

ROUTE No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 331	(8X-1)B	SALINE CO.	220	122
STA.		TO STA.		
F.H.W.A. REGION		ILLINOIS	PROJECT	

Contract # 78058

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+94.989	-43.618	373.314	373.314
⊕ Brg. W. Abut	1012+96.240	-43.618	373.315	373.315
1A	1013+06.190	-43.569	373.318	373.321
2A	1013+16.130	-43.533	373.320	373.321
3A	1013+26.070	-43.510	373.320	373.317
⊕ Pier 1	1013+39.000	-43.500	373.318	373.318
1B	1013+48.940	-43.507	373.314	373.335
2B	1013+58.880	-43.527	373.308	373.355
3B	1013+68.830	-43.561	373.301	373.365
4B	1013+78.770	-43.607	373.292	373.358
5B	1013+88.710	-43.666	373.282	373.333
6B	1013+98.660	-43.738	373.270	373.296
⊕ Pier 2	1014+10.590	-43.842	373.253	373.253
1C	1014+20.530	-43.943	373.237	373.233
2C	1014+30.470	-44.057	373.219	373.219
3C	1014+40.410	-44.184	373.200	373.203
⊕ Brg. E. Abut	1014+53.340	-44.368	373.172	373.172
E. End of Deck	1014+54.673	-44.368	373.168	373.168

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+88.269	-35.658	373.102	373.102
⊕ Brg. W. Abut	1012+89.520	-35.658	373.103	373.103
1A	1012+99.470	-35.800	373.108	373.111
2A	1013+09.420	-35.556	373.111	373.112
3A	1013+19.380	-35.524	373.112	373.109
⊕ Pier 1	1013+32.320	-35.503	373.111	373.111
1B	1013+42.270	-35.501	373.109	373.130
2B	1013+52.220	-35.512	373.104	373.151
3B	1013+62.180	-35.537	373.098	373.162
4B	1013+72.130	-35.574	373.091	373.156
5B	1013+82.090	-35.625	373.081	373.132
6B	1013+92.040	-35.688	373.070	373.096
⊕ Pier 2	1014+03.980	-35.782	373.054	373.054
1C	1014+13.940	-35.874	373.039	373.035
2C	1014+23.890	-35.979	373.023	373.023
3C	1014+33.840	-36.098	373.005	373.008
⊕ Brg. E. Abut	1014+46.780	-36.271	372.978	372.978
E. End of Deck	1014+48.113	-36.271	372.975	372.975

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+81.529	-27.704	372.890	372.890
⊕ Brg. W. Abut	1012+82.780	-27.704	372.891	372.891
1A	1012+92.740	-27.638	372.897	372.900
2A	1013+02.700	-27.584	372.901	372.903
3A	1013+12.670	-27.544	372.904	372.901
⊕ Pier 1	1013+25.620	-27.511	372.904	372.904
1B	1013+35.590	-27.501	372.903	372.924
2B	1013+45.550	-27.503	372.899	372.946
3B	1013+55.510	-27.519	372.895	372.958
4B	1013+65.480	-27.548	372.888	372.953
5B	1013+75.440	-27.590	372.880	372.931
6B	1013+85.410	-27.645	372.870	372.896
⊕ Pier 2	1013+97.360	-27.728	372.855	372.855
1C	1014+07.330	-27.811	372.842	372.838
2C	1014+17.290	-27.908	372.826	372.826
3C	1014+27.250	-28.017	372.809	372.812
⊕ Brg. E. Abut	1014+40.200	-28.179	372.784	372.784
E. End of Deck	1014+41.533	-28.179	372.781	372.781

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+74.769	-19.756	372.677	372.677
⊕ Brg. W. Abut	1012+76.020	-19.756	372.678	372.678
1A	1012+86.000	-19.681	372.685	372.688
2A	1012+95.970	-19.619	372.691	372.692
3A	1013+05.950	-19.570	372.694	372.691
⊕ Pier 1	1013+18.910	-19.525	372.696	372.696
1B	1013+28.890	-19.506	372.696	372.717
2B	1013+38.860	-19.500	372.694	372.740
3B	1013+48.840	-19.507	372.690	372.753
4B	1013+58.810	-19.527	372.685	372.750
5B	1013+68.780	-19.560	372.677	372.728
6B	1013+78.760	-19.606	372.668	372.695
⊕ Pier 2	1013+90.730	-19.679	372.656	372.656
1C	1014+00.700	-19.754	372.643	372.639
2C	1014+10.680	-19.842	372.628	372.629
3C	1014+20.650	-19.943	372.612	372.615
⊕ Brg. E. Abut	1014+33.610	-20.094	372.589	372.589
E. End of Deck	1014+34.943	-20.094	372.586	372.586

