

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	55-2	MCDONOUGH	1025	462
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT-		

Contract No. 68205

BEAM #4

Location	Station	Offset (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	153+72.557	11.375	701.401	701.401
☉ W. Abut.	153+74.001	11.375	701.413	701.413
A	153+84.001	11.375	701.496	701.513
B	153+94.001	11.375	701.576	701.608
C	154+04.001	11.375	701.654	701.695
D	154+14.001	11.375	701.729	701.774
E	154+24.001	11.375	701.801	701.843
F	154+34.001	11.375	701.871	701.904
G	154+44.001	11.375	701.938	701.957
☉ Pier #1	154+55.557	11.375	702.012	702.012
H	154+65.557	11.375	702.073	702.108
I	154+75.557	11.375	702.132	702.199
J	154+85.557	11.375	702.188	702.280
K	154+95.557	11.375	702.242	702.351
L	155+05.557	11.375	702.293	702.409
M	155+15.557	11.375	702.341	702.454
N	155+25.557	11.375	702.387	702.487
O	155+35.557	11.375	702.430	702.508
P	155+45.557	11.375	702.471	702.519
☉ Pier #2	155+59.557	11.375	702.523	702.523
Q	155+69.557	11.375	702.557	702.583
R	155+79.557	11.375	702.589	702.637
S	155+89.557	11.375	702.618	702.684
T	155+99.557	11.375	702.645	702.721
U	156+09.557	11.375	702.668	702.746
V	156+19.557	11.375	702.690	702.761
W	156+29.557	11.375	702.708	702.765
X	156+39.557	11.375	702.724	702.759
☉ E. Abut.	156+53.114	11.375	702.742	702.742
Bk. E. Abut.	156+54.557	11.375	702.743	702.743

CENTERLINE CROWN

Location	Station	Offset (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	153+72.918	12.000	701.414	701.414
☉ W. Abut.	153+74.362	12.000	701.426	701.426
A	153+84.362	12.000	701.509	701.526
B	153+94.362	12.000	701.589	701.621
C	154+04.362	12.000	701.666	701.708
D	154+14.362	12.000	701.741	701.786
E	154+24.362	12.000	701.813	701.855
F	154+34.362	12.000	701.883	701.916
G	154+44.362	12.000	701.950	701.969
☉ Pier #1	154+55.918	12.000	702.024	702.024
H	154+65.918	12.000	702.085	702.120
I	154+75.918	12.000	702.144	702.210
J	154+85.918	12.000	702.200	702.292
K	154+95.918	12.000	702.254	702.363
L	155+05.918	12.000	702.304	702.421
M	155+15.918	12.000	702.353	702.466
N	155+25.918	12.000	702.398	702.498
O	155+35.918	12.000	702.441	702.519
P	155+45.918	12.000	702.482	702.530
☉ Pier #2	155+59.918	12.000	702.534	702.534
Q	155+69.918	12.000	702.568	702.594
R	155+79.918	12.000	702.600	702.648
S	155+89.918	12.000	702.629	702.695
T	155+99.918	12.000	702.655	702.731
U	156+09.918	12.000	702.679	702.757
V	156+19.918	12.000	702.700	702.771
W	156+29.918	12.000	702.719	702.775
X	156+39.918	12.000	702.734	702.770
☉ E. Abut.	156+53.475	12.000	702.752	702.752
Bk. E. Abut.	156+54.918	12.000	702.753	702.753

BEAM #5

Location	Station	Offset (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	153+75.588	16.625	701.364	701.364
☉ W. Abut.	153+77.032	16.625	701.376	701.376
A	153+87.032	16.625	701.458	701.475
B	153+97.032	16.625	701.537	701.569
C	154+07.032	16.625	701.614	701.656
D	154+17.032	16.625	701.688	701.733
E	154+27.032	16.625	701.760	701.802
F	154+37.032	16.625	701.829	701.862
G	154+47.032	16.625	701.895	701.914
☉ Pier #1	154+58.588	16.625	701.968	701.968
H	154+68.588	16.625	702.029	702.064
I	154+78.588	16.625	702.087	702.153
J	154+88.588	16.625	702.142	702.234
K	154+98.588	16.625	702.195	702.304
L	155+08.588	16.625	702.245	702.362
M	155+18.588	16.625	702.293	702.406
N	155+28.588	16.625	702.338	702.438
O	155+38.588	16.625	702.380	702.458
P	155+48.588	16.625	702.420	702.468
☉ Pier #2	155+62.588	16.625	702.471	702.471
Q	155+72.588	16.625	702.505	702.530
R	155+82.588	16.625	702.536	702.584
S	155+92.588	16.625	702.564	702.630
T	156+02.588	16.625	702.590	702.666
U	156+12.588	16.625	702.613	702.690
V	156+22.588	16.625	702.633	702.704
W	156+32.588	16.625	702.651	702.707
X	156+42.588	16.625	702.666	702.701
☉ E. Abut.	156+56.145	16.625	702.682	702.682
Bk. E. Abut.	156+57.588	16.625	702.684	702.684

BEAM #6

Location	Station	Offset (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	153+78.620	21.875	701.307	701.307
☉ W. Abut.	153+80.063	21.875	701.319	701.319
A	153+90.063	21.875	701.400	701.418
B	154+00.063	21.875	701.479	701.511
C	154+10.063	21.875	701.555	701.596
D	154+20.063	21.875	701.628	701.673
E	154+30.063	21.875	701.699	701.741
F	154+40.063	21.875	701.767	701.800
G	154+50.063	21.875	701.833	701.852
☉ Pier #1	154+61.620	21.875	701.905	701.905
H	154+71.620	21.875	701.965	702.000
I	154+81.620	21.875	702.022	702.088
J	154+91.620	21.875	702.077	702.169
K	155+01.620	21.875	702.129	702.238
L	155+11.620	21.875	702.178	702.294
M	155+21.620	21.875	702.225	702.338
N	155+31.620	21.875	702.269	702.369
O	155+41.620	21.875	702.311	702.388
P	155+51.620	21.875	702.350	702.397
☉ Pier #2	155+65.620	21.875	702.400	702.400
Q	155+75.620	21.875	702.432	702.458
R	155+85.620	21.875	702.462	702.511
S	155+95.620	21.875	702.490	702.556
T	156+05.620	21.875	702.515	702.591
U	156+15.620	21.875	702.537	702.615
V	156+25.620	21.875	702.557	702.628
W	156+35.620	21.875	702.574	702.630
X	156+45.620	21.875	702.588	702.623
☉ E. Abut.	156+59.176	21.875	702.603	702.603
Bk. E. Abut.	156+60.620	21.875	702.605	702.605

BEAM #7

Location	Station	Offset (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	153+81.651	27.125	701.234	701.234
☉ W. Abut.	153+83.094	27.125	701.246	701.246
A	153+93.094	27.125	701.326	701.344
B	154+03.094	27.125	701.404	701.436
C	154+13.094	27.125	701.479	701.521
D	154+23.094	27.125	701.552	701.597
E	154+33.094	27.125	701.622	701.664
F	154+43.094	27.125	701.689	701.722
G	154+53.094	27.125	701.754	701.773
☉ Pier #1	154+64.651	27.125	701.825	701.825
H	154+74.651	27.125	701.884	701.919
I	154+84.651	27.125	701.941	702.007
J	154+94.651	27.125	701.994	702.086
K	155+04.651	27.125	702.046	702.155
L	155+14.651	27.125	702.094	702.210
M	155+24.651	27.125	702.140	702.253
N	155+34.651	27.125	702.184	702.283
O	155+44.651	27.125	702.224	702.302
P	155+54.651	27.125	702.263	702.310
☉ Pier #2	155+68.651	27.125	702.312	702.312
Q	155+78.651	27.125	702.343	702.369
R	155+88.651	27.125	702.373	702.421
S	155+98.651	27.125	702.399	702.465
T	156+08.651	27.125	702.423	702.500
U	156+18.651	27.125	702.445	702.523
V	156+28.651	27.125	702.464	702.535
W	156+38.651	27.125	702.480	702.536
X	156+48.651	27.125	702.494	702.529
☉ E. Abut.	156+62.207	27.125	702.508	702.508
Bk. E. Abut.	156+63.651	27.125	702.509	702.509

BEAM #8

Location	Station	Offset (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	153+84.682	32.375	701.149	701.149
☉ W. Abut.	153+86.125	32.375	701.161	701.161
A	153+96.125	32.375	701.241	701.258
B	154+06.125	32.375	701.318	701.349
C	154+16.125	32.375	701.392	701.433
D	154+26.125	32.375	701.464	701.509
E	154+36.125	32.375	701.533	701.575
F	154+46.125	32.375	701.599	701.632
G	154+56.125	32.375	701.663	701.682
☉ Pier #1	154+67.682	32.375	701.734	701.734
H	154+77.682	32.375	701.792	701.827
I	154+87.682	32.375	701.848	701.914
J	154+97.682	32.375	701.901	701.993
K	155+07.682	32.375	701.951	702.060
L	155+17.682	32.375	701.999	702.115
M	155+27.682	32.375	702.044	702.157
N	155+37.682	32.375	702.087	702.187
O	155+47.682	32.375	702.127	702.204
P	155+57.682	32.375	702.164	702.212
☉ Pier #2	155+71.682	32.375	702.212	702.212
Q	155+81.682	32.375	702.243	702.269
R	155+91.682	32.375	702.272	702.320
S	156+01.682	32.375	702.298	702.363
T	156+11.682	32.375	702.321	702.397
U	156+21.682	32.375	702.342	702.419
V	156+31.682	32.375	702.360	702.431
W	156+41.682	32.375	702.375	702.431
X	156+51.682	32.375	702.388	702.423
☉ E. Abut.	156+65.238	32.375	702.401	702.401
Bk. E. Abut.	156+66.682	32.375	702.402	702.402

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

WEST BOUND DECK ELEVATIONS
IL. ROUTE 336 OVER
BURLINGTON NORTHERN
SANTA FE RAILROAD