

BEAM 1 (E. CURTAIN WALL*)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|-----------|--------|------------------------------|--|
| Bk. N. Appr. Bent | 298+51.38 | -31.75 | 604.19 | 604.19 |
| A | 298+61.38 | -31.75 | 604.28 | 604.28 |
| B | 298+71.38 | -31.75 | 604.38 | 604.38 |
| Bk. N. Abut. | 298+80.34 | -31.75 | 604.46 | 604.46 |
| ☉ Brg N. Abut. | 298+81.13 | -31.00 | 604.48 | 604.48 |
| C | 298+91.13 | -31.00 | 604.55 | 604.57 |
| D | 299+01.13 | -31.00 | 604.63 | 604.68 |
| E | 299+11.13 | -31.00 | 604.68 | 604.75 |
| F | 299+21.13 | -31.00 | 604.74 | 604.82 |
| G | 299+31.13 | -31.00 | 604.78 | 604.85 |
| H | 299+41.13 | -31.00 | 604.82 | 604.88 |
| I | 299+51.13 | -31.00 | 604.85 | 604.89 |
| J | 299+61.13 | -31.00 | 604.87 | 604.89 |
| K | 299+71.13 | -31.00 | 604.88 | 604.89 |
| ☉ Exist. Pier | 299+80.30 | -31.00 | 604.88 | 604.88 |
| L | 299+90.30 | -31.00 | 604.88 | 604.89 |
| M | 300+00.30 | -31.00 | 604.87 | 604.89 |
| N | 300+10.30 | -31.00 | 604.85 | 604.89 |
| O | 300+20.30 | -31.00 | 604.82 | 604.88 |
| P | 300+30.30 | -31.00 | 604.79 | 604.86 |
| Q | 300+40.30 | -31.00 | 604.74 | 604.82 |
| R | 300+50.30 | -31.00 | 604.69 | 604.76 |
| S | 300+60.30 | -31.00 | 604.62 | 604.67 |
| T | 300+70.30 | -31.00 | 604.56 | 604.58 |
| ☉ Brg S. Abut. | 300+79.47 | -31.00 | 604.48 | 604.48 |
| Bk. S. Abut. | 300+80.26 | -31.75 | 604.46 | 604.46 |
| U | 300+90.26 | -31.75 | 604.37 | 604.37 |
| V | 301+00.26 | -31.75 | 604.28 | 604.28 |
| Bk. S. Appr. Bent | 301+09.22 | -31.75 | 604.19 | 604.19 |

BEAM 2 (BEAM 1*)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|-----------|--------|------------------------------|--|
| Bk. N. Appr. Bent | 298+51.38 | -23.81 | 604.35 | 604.35 |
| A | 298+61.38 | -23.81 | 604.45 | 604.45 |
| B | 298+71.38 | -23.81 | 604.55 | 604.55 |
| Bk. N. Abut. | 298+80.34 | -23.81 | 604.62 | 604.62 |
| ☉ Brg N. Abut. | 298+81.13 | -23.25 | 604.64 | 604.64 |
| C | 298+91.13 | -23.25 | 604.72 | 604.74 |
| D | 299+01.13 | -23.25 | 604.79 | 604.84 |
| E | 299+11.13 | -23.25 | 604.85 | 604.92 |
| F | 299+21.13 | -23.25 | 604.90 | 604.98 |
| G | 299+31.13 | -23.25 | 604.94 | 605.01 |
| H | 299+41.13 | -23.25 | 604.98 | 605.04 |
| I | 299+51.13 | -23.25 | 605.01 | 605.05 |
| J | 299+61.13 | -23.25 | 605.03 | 605.05 |
| K | 299+71.13 | -23.25 | 605.04 | 605.05 |
| ☉ Exist. Pier | 299+80.30 | -23.25 | 605.05 | 605.05 |
| L | 299+90.30 | -23.25 | 605.05 | 605.05 |
| M | 300+00.30 | -23.25 | 605.03 | 605.05 |
| N | 300+10.30 | -23.25 | 605.01 | 605.05 |
| O | 300+20.30 | -23.25 | 604.98 | 605.04 |
| P | 300+30.30 | -23.25 | 604.95 | 605.02 |
| Q | 300+40.30 | -23.25 | 604.90 | 604.98 |
| R | 300+50.30 | -23.25 | 604.85 | 604.92 |
| S | 300+60.30 | -23.25 | 604.78 | 604.83 |
| T | 300+70.30 | -23.25 | 604.72 | 604.74 |
| ☉ Brg S. Abut. | 300+79.47 | -23.25 | 604.64 | 604.64 |
| Bk. S. Abut. | 300+80.26 | -23.81 | 604.62 | 604.62 |
| U | 300+90.26 | -23.81 | 604.54 | 604.54 |
| V | 301+00.26 | -23.81 | 604.44 | 604.44 |
| Bk. S. Appr. Bent | 301+09.22 | -23.81 | 604.35 | 604.35 |

