STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 627	(1)BR	LASALLE	69	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 4
31 SHEETS

Contract #66556

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	-14.583	487.893	487.893
CL Brg W Abut	2485.500	-14.583	487.869	487.869
A	2495.500	-14.583	487.720	487.744
C	2515.500	-14.583	487.451	487.522
D	2525.500	-14.583	487.330	487.412
E	2535.500	-14.583	487.220	487.311
F	2545.500	-14.583	487.119	487.220
G	2555.500	-14.583	487.027	487.123
H	2565.500	-14.583	486.945	487.031
I	2575.500	-14.583	486.873	486.949
J	2585.500	-14.583	486.810	486.867
K	2595.500	-14.583	486.757	486.791
CL W Brg Pier 1	2609.750	-14.583	486.698	486.698
CL Pier 1	2610.500	-14.583	486.695	486.695
CL E Brg Pier 1	2611.250	-14.583	486.693	486.693
L	2621.250	-14.583	486.664	486.691
M	2631.250	-14.583	486.646	486.699
N	2641.250	-14.583	486.636	486.717
O	2651.250	-14.583	486.637	486.733
P	2661.250	-14.583	486.647	486.754
Q	2671.250	-14.583	486.666	486.784
R	2681.250	-14.583	486.696	486.813
S	2691.250	-14.583	486.734	486.841
T	2701.250	-14.583	486.783	486.879
U	2711.250	-14.583	486.841	486.922
V	2721.250	-14.583	486.908	486.962
W	2731.250	-14.583	486.986	487.013
CL W Brg Pier 2	2741.250	-14.583	487.072	487.072
CL Pier 2	2742.000	-14.583	487.079	487.079
CL E Brg Pier 2	2742.750	-14.583	487.086	487.086
X	2752.750	-14.583	487.184	487.195
Y	2762.750	-14.583	487.292	487.313
Z	2772.750	-14.583	487.409	487.436
A1	2782.750	-14.583	487.535	487.567
B1	2792.750	-14.583	487.671	487.705
C1	2802.750	-14.583	487.817	487.847
D1	2812.750	-14.583	487.973	487.998
E1	2822.750	-14.583	488.138	488.153
CL Brg E Abut	2837.500	-14.583	488.399	488.399
Bk E Abut	2839.000	-14.583	488.426	488.426

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	-8.750	487.997	487.997
CL Brg W Abut	2485.500	-8.750	487.974	487.974
A	2495.500	-8.750	487.825	487.848
B	2505.500	-8.750	487.685	487.732
C	2515.500	-8.750	487.555	487.626
D	2525.500	-8.750	487.435	487.517
E	2535.500	-8.750	487.324	487.416
F	2545.500	-8.750	487.223	487.324
G	2555.500	-8.750	487.132	487.227
H	2565.500	-8.750	487.050	487.136
I	2575.500	-8.750	486.977	487.054
J	2585.500	-8.750	486.915	486.972
K	2595.500	-8.750	486.862	486.895
CL W Brg Pier 1	2609.750	-8.750	486.802	486.802
CL Pier 1	2610.500	-8.750	486.800	486.800
CL E Brg Pier 1	2611.250	-8.750	486.797	486.797
L	2621.250	-8.750	486.769	486.796
M	2631.250	-8.750	486.750	486.804
N	2641.250	-8.750	486.741	486.822
O	2651.250	-8.750	486.741	486.837
P	2661.250	-8.750	486.751	486.858
Q	2671.250	-8.750	486.771	486.889
R	2681.250	-8.750	486.800	486.918
S	2691.250	-8.750	486.839	486.946
T	2701.250	-8.750	486.887	486.983
U	2711.250	-8.750	486.945	487.026
V	2721.250	-8.750	487.013	487.067
W	2731.250	-8.750	487.090	487.117
CL W Brg Pier 2	2741.250	-8.750	487.177	487.177
CL Pier 2	2742.000	-8.750	487.184	487.184
CL E Brg Pier 2	2742.750	-8.750	487.191	487.191
X	2752.750	-8.750	487.289	487.299
Y	2762.750	-8.750	487.396	487.417
Z	2772.750	-8.750	487.513	487.541
A1	2782.750	-8.750	487.640	487.672
B1	2792.750	-8.750	487.776	487.810
C1	2802.750	-8.750	487.922	487.952
D1	2812.750	-8.750	488.077	488.103
E1	2822.750	-8.750	488.242	488.258
CL Brg E Abut	2837.500	-8.750	488.503	488.503
Bk E Abut	2839.000	-8.750	488.531	488.531

