.95 | 0.00 | 809.21 | 809.21 |
| A | 1629+60.95 | 0.00 | 809.29 | 809.31 |
| B | 1629+70.95 | 0.00 | 809.38 | 809.40 |
| C | 1629+80.95 | 0.00 | 809.46 | 809.47 |
| ☉ Pier 1 | 1629+92.28 | 0.00 | 809.56 | 809.56 |
| D | 1630+02.28 | 0.00 | 809.65 | 809.65 |
| E | 1630+12.28 | 0.00 | 809.73 | 809.74 |
| F | 1630+22.28 | 0.00 | 809.82 | 809.83 |
| G | 1630+32.28 | 0.00 | 809.90 | 809.91 |
| ☉ Pier 2 | 1630+40.62 | 0.00 | 809.97 | 809.97 |
| H | 1630+50.62 | 0.00 | 810.06 | 810.07 |
| I | 1630+60.62 | 0.00 | 810.14 | 810.16 |
| J | 1630+70.62 | 0.00 | 810.23 | 810.24 |
| ☉ Brg. S. Abut. | 1630+81.95 | 0.00 | 810.32 | 810.32 |
| Bk. S. Abut. | 1630+84.95 | 0.00 | 810.35 | 810.35 |

☉ ROADWAY

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. N. Abut. | 1629+47.95 | -0.73 | 809.19 | 809.19 |
| ☉ Brg. N. Abut. | 1629+50.95 | -0.74 | 809.22 | 809.22 |
| A | 1629+60.95 | -0.77 | 809.31 | 809.32 |
| B | 1629+70.95 | -0.79 | 809.39 | 809.41 |
| C | 1629+80.95 | -0.81 | 809.48 | 809.49 |
| ☉ Pier 1 | 1629+92.28 | -0.82 | 809.57 | 809.57 |
| D | 1630+02.28 | -0.83 | 809.66 | 809.67 |
| E | 1630+12.28 | -0.83 | 809.74 | 809.76 |
| F | 1630+22.28 | -0.83 | 809.83 | 809.84 |
| G | 1630+32.28 | -0.83 | 809.91 | 809.92 |
| ☉ Pier 2 | 1630+40.62 | -0.82 | 809.98 | 809.98 |
| H | 1630+50.62 | -0.81 | 810.07 | 810.08 |
| I | 1630+60.62 | -0.79 | 810.15 | 810.17 |
| J | 1630+70.62 | -0.77 | 810.24 | 810.25 |
| ☉ Brg. S. Abut. | 1630+81.95 | -0.74 | 810.34 | 810.34 |
| Bk. S. Abut. | 1630+84.95 | -0.73 | 810.36 | 810.36 |

STAGE CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. N. Abut. | 1629+47.94 | -1.73 | 809.18 | 809.18 |
| ☉ Brg. N. Abut. | 1629+50.94 | -1.74 | 809.21 | 809.21 |
| A | 1629+60.95 | -1.77 | 809.29 | 809.31 |
| B | 1629+70.95 | -1.79 | 809.38 | 809.40 |
| C | 1629+80.95 | -1.81 | 809.46 | 809.47 |
| ☉ Pier 1 | 1629+92.28 | -1.82 | 809.56 | 809.56 |
| D | 1630+02.28 | -1.83 | 809.64 | 809.65 |
| E | 1630+12.28 | -1.83 | 809.73 | 809.74 |
| F | 1630+22.28 | -1.83 | 809.81 | 809.82 |
| G | 1630+32.28 | -1.83 | 809.90 | 809.90 |
| ☉ Pier 2 | 1630+40.62 | -1.82 | 809.97 | 809.97 |
| H | 1630+50.62 | -1.81 | 810.06 | 810.06 |
| I | 1630+60.62 | -1.79 | 810.14 | 810.16 |
| J | 1630+70.62 | -1.77 | 810.23 | 810.24 |
| ☉ Brg. S. Abut. | 1630+81.95 | -1.74 | 810.32 | 810.32 |
| Bk. S. Abut. | 1630+84.95 | -1.73 | 810.35 | 810.35 |

DESIGNED Michael D. Rolape
CHECKED Nicholas R. Barnett
DRAWN Michael B. Mossman
CHECKED M.D.R./N.R.B./G.R.A.

September 29, 2009
EXAMINED Thomas J. Demagalki
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 037-0018 (N.B.)**

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|--------------------------|--------------------|---------------------|-----------------|---------------------------|-----------------|
| SHEET NO. 6 27 SHEETS | F.A.I. RTE. 74 | SECTION 37-4HB-1 | COUNTY HENRY | TOTAL SHEETS 148 | SHEET NO. 99 |
| | CONTRACT NO. 64264 | | | ILLINOIS FED. AID PROJECT | |