BEAM 3 (BEAM 2*) PART "B" SHEET 94 OF 136

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|-----------|--------|------------------------------|--|
| Bk. N. Appr. Bent | 298+51.38 | -15.88 | 604.48 | 604.48 |
| A | 298+61.38 | -15.88 | 604.58 | 604.58 |
| B | 298+71.38 | -15.88 | 604.68 | 604.68 |
| Bk. N. Abut. | 298+80.34 | -15.88 | 604.75 | 604.75 |
| ☉ Brg N. Abut. | 298+81.13 | -15.50 | 604.77 | 604.77 |
| C | 298+91.13 | -15.50 | 604.84 | 604.86 |
| D | 299+01.13 | -15.50 | 604.91 | 604.96 |
| E | 299+11.13 | -15.50 | 604.97 | 605.04 |
| F | 299+21.13 | -15.50 | 605.03 | 605.11 |
| G | 299+31.13 | -15.50 | 605.07 | 605.14 |
| H | 299+41.13 | -15.50 | 605.11 | 605.17 |
| I | 299+51.13 | -15.50 | 605.13 | 605.17 |
| J | 299+61.13 | -15.50 | 605.16 | 605.17 |
| K | 299+71.13 | -15.50 | 605.16 | 605.17 |
| ☉ Exist. Pier | 299+80.30 | -15.50 | 605.17 | 605.17 |
| L | 299+90.30 | -15.50 | 605.17 | 605.17 |
| M | 300+00.30 | -15.50 | 605.15 | 605.17 |
| N | 300+10.30 | -15.50 | 605.14 | 605.17 |
| O | 300+20.30 | -15.50 | 605.10 | 605.16 |
| P | 300+30.30 | -15.50 | 605.07 | 605.14 |
| Q | 300+40.30 | -15.50 | 605.02 | 605.10 |
| R | 300+50.30 | -15.50 | 604.97 | 605.04 |
| S | 300+60.30 | -15.50 | 604.90 | 604.95 |
| T | 300+70.30 | -15.50 | 604.84 | 604.86 |
| ☉ Brg S. Abut. | 300+79.47 | -15.50 | 604.77 | 604.77 |
| Bk. S. Abut. | 300+80.26 | -15.88 | 604.75 | 604.75 |
| U | 300+90.26 | -15.88 | 604.67 | 604.67 |
| V | 301+00.26 | -15.88 | 604.57 | 604.57 |
| Bk. S. Appr. Bent | 301+09.22 | -15.88 | 604.48 | 604.48 |

BEAM 4 (BEAM 3*)