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	-2.917	488.088	488.088
CL Brg W Abut	2485.500	-2.917	488.065	488.065
A	2495.500	-2.917	487.916	487.940
B	2505.500	-2.917	487.776	487.824
C	2515.500	-2.917	487.646	487.717
D	2525.500	-2.917	487.526	487.608
E	2535.500	-2.917	487.415	487.507
F	2545.500	-2.917	487.314	487.416
G	2555.500	-2.917	487.223	487.319
H	2565.500	-2.917	487.141	487.227
I	2575.500	-2.917	487.069	487.145
J	2585.500	-2.917	487.006	487.063
K	2595.500	-2.917	486.953	486.986
CL W Brg Pier 1	2609.750	-2.917	486.894	486.894
CL Pier 1	2610.500	-2.917	486.891	486.891
CL E Brg Pier 1	2611.250	-2.917	486.889	486.889
L	2621.250	-2.917	486.860	486.887
M	2631.250	-2.917	486.841	486.895
N	2641.250	-2.917	486.832	486.913
O	2651.250	-2.917	486.833	486.928
P	2661.250	-2.917	486.843	486.949
Q	2671.250	-2.917	486.862	486.980
R	2681.250	-2.917	486.891	487.009
S	2691.250	-2.917	486.930	487.037
T	2701.250	-2.917	486.979	487.074
U	2711.250	-2.917	487.037	487.117
V	2721.250	-2.917	487.104	487.158
W	2731.250	-2.917	487.181	487.208
CL W Brg Pier 2	2741.250	-2.917	487.268	487.268
CL Pier 2	2742.000	-2.917	487.275	487.275
CL E Brg Pier 2	2742.750	-2.917	487.282	487.282
X	2752.750	-2.917	487.380	487.390
Y	2762.750	-2.917	487.487	487.508
Z	2772.750	-2.917	487.604	487.632
A1	2782.750	-2.917	487.731	487.763
B1	2792.750	-2.917	487.867	487.901
C1	2802.750	-2.917	488.013	488.043
D1	2812.750	-2.917	488.168	488.194
E1	2822.750	-2.917	488.333	488.349
CL Brg E Abut	2837.500	-2.917	488.594	488.594
Bk E Abut	2839.000	-2.917	488.622	488.622

℄ ROADWAY & P.G.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk W Abut	2484.000	0.000	488.134	488.134
CL Brg W Abut	2485.500	0.000	488.111	488.111
A	2495.500	0.000	487.961	487.985
B	2505.500	0.000	487.822	487.869
C	2515.500	0.000	487.692	487.763
D	2525.500	0.000	487.572	487.654
E	2535.500	0.000	487.461	487.553
F	2545.500	0.000	487.360	487.461
G	2555.500	0.000	487.268	487.364
H	2565.500	0.000	487.186	487.273
I	2575.500	0.000	487.114	487.191
J	2585.500	0.000	487.051	487.109
K	2595.500	0.000	486.998	487.032
CL W Brg Pier 1	2609.750	0.000	486.939	486.939
CL Pier 1	2610.500	0.000	486.937	486.937
CL E Brg Pier 1	2611.250	0.000	486.934	486.934
L	2621.250	0.000	486.906	486.933
M	2631.250	0.000	486.887	486.941
N	2641.250	0.000	486.878	486.958
O	2651.250	0.000	486.878	486.974
P	2661.250	0.000	486.888	486.995
Q	2671.250	0.000	486.908	487.025
R	2681.250	0.000	486.937	487.055
S	2691.250	0.000	486.976	487.082
T	2701.250	0.000	487.024	487.120
U	2711.250	0.000	487.082	487.163
V	2721.250	0.000	487.150	487.204
W	2731.250	0.000	487.227	487.254
CL W Brg Pier 2	2741.250	0.000	487.314	487.314
CL Pier 2	2742.000	0.000	487.321	487.321
CL E Brg Pier 2	2742.750	0.000	487.328	487.328
X	2752.750	0.000	487.425	487.436
Y	2762.750	0.000	487.533	487.554
Z	2772.750	0.000	487.650	487.678
A1	2782.750	0.000	487.776	487.808
B1	2792.750	0.000	487.913	487.947
C1	2802.750	0.000	488.059	488.088
D1	2812.750	0.000	488.214	488.239
E1	2822.750	0.000	488.379	488.395
CL Brg E Abut	2837.500	0.000	488.640	488.640
Bk E Abut	2839.000	0.000	488.668	488.668

DESIGNED	M.D.S.
CHECKED	S.M.R.
DRAWN	W.D.C.
CHECKED	M.D.S./S.M.R.

February 3. 2006

EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 627 - SECTION (1)BR
LASALLE COUNTY
STATION 26+61.50
STRUCTURE NO. 050-0242

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