

RDWY., P.G., & STAGE CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. Abut.	755+97.92	0.000	525.22	525.22
⊕ Brg. S. Abut.	756+01.17	0.000	525.26	525.26
A	756+11.17	0.000	525.38	525.41
B	756+21.17	0.000	525.49	525.54
C	756+31.17	0.000	525.60	525.67
D	756+41.17	0.000	525.71	525.78
E	756+51.17	0.000	525.80	525.88
F	756+61.17	0.000	525.90	525.96
G	756+71.17	0.000	525.99	526.03
H	756+81.17	0.000	526.07	526.10
⊕ Pier 1	756+91.00	0.000	526.15	526.15
I	757+01.00	0.000	526.23	526.25
J	757+11.00	0.000	526.30	526.34
K	757+21.00	0.000	526.37	526.43
L	757+31.00	0.000	526.43	526.50
M	757+41.00	0.000	526.49	526.56
N	757+51.00	0.000	526.54	526.60
O	757+61.00	0.000	526.59	526.64
P	757+71.00	0.000	526.64	526.66
⊕ Pier 2	757+82.00	0.000	526.68	526.68
Q	757+92.00	0.000	526.71	526.75
R	758+02.00	0.000	526.74	526.82
S	758+12.00	0.000	526.77	526.88
T	758+22.00	0.000	526.79	526.92
U	758+32.00	0.000	526.81	526.95
V	758+42.00	0.000	526.82	526.96
W	758+52.00	0.000	526.83	526.96
X	758+62.00	0.000	526.83	526.94
Y	758+72.00	0.000	526.83	526.90
Z	758+82.00	0.000	526.82	526.86
⊕ Pier 3	758+92.00	0.000	526.81	526.81
A1	759+02.00	0.000	526.79	526.82
B1	759+12.00	0.000	526.77	526.82
C1	759+22.00	0.000	526.75	526.81
D1	759+32.00	0.000	526.72	526.79
E1	759+42.00	0.000	526.69	526.76
F1	759+52.00	0.000	526.65	526.71
G1	759+62.00	0.000	526.61	526.65
H1	759+72.00	0.000	526.56	526.58
⊕ Pier 4	759+83.00	0.000	526.50	526.50
I1	759+93.00	0.000	526.44	526.47
J1	760+03.00	0.000	526.38	526.43
K1	760+13.00	0.000	526.32	526.38
L1	760+23.00	0.000	526.25	526.32
M1	760+33.00	0.000	526.17	526.24
N1	760+43.00	0.000	526.09	526.15
O1	760+53.00	0.000	526.01	526.05
P1	760+63.00	0.000	525.92	525.94
⊕ Brg. N. Abut.	760+72.83	0.000	525.83	525.83
BK. N. Abut.	760+76.08	0.000	525.80	525.80

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. Abut.	755+97.92	2.875	525.17	525.17
⊕ Brg. S. Abut.	756+01.17	2.875	525.22	525.22
A	756+11.17	2.875	525.34	525.36
B	756+21.17	2.875	525.45	525.50
C	756+31.17	2.875	525.56	525.62
D	756+41.17	2.875	525.66	525.73
E	756+51.17	2.875	525.76	525.83
F	756+61.17	2.875	525.85	525.92
G	756+71.17	2.875	525.94	525.99
H	756+81.17	2.875	526.03	526.05
⊕ Pier 1	756+91.00	2.875	526.11	526.11
I	757+01.00	2.875	526.18	526.21
J	757+11.00	2.875	526.26	526.30
K	757+21.00	2.875	526.32	526.38
L	757+31.00	2.875	526.39	526.45
M	757+41.00	2.875	526.44	526.51
N	757+51.00	2.875	526.50	526.56
O	757+61.00	2.875	526.55	526.59
P	757+71.00	2.875	526.59	526.61
⊕ Pier 2	757+82.00	2.875	526.63	526.63
Q	757+92.00	2.875	526.67	526.71
R	758+02.00	2.875	526.70	526.78
S	758+12.00	2.875	526.72	526.83
T	758+22.00	2.875	526.75	526.88
U	758+32.00	2.875	526.76	526.91
V	758+42.00	2.875	526.77	526.92
W	758+52.00	2.875	526.78	526.91
X	758+62.00	2.875	526.78	526.89
Y	758+72.00	2.875	526.78	526.86
Z	758+82.00	2.875	526.78	526.81
⊕ Pier 3	758+92.00	2.875	526.77	526.77
A1	759+02.00	2.875	526.75	526.77
B1	759+12.00	2.875	526.73	526.77
C1	759+22.00	2.875	526.71	526.76
D1	759+32.00	2.875	526.68	526.74
E1	759+42.00	2.875	526.64	526.71
F1	759+52.00	2.875	526.60	526.67
G1	759+62.00	2.875	526.56	526.61
H1	759+72.00	2.875	526.51	526.54
⊕ Pier 4	759+83.00	2.875	526.46	526.46
I1	759+93.00	2.875	526.40	526.42
J1	760+03.00	2.875	526.34	526.38
K1	760+13.00	2.875	526.27	526.34
L1	760+23.00	2.875	526.20	526.27
M1	760+33.00	2.875	526.13	526.20
N1	760+43.00	2.875	526.05	526.11
O1	760+53.00	2.875	525.96	526.01
P1	760+63.00	2.875	525.87	525.90
⊕ Brg. N. Abut.	760+72.83	2.875	525.78	525.78
BK. N. Abut.	760+76.08	2.875	525.75	525.75

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. Abut.	755+97.92	8.625	525.08	525.08
⊕ Brg. S. Abut.	756+01.17	8.625	525.13	525.13
A	756+11.17	8.625	525.25	525.27
B	756+21.17	8.625	525.36	525.41
C	756+31.17	8.625	525.47	525.53
D	756+41.17	8.625	525.57	525.64
E	756+51.17	8.625	525.67	525.74
F	756+61.17	8.625	525.76	525.83
G	756+71.17	8.625	525.85	525.90
H	756+81.17	8.625	525.94	525.96
⊕ Pier 1	756+91.00	8.625	526.02	526.02
I	757+01.00	8.625	526.09	526.12
J	757+11.00	8.625	526.17	526.21
K	757+21.00	8.625	526.23	526.29
L	757+31.00	8.625	526.30	526.36
M	757+41.00	8.625	526.35	526.42
N	757+51.00	8.625	526.41	526.47
O	757+61.00	8.625	526.46	526.50
P	757+71.00	8.625	526.50	526.52
⊕ Pier 2	757+82.00	8.625	526.54	526.54
Q	757+92.00	8.625	526.58	526.62
R	758+02.00	8.625	526.61	526.69
S	758+12.00	8.625	526.63	526.74
T	758+22.00	8.625	526.66	526.79
U	758+32.00	8.625	526.67	526.82
V	758+42.00	8.625	526.68	526.83
W	758+52.00	8.625	526.69	526.82
X	758+62.00	8.625	526.69	526.80
Y	758+72.00	8.625	526.69	526.77
Z	758+82.00	8.625	526.69	526.72
⊕ Pier 3	758+92.00	8.625	526.68	526.68
A1	759+02.00	8.625	526.66	526.68
B1	759+12.00	8.625	526.64	526.68
C1	759+22.00	8.625	526.62	526.68
D1	759+32.00	8.625	526.59	526.65
E1	759+42.00	8.625	526.55	526.62
F1	759+52.00	8.625	526.51	526.58
G1	759+62.00	8.625	526.47	526.52
H1	759+72.00	8.625	526.42	526.45
⊕ Pier 4	759+83.00	8.625	526.37	526.37
I1	759+93.00	8.625	526.31	526.33
J1	760+03.00	8.625	526.25	526.29
K1	760+13.00	8.625	526.18	526.25
L1	760+23.00	8.625	526.11	526.18
M1	760+33.00	8.625	526.04	526.11
N1	760+43.00	8.625	525.96	526.02
O1	760+53.00	8.625	525.87	525.92
P1	760+63.00	8.625	525.78	525.81
⊕ Brg. N. Abut.	760+72.83	8.625	525.69	525.69
BK. N. Abut.	760+76.08	8.625	525.66	525.66

USER NAME = dheberling	DESIGNED - BRD/FLL	REVISED -
FILE NAME = 8550083-68482.dgn	CHECKED - SDS/JHP	REVISED -
PLOT DATE = 12/21/2010	DRAWN - DLH	REVISED -
PLOT TIME = 10:30:13 AM	CHECKED - CWC/SDS	REVISED -

WHKS & CO.
ENGINEERING
7018 KINGSMILL CT.,
SPRINGFIELD, IL
(217) 483-9457
DESIGN FIRM #184001038

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
S.N. 055-0083
SHEET NO. 8 OF 41 SHEETS

F.A.P. RTE. 942	SECTION 105BR-1	COUNTY MCDONOUGH	TOTAL SHEETS 117	SHEET NO. 48
CONTRACT NO. 68482			ILLINOIS FED. AID PROJECT	