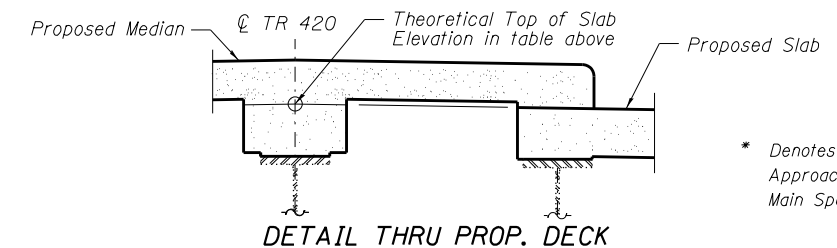
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|-----------|--------|------------------------------|--|
| Bk. N. Appr. Bent | 298+51.38 | -7.94 | 604.61 | 604.61 |
| A | 298+61.38 | -7.94 | 604.70 | 604.70 |
| B | 298+71.38 | -7.94 | 604.80 | 604.80 |
| Bk. N. Abut. | 298+80.34 | -7.94 | 604.87 | 604.87 |
| ☉ Brg N. Abut. | 298+81.13 | -7.75 | 604.89 | 604.89 |
| C | 298+91.13 | -7.75 | 604.96 | 604.98 |
| D | 299+01.13 | -7.75 | 605.03 | 605.08 |
| E | 299+11.13 | -7.75 | 605.09 | 605.16 |
| F | 299+21.13 | -7.75 | 605.15 | 605.23 |
| G | 299+31.13 | -7.75 | 605.19 | 605.26 |
| H | 299+41.13 | -7.75 | 605.23 | 605.29 |
| I | 299+51.13 | -7.75 | 605.25 | 605.29 |
| J | 299+61.13 | -7.75 | 605.28 | 605.29 |
| K | 299+71.13 | -7.75 | 605.28 | 605.29 |
| ☉ Exist. Pier | 299+80.30 | -7.75 | 605.29 | 605.29 |
| L | 299+90.30 | -7.75 | 605.29 | 605.29 |
| M | 300+00.30 | -7.75 | 605.27 | 605.29 |
| N | 300+10.30 | -7.75 | 605.26 | 605.29 |
| O | 300+20.30 | -7.75 | 605.22 | 605.28 |
| P | 300+30.30 | -7.75 | 605.19 | 605.26 |
| Q | 300+40.30 | -7.75 | 605.14 | 605.22 |
| R | 300+50.30 | -7.75 | 605.09 | 605.16 |
| S | 300+60.30 | -7.75 | 605.03 | 605.08 |
| T | 300+70.30 | -7.75 | 604.96 | 604.98 |
| ☉ Brg S. Abut. | 300+79.47 | -7.75 | 604.89 | 604.89 |
| Bk. S. Abut. | 300+80.26 | -7.94 | 604.87 | 604.87 |
| U | 300+90.26 | -7.94 | 604.79 | 604.79 |
| V | 301+00.26 | -7.94 | 604.69 | 604.69 |
| Bk. S. Appr. Bent | 301+09.22 | -7.94 | 604.61 | 604.61 |

STAGE I CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|-----------|--------|------------------------------|--|
| Bk. N. Appr. Bent | 298+51.38 | -6.75 | 604.62 | 604.62 |
| A | 298+61.38 | -6.75 | 604.72 | 604.72 |
| B | 298+71.38 | -6.75 | 604.82 | 604.82 |
| Bk. N. Abut. | 298+80.34 | -6.75 | 604.89 | 604.89 |
| ☉ Brg N. Abut. | 298+81.13 | -6.75 | 604.90 | 604.90 |
| C | 298+91.13 | -6.75 | 604.98 | 605.00 |
| D | 299+01.13 | -6.75 | 605.05 | 605.10 |
| E | 299+11.13 | -6.75 | 605.11 | 605.18 |
| F | 299+21.13 | -6.75 | 605.16 | 605.24 |
| G | 299+31.13 | -6.75 | 605.20 | 605.27 |
| H | 299+41.13 | -6.75 | 605.24 | 605.30 |
| I | 299+51.13 | -6.75 | 605.27 | 605.31 |
| J | 299+61.13 | -6.75 | 605.29 | 605.31 |
| K | 299+71.13 | -6.75 | 605.30 | 605.31 |
| ☉ Exist. Pier | 299+80.30 | -6.75 | 605.31 | 605.31 |
| L | 299+90.30 | -6.75 | 605.31 | 605.32 |
| M | 300+00.30 | -6.75 | 605.29 | 605.31 |
| N | 300+10.30 | -6.75 | 605.27 | 605.31 |
| O | 300+20.30 | -6.75 | 605.24 | 605.30 |
| P | 300+30.30 | -6.75 | 605.21 | 605.28 |
| Q | 300+40.30 | -6.75 | 605.16 | 605.24 |
| R | 300+50.30 | -6.75 | 605.11 | 605.18 |
| S | 300+60.30 | -6.75 | 605.04 | 605.09 |
| T | 300+70.30 | -6.75 | 604.98 | 605.00 |
| ☉ Brg S. Abut. | 300+79.47 | -6.75 | 604.90 | 604.90 |
| Bk. S. Abut. | 300+80.26 | -6.75 | 604.89 | 604.89 |
| U | 300+90.26 | -6.75 | 604.81 | 604.81 |
| V | 301+00.26 | -6.75 | 604.71 | 604.71 |
| Bk. S. Appr. Bent | 301+09.22 | -6.75 | 604.62 | 604.62 |

☉ ROADWAY, CROWN, PGL & BEAM 5 (BEAM 4*)

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|-----------|--------|------------------------------|--|
| Bk. N. Appr. Bent | 298+51.38 | 0.00 | 604.73 | 604.73 |
| A | 298+61.38 | 0.00 | 604.83 | 604.83 |
| B | 298+71.38 | 0.00 | 604.92 | 604.92 |
| Bk. N. Abut. | 298+80.34 | 0.00 | 605.00 | 605.00 |
| ☉ Brg N. Abut. | 298+81.13 | 0.00 | 605.01 | 605.01 |
| C | 298+91.13 | 0.00 | 605.08 | 605.10 |
| D | 299+01.13 | 0.00 | 605.15 | 605.20 |
| E | 299+11.13 | 0.00 | 605.21 | 605.28 |
| F | 299+21.13 | 0.00 | 605.27 | 605.35 |
| G | 299+31.13 | 0.00 | 605.31 | 605.38 |
| H | 299+41.13 | 0.00 | 605.35 | 605.41 |
| I | 299+51.13 | 0.00 | 605.37 | 605.41 |
| J | 299+61.13 | 0.00 | 605.40 | 605.41 |
| K | 299+71.13 | 0.00 | 605.40 | 605.41 |
| ☉ Exist. Pier | 299+80.30 | 0.00 | 605.41 | 605.41 |
| L | 299+90.30 | 0.00 | 605.41 | 605.41 |
| M | 300+00.30 | 0.00 | 605.39 | 605.41 |
| N | 300+10.30 | 0.00 | 605.38 | 605.41 |
| O | 300+20.30 | 0.00 | 605.34 | 605.40 |
| P | 300+30.30 | 0.00 | 605.31 | 605.38 |
| Q | 300+40.30 | 0.00 | 605.26 | 605.34 |
| R | 300+50.30 | 0.00 | 605.21 | 605.28 |
| S | 300+60.30 | 0.00 | 605.15 | 605.20 |
| T | 300+70.30 | 0.00 | 605.08 | 605.10 |
| ☉ Brg S. Abut. | 300+79.47 | 0.00 | 605.01 | 605.01 |
| Bk. S. Abut. | 300+80.26 | 0.00 | 605.00 | 605.00 |
| U | 300+90.26 | 0.00 | 604.92 | 604.92 |
| V | 301+00.26 | 0.00 | 604.82 | 604.82 |
| Bk. S. Appr. Bent | 301+09.22 | 0.00 | 604.73 | 604.73 |



* Denotes description variations for Approach Spans associated with Main Span callouts.