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+68.009	-11.814	372.463	372.463
⊕ Brg. W. Abut	1012+69.260	-11.814	372.465	372.465
1A	1012+79.240	-11.730	372.473	372.476
2A	1012+89.220	-11.659	372.479	372.481
3A	1012+99.210	-11.601	372.484	372.481
⊕ Pier 1	1013+12.190	-11.545	372.487	372.487
1B	1013+22.170	-11.517	372.488	372.509
2B	1013+32.160	-11.503	372.487	372.534
3B	1013+42.140	-11.501	372.485	372.548
4B	1013+52.130	-11.512	372.480	372.546
5B	1013+62.110	-11.537	372.474	372.525
6B	1013+72.100	-11.574	372.467	372.493
⊕ Pier 2	1013+84.080	-11.636	372.455	372.455
1C	1013+94.070	-11.702	372.443	372.439
2C	1014+04.050	-11.782	372.430	372.430
3C	1014+14.030	-11.874	372.415	372.418
⊕ Brg. E. Abut	1014+27.010	-12.014	372.393	372.393
E. End of Deck	1014+28.343	-12.014	372.390	372.390

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+61.219	-3.878	372.248	372.248
⊕ Brg. W. Abut	1012+62.470	-3.878	372.250	372.250
1A	1012+72.470	-3.786	372.259	372.262
2A	1012+82.460	-3.706	372.267	372.268
3A	1012+92.460	-3.639	372.273	372.270
⊕ Pier 1	1013+05.450	-3.572	372.278	372.278
1B	1013+15.450	-3.535	372.280	372.301
2B	1013+25.440	-3.511	372.280	372.327
3B	1013+35.440	-3.501	372.279	372.342
4B	1013+45.430	-3.503	372.275	372.341
5B	1013+55.430	-3.519	372.271	372.322
6B	1013+65.420	-3.547	372.264	372.290
⊕ Pier 2	1013+77.420	-3.599	372.254	372.254
1C	1013+87.410	-3.657	372.243	372.239
2C	1013+97.410	-3.727	372.231	372.231
3C	1014+07.400	-3.811	372.217	372.220
⊕ Brg. E. Abut	1014+20.400	-3.939	372.197	372.197
E. End of Deck	1014+21.733	-3.939	372.194	372.194

**LOCAL TANGENT AND LONGITUDINAL JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+58.252	-0.409	372.154	372.154
⊕ Brg. W. Abut	1012+59.503	-0.409	372.156	372.156
1A	1012+69.502	-0.312	372.166	372.169
2A	1012+79.501	-0.228	372.174	372.175
3A	1012+89.501	-0.157	372.180	372.177
⊕ Pier 1	1013+02.500	-0.085	372.186	372.186
1B	1013+12.500	-0.044	372.189	372.210
2B	1013+22.500	-0.017	372.189	372.236
3B	1013+32.500	-0.002	372.188	372.252
4B	1013+42.500	-0.001	372.186	372.251
5B	1013+52.500	-0.013	372.181	372.232
6B	1013+62.500	-0.038	372.175	372.201
⊕ Pier 2	1013+74.500	-0.085	372.165	372.165
1C	1013+84.499	-0.139	372.156	372.152
2C	1013+94.499	-0.205	372.144	372.144
3C	1014+04.498	-0.285	372.131	372.133
⊕ Brg. E. Abut	1014+17.497	-0.409	372.111	372.111
E. End of Deck	1014+18.830	-0.409	372.108	372.108

**PROPOSED ⊕ ILL. 13 RELOCATION & P.G.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	1012+57.899	0.000	372.143	372.143
⊕ Brg. W. Abut	1012+59.150	0.000	372.145	372.145
1A	1012+69.240	0.000	372.157	372.160
2A	1012+79.310	0.000	372.168	372.169
3A	1012+89.370	0.000	372.176	372.173
⊕ Pier 1	1013+02.430	0.000	372.184	372.184
1B	1013+12.460	0.000	372.187	372.209
2B	1013+22.490	0.000	372.189	372.235
3B	1013+32.500	0.000	372.188	372.252
4B	1013+42.500	0.000	372.186	372.251
5B	1013+52.490	0.000	372.181	372.232
6B	1013+62.470	0.000	372.174	372.201
⊕ Pier 2	1013+74.430	0.000	372.163	372.163
1C	1013+84.380	0.000	372.152	372.148
2C	1013+94.330	0.000	372.139	372.139
3C	1014+04.260	0.000	372.124	372.126
⊕ Brg. E. Abut	1014+17.160	0.000	372.101	372.101
E. End of Deck	1014+18.493	0.000	372.098	372.098

**NOTES:**  
1. Work this sheet with Sheet S4.

DESIGNED	EJB
CHECKED	KWS
DRAWN	EJB
CHECKED	MRB

**benesch**

alfred benesch & company  
Engineers - Surveyors - Planners  
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312-565-0450

ILLINOIS DEPARTMENT OF TRANSPORTATION  
RELOCATED ILLINOIS ROUTE 13 OVER  
HARRISBURG DITCH  
F.A.P. 331 SECTION (8X-1)B

DECK ELEVATIONS

SN: 083-0060  
SALINE CO., IL.

STA. 1013+38.50  
DATE: FEB 4, 2009