

CENTERLINE ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+53.62	-12	447.33	-
CL Exp. Joint	648+55.96	-12	447.37	-
CL Brg. S. Abut	648+57.33	-12	447.40	447.40
1	648+67.33	-12	447.58	447.66
2	648+77.33	-12	447.75	447.90
3	648+87.33	-12	447.92	448.12
4	648+97.33	-12	448.07	448.32
5	649+07.33	-12	448.22	448.49
6	649+17.33	-12	448.36	448.64
7	1651+79.92	-12	448.50	448.75
8	1651+89.92	-12	448.62	448.84
9	1651+99.92	-12	448.74	448.91
10	1652+09.92	-12	448.86	448.97
11	1652+19.92	-12	448.96	449.02
CL Pier 1	1652+33.67	-12	449.09	449.09
12	1652+43.67	-12	449.18	449.15
13	1652+53.67	-12	449.25	449.21
14	1652+63.67	-12	449.32	449.27
15	1652+73.67	-12	449.39	449.33
16	1652+83.67	-12	449.44	449.39
17	1652+93.67	-12	449.49	449.44
18	1653+03.67	-12	449.53	449.48
19	1653+13.67	-12	449.56	449.52
20	1653+23.67	-12	449.59	449.55
21	1653+33.67	-12	449.60	449.59
CL Pier 2	1653+41.26	-12	449.61	449.61
22	1653+51.26	-12	449.62	449.65
23	1653+61.26	-12	449.61	449.70
24	1653+71.26	-12	449.60	449.73
25	1653+81.26	-12	449.58	449.76
26	1653+91.26	-12	449.56	449.76
27	1654+01.26	-12	449.52	449.75
28	1654+11.26	-12	449.48	449.71
29	1654+21.26	-12	449.43	449.64
30	1654+31.26	-12	449.37	449.54
31	1654+41.26	-12	449.31	449.42
32	1654+51.26	-12	449.24	449.28
CL Brg. N. Abut	1654+57.51	-12	449.19	449.19
CL Exp Joint	1654+58.86	-12	449.18	-
Back N Abut	1654+61.20	-12	449.16	-

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+50.94	-6.5	447.20	-
CL Exp. Joint	648+53.28	-6.5	447.24	-
CL Brg. S. Abut	648+54.65	-6.5	447.26	447.26
1	648+64.65	-6.5	447.45	447.53
2	648+74.65	-6.5	447.62	447.77
3	648+84.65	-6.5	447.79	447.99
4	648+94.65	-6.5	447.95	448.19
5	649+04.65	-6.5	448.10	448.37
6	649+14.65	-6.5	448.24	448.51
7	649+24.65	-6.5	448.38	448.63
8	1651+87.24	-6.5	448.51	448.72
9	1651+97.24	-6.5	448.63	448.79
10	1652+07.24	-6.5	448.74	448.85
11	1652+17.24	-6.5	448.85	448.91
CL Pier 1	1652+30.99	-6.5	448.98	448.98
12	1652+40.99	-6.5	449.07	449.04
13	1652+50.99	-6.5	449.15	449.10
14	1652+60.99	-6.5	449.22	449.17
15	1652+70.99	-6.5	449.28	449.23
16	1652+80.99	-6.5	449.34	449.29
17	1652+90.99	-6.5	449.39	449.34
18	1653+00.99	-6.5	449.43	449.38
19	1653+10.99	-6.5	449.47	449.42
20	1653+20.99	-6.5	449.49	449.46
21	1653+30.99	-6.5	449.51	449.50
CL Pier 2	1653+38.57	-6.5	449.52	449.52
22	1653+48.57	-6.5	449.53	449.57
23	1653+58.57	-6.5	449.53	449.61
24	1653+68.57	-6.5	449.52	449.65
25	1653+78.57	-6.5	449.50	449.68
26	1653+88.57	-6.5	449.48	449.69
27	1653+98.57	-6.5	449.44	449.67
28	1654+08.57	-6.5	449.41	449.63
29	1654+18.57	-6.5	449.36	449.56
30	1654+28.57	-6.5	449.30	449.47
31	1654+38.57	-6.5	449.24	449.35
32	1654+48.57	-6.5	449.17	449.21
CL Brg. N. Abut	1654+54.82	-6.5	449.12	449.12
CL Exp Joint	1654+56.18	-6.5	449.11	-
Back N Abut	1654+58.52	-6.5	449.09	-

PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	648+47.77	0	447.03	-
CL Exp. Joint	648+50.11	0	447.08	-
CL Brg. S. Abut	648+51.48	0	447.10	447.10
1	648+61.48	0	447.29	447.36
2	648+71.48	0	447.46	447.61
3	648+81.48	0	447.63	447.83
4	648+91.48	0	447.80	448.03
5	649+01.48	0	447.95	448.21
6	649+11.48	0	448.10	448.35
7	649+21.48	0	448.23	448.47
8	1651+84.07	0	448.36	448.57
9	1651+94.07	0	448.49	448.65
10	1652+04.07	0	448.60	448.71
11	1652+14.07	0	448.71	448.77
CL Pier 1	1652+27.82	0	448.85	448.85
12	1652+37.82	0	448.94	448.91
13	1652+47.82	0	449.02	448.98
14	1652+57.82	0	449.10	449.05
15	1652+67.82	0	449.16	449.11
16	1652+77.82	0	449.22	449.17
17	1652+87.82	0	449.28	449.22
18	1652+97.82	0	449.32	449.27
19	1653+07.82	0	449.36	449.31
20	1653+17.82	0	449.39	449.35
21	1653+27.82	0	449.41	449.39
CL Pier 2	1653+35.40	0	449.41	449.41
22	1653+45.40	0	449.43	449.46
23	1653+55.40	0	449.43	449.51
24	1653+65.40	0	449.42	449.55
25	1653+75.40	0	449.41	449.57
26	1653+85.40	0	449.38	449.58
27	1653+95.40	0	449.35	449.57
28	1654+05.40	0	449.32	449.54
29	1654+15.40	0	449.27	449.47
30	1654+25.40	0	449.22	449.38
31	1654+35.40	0	449.16	449.27
32	1654+45.40	0	449.09	449.13
CL Brg. N. Abut	1654+51.65	0	449.04	449.04
CL Exp Joint	1654+53.01	0	449.03	-
Back N Abut	1654+55.35	0	449.01	-

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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USER NAME =	DESIGNED - S HENNING	REVISED -
	CHECKED - N. KHATRI	REVISED -
PLOT DATE = 17-OCT-2012	DRAWN - M. MEYER	REVISED -
	CHECKED - E. BAZZELL	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - S.B.
 STRUCTURE NO. 082-0334 (N.B.) & 082-0335 (S.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
788	520-1-2HVB	ST. CLAIR	237	67
			CONTRACT NO. 76848	

SHEET NO. C10 OF 76 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME = 0820335-76848-010-TOS Elev(SB).dgn