

**☉ ROADWAY, P.G. & BEAM #4**

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. S. ABUT.    | 310+65.370 | 0.000  | 699.873                      | 699.873  |
| ☉ BRG. S. ABUT. | 310+66.620 | 0.000  | 699.860                      | 699.860  |
| A               | 310+76.620 | 0.000  | 699.758                      | 699.764  |
| B               | 310+86.620 | 0.000  | 699.656                      | 699.661  |
| C               | 310+96.620 | 0.000  | 699.554                      | 699.554  |
| ☉ BRG. PIER #1  | 311+10.620 | 0.000  | 699.412                      | 699.412  |
| D               | 311+20.620 | 0.000  | 699.310                      | 699.336  |
| E               | 311+30.620 | 0.000  | 699.208                      | 699.259  |
| F               | 311+40.620 | 0.000  | 699.106                      | 699.173  |
| G               | 311+50.620 | 0.000  | 699.004                      | 699.071  |
| H               | 311+60.620 | 0.000  | 698.902                      | 698.953  |
| I               | 311+70.620 | 0.000  | 698.800                      | 698.826  |
| ☉ BRG. PIER #2  | 311+80.620 | 0.000  | 698.698                      | 698.698  |
| J               | 311+90.620 | 0.000  | 698.596                      | 698.594  |
| K               | 312+00.620 | 0.000  | 698.494                      | 698.497  |
| L               | 312+10.620 | 0.000  | 698.392                      | 698.397  |
| ☉ BRG. N. ABUT. | 312+24.620 | 0.000  | 698.249                      | 698.249  |
| BK. N. ABUT.    | 312+25.870 | 0.000  | 698.236                      | 698.236  |

**STAGE CONSTRUCTION LINE**

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. S. ABUT.    | 310+65.370 | 3.833  | 699.813                      | 699.813  |
| ☉ BRG. S. ABUT. | 310+66.620 | 3.833  | 699.801                      | 699.801  |
| A               | 310+76.620 | 3.833  | 699.699                      | 699.704  |
| B               | 310+86.620 | 3.833  | 699.597                      | 699.602  |
| C               | 310+96.620 | 3.833  | 699.495                      | 699.494  |
| ☉ BRG. PIER #1  | 311+10.620 | 3.833  | 699.352                      | 699.352  |
| D               | 311+20.620 | 3.833  | 699.250                      | 699.277  |
| E               | 311+30.620 | 3.833  | 699.148                      | 699.199  |
| F               | 311+40.620 | 3.833  | 699.046                      | 699.113  |
| G               | 311+50.620 | 3.833  | 698.944                      | 699.011  |
| H               | 311+60.620 | 3.833  | 698.842                      | 698.893  |
| I               | 311+70.620 | 3.833  | 698.740                      | 698.767  |
| ☉ BRG. PIER #2  | 311+80.620 | 3.833  | 698.638                      | 698.638  |
| J               | 311+90.620 | 3.833  | 698.536                      | 698.534  |
| K               | 312+00.620 | 3.833  | 698.434                      | 698.437  |
| L               | 312+10.620 | 3.833  | 698.332                      | 698.337  |
| ☉ BRG. N. ABUT. | 312+24.620 | 3.833  | 698.189                      | 698.189  |
| BK. N. ABUT.    | 312+25.870 | 3.833  | 698.176                      | 698.176  |

**BEAM #5**

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. S. ABUT.    | 310+65.370 | 6.167  | 699.777                      | 699.777  |
| ☉ BRG. S. ABUT. | 310+66.620 | 6.167  | 699.764                      | 699.764  |
| A               | 310+76.620 | 6.167  | 699.662                      | 699.668  |
| B               | 310+86.620 | 6.167  | 699.560                      | 699.565  |
| C               | 310+96.620 | 6.167  | 699.458                      | 699.458  |
| ☉ BRG. PIER #1  | 311+10.620 | 6.167  | 699.315                      | 699.315  |
| D               | 311+20.620 | 6.167  | 699.213                      | 699.240  |
| E               | 311+30.620 | 6.167  | 699.111                      | 699.162  |
| F               | 311+40.620 | 6.167  | 699.009                      | 699.077  |
| G               | 311+50.620 | 6.167  | 698.907                      | 698.975  |
| H               | 311+60.620 | 6.167  | 698.805                      | 698.856  |
| I               | 311+70.620 | 6.167  | 698.703                      | 698.730  |
| ☉ BRG. PIER #2  | 311+80.620 | 6.167  | 698.601                      | 698.601  |
| J               | 311+90.620 | 6.167  | 698.499                      | 698.497  |
| K               | 312+00.620 | 6.167  | 698.397                      | 698.401  |
| L               | 312+10.620 | 6.167  | 698.295                      | 698.301  |
| ☉ BRG. N. ABUT. | 312+24.620 | 6.167  | 698.153                      | 698.153  |
| BK. N. ABUT.    | 312+25.870 | 6.167  | 698.140                      | 698.140  |

**BEAM #6**

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. S. ABUT.    | 310+65.370 | 12.333 | 699.679                      | 699.679  |
| ☉ BRG. S. ABUT. | 310+66.620 | 12.333 | 699.666                      | 699.666  |
| A               | 310+76.620 | 12.333 | 699.564                      | 699.570  |
| B               | 310+86.620 | 12.333 | 699.462                      | 699.467  |
| C               | 310+96.620 | 12.333 | 699.360                      | 699.360  |
| ☉ BRG. PIER #1  | 311+10.620 | 12.333 | 699.217                      | 699.217  |
| D               | 311+20.620 | 12.333 | 699.115                      | 699.142  |
| E               | 311+30.620 | 12.333 | 699.013                      | 699.064  |
| F               | 311+40.620 | 12.333 | 698.911                      | 698.979  |
| G               | 311+50.620 | 12.333 | 698.809                      | 698.877  |
| H               | 311+60.620 | 12.333 | 698.707                      | 698.758  |
| I               | 311+70.620 | 12.333 | 698.605                      | 698.632  |
| ☉ BRG. PIER #2  | 311+80.620 | 12.333 | 698.503                      | 698.503  |
| J               | 311+90.620 | 12.333 | 698.401                      | 698.399  |
| K               | 312+00.620 | 12.333 | 698.299                      | 698.303  |
| L               | 312+10.620 | 12.333 | 698.197                      | 698.203  |
| ☉ BRG. N. ABUT. | 312+24.620 | 12.333 | 698.054                      | 698.054  |
| BK. N. ABUT.    | 312+25.870 | 12.333 | 698.042                      | 698.042  |

E-S

7-1-10



FILE NAME = 0520081-64D57.DGN  
 USER NAME = S.A.P.  
 PLOT SCALE =  
 PLOT DATE = 08/10/11

DESIGNED - A.R.K.  
 CHECKED - J.A.M.  
 DRAWN - S.A.P.  
 CHECKED - A.R.K. & J.A.M.

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
 STRUCTURE NO. 052-0081**

SHEET NO. 7 OF 30 SHEETS

|                           |         |        |                    |           |
|---------------------------|---------|--------|--------------------|-----------|
| F.A.P. RTE.               | SECTION | COUNTY | TOTAL SHEETS       | SHEET NO. |
| 316                       | 102BR-6 | LEE    | 216                | 69        |
|                           |         |        | CONTRACT NO. 64D57 |           |
| ILLINOIS FED. AID PROJECT |         |        |                    |           |