

☉ ROADWAY AND P.G.

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 318+63.85 | 0.00 | 629.63 | 629.63 |
| ☉ Brg. S. Abut. | 318+67.47 | 0.00 | 629.64 | 629.64 |
| A | 318+77.47 | 0.00 | 629.69 | 629.73 |
| B | 318+87.47 | 0.00 | 629.75 | 629.82 |
| C | 318+97.47 | 0.00 | 629.80 | 629.90 |
| D | 319+07.47 | 0.00 | 629.85 | 629.97 |
| E | 319+17.47 | 0.00 | 629.90 | 630.02 |
| F | 319+27.47 | 0.00 | 629.95 | 630.07 |
| G | 319+37.47 | 0.00 | 630.00 | 630.11 |
| H | 319+47.47 | 0.00 | 630.05 | 630.14 |
| I | 319+57.47 | 0.00 | 630.10 | 630.16 |
| J | 319+67.47 | 0.00 | 630.15 | 630.19 |
| K | 319+77.47 | 0.00 | 630.20 | 630.22 |
| L | 319+87.47 | 0.00 | 630.26 | 630.27 |
| ☉ Pier/Brg. | 319+93.60 | 0.00 | 630.29 | 630.29 |
| M | 320+03.60 | 0.00 | 630.34 | 630.35 |
| N | 320+13.60 | 0.00 | 630.39 | 630.41 |
| O | 320+23.60 | 0.00 | 630.43 | 630.47 |
| P | 320+33.60 | 0.00 | 630.46 | 630.52 |
| Q | 320+43.60 | 0.00 | 630.48 | 630.57 |
| R | 320+53.60 | 0.00 | 630.49 | 630.59 |
| S | 320+63.60 | 0.00 | 630.48 | 630.59 |
| T | 320+73.60 | 0.00 | 630.47 | 630.58 |
| U | 320+83.60 | 0.00 | 630.44 | 630.54 |
| V | 320+93.60 | 0.00 | 630.40 | 630.48 |
| W | 321+03.60 | 0.00 | 630.36 | 630.41 |
| X | 321+13.60 | 0.00 | 630.31 | 630.33 |
| ☉ Brg. N. Abut. | 321+18.39 | 0.00 | 630.28 | 630.28 |
| Bk. N. Abut. | 321+21.93 | 0.00 | 630.27 | 630.27 |

STAGE CONSTRUCTION LINE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 318+64.55 | 2.00 | 629.59 | 629.59 |
| ☉ Brg. S. Abut. | 318+68.16 | 2.00 | 629.61 | 629.61 |
| A | 318+78.15 | 2.00 | 629.66 | 629.70 |
| B | 318+88.15 | 2.00 | 629.71 | 629.78 |
| C | 318+98.14 | 2.00 | 629.76 | 629.86 |
| D | 319+08.14 | 2.00 | 629.81 | 629.93 |
| E | 319+18.13 | 2.00 | 629.86 | 629.98 |
| F | 319+28.12 | 2.00 | 629.91 | 630.03 |
| G | 319+38.12 | 2.00 | 629.96 | 630.07 |
| H | 319+48.11 | 2.00 | 630.02 | 630.11 |
| I | 319+58.11 | 2.00 | 630.07 | 630.13 |
| J | 319+68.10 | 2.00 | 630.12 | 630.16 |
| K | 319+78.10 | 2.00 | 630.17 | 630.19 |
| L | 319+88.09 | 2.00 | 630.22 | 630.23 |
| ☉ Pier/Brg. | 319+94.21 | 2.00 | 630.25 | 630.25 |
| M | 320+04.21 | 2.00 | 630.30 | 630.31 |
| N | 320+14.20 | 2.00 | 630.35 | 630.37 |
| O | 320+24.19 | 2.00 | 630.39 | 630.43 |
| P | 320+34.19 | 2.00 | 630.42 | 630.48 |
| Q | 320+44.18 | 2.00 | 630.44 | 630.53 |
| R | 320+54.18 | 2.00 | 630.45 | 630.55 |
| S | 320+64.17 | 2.00 | 630.44 | 630.55 |
| T | 320+74.17 | 2.00 | 630.43 | 630.54 |
| U | 320+84.16 | 2.00 | 630.40 | 630.50 |
| V | 320+94.16 | 2.00 | 630.36 | 630.44 |
| W | 321+04.15 | 2.00 | 630.31 | 630.36 |
| X | 321+14.14 | 2.00 | 630.26 | 630.28 |
| ☉ Brg. N. Abut. | 321+18.92 | 2.00 | 630.24 | 630.24 |
| Bk. N. Abut. | 321+22.46 | 2.00 | 630.22 | 630.22 |

GIRDER 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|-----------|--------|------------------------------|--|
| Bk. S. Abut. | 318+65.09 | 3.58 | 629.56 | 629.56 |
| ☉ Brg. S. Abut. | 318+68.70 | 3.58 | 629.58 | 629.58 |
| A | 318+78.69 | 3.58 | 629.63 | 629.67 |
| B | 318+88.68 | 3.58 | 629.68 | 629.75 |
| C | 318+98.67 | 3.58 | 629.73 | 629.83 |
| D | 319+08.66 | 3.58 | 629.78 | 629.90 |
| E | 319+18.65 | 3.58 | 629.83 | 629.95 |
| F | 319+28.64 | 3.58 | 629.88 | 630.00 |
| G | 319+38.63 | 3.58 | 629.94 | 630.05 |
| H | 319+48.62 | 3.58 | 629.99 | 630.08 |
| I | 319+58.61 | 3.58 | 630.04 | 630.10 |
| J | 319+68.60 | 3.58 | 630.09 | 630.13 |
| K | 319+78.59 | 3.58 | 630.14 | 630.16 |
| L | 319+88.58 | 3.58 | 630.19 | 630.20 |
| ☉ Pier/Brg. | 319+94.69 | 3.58 | 630.22 | 630.22 |
| M | 320+04.68 | 3.58 | 630.27 | 630.28 |
| N | 320+14.67 | 3.58 | 630.32 | 630.34 |
| O | 320+24.66 | 3.58 | 630.36 | 630.40 |
| P | 320+34.65 | 3.58 | 630.39 | 630.45 |
| Q | 320+44.64 | 3.58 | 630.41 | 630.50 |
| R | 320+54.63 | 3.58 | 630.41 | 630.51 |
| S | 320+64.62 | 3.58 | 630.41 | 630.52 |
| T | 320+74.61 | 3.58 | 630.39 | 630.50 |
| U | 320+84.60 | 3.58 | 630.37 | 630.47 |
| V | 320+94.59 | 3.58 | 630.33 | 630.41 |
| W | 321+04.58 | 3.58 | 630.28 | 630.33 |
| X | 321+14.57 | 3.58 | 630.23 | 630.25 |
| ☉ Brg. N. Abut. | 321+19.35 | 3.58 | 630.21 | 630.21 |
| Bk. N. Abut. | 321+22.88 | 3.58 | 630.19 | 630.19 |

Notes:

Work this sheet with sheets 10, 11, and 13 of 60.

Design firm
no. 184001036



USER NAME = dheber.ling
FILE NAME = 0430028-64E08.dgn
PLOT SCALE = 0:2.00000 '1' / in.
PLOT DATE = 8/5/2013

DESIGNED - SBC
CHECKED - BRD
DRAWN - DLH
CHECKED - SBC

REVISED
REVISED
REVISED
REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 043-0080**

SHEET NO. 12 OF 60 SHEETS

| | | | | |
|---------------------------|---------|----------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 308 | 103BR-4 | JoDAVISS | 159 | 62 |
| CONTRACT NO. 64E08 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |