

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 7
F.A.P. 322	*	UNION	39	24	22 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	* (11-IVB)-1 CONTRACT NO. 98488		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	582+12.383	-18.502	542.667	542.667
☉ N. Abut.	582+13.702	-18.509	542.681	542.681
A	582+23.708	-18.564	542.784	542.839
B	582+33.715	-18.615	542.887	542.986
C	582+43.721	-18.663	542.991	543.114
D	582+53.728	-18.707	543.094	543.222
E	582+63.734	-18.747	543.198	543.308
F	582+73.741	-18.784	543.301	543.379
G	582+83.747	-18.818	543.405	543.443
☉ Pier 1	582+96.839	-18.857	543.540	543.540
H	583+06.846	-18.882	543.644	543.648
I	583+16.852	-18.904	543.748	543.755
J	583+26.859	-18.923	543.852	543.872
K	583+36.865	-18.938	543.956	543.984
L	583+46.872	-18.949	544.060	544.088
M	583+56.879	-18.957	544.164	544.183
N	583+66.885	-18.962	544.268	544.275
☉ Pier 2	583+79.977	-18.963	544.405	544.405
O	583+89.984	-18.959	544.509	544.523
P	583+99.991	-18.952	544.614	544.650
Q	584+09.997	-18.941	544.718	544.773
R	584+20.004	-18.927	544.823	544.886
S	584+30.010	-18.910	544.927	544.986
T	584+40.017	-18.889	545.032	545.075
U	584+50.024	-18.864	545.137	545.158
☉ Pier 3	584+63.115	-18.827	545.274	545.274
V	584+73.122	-18.794	545.379	545.381
W	584+83.128	-18.758	545.484	545.496
X	584+93.135	-18.719	545.589	545.610
Y	585+03.141	-18.675	545.695	545.716
Z	585+13.148	-18.629	545.800	545.814
☉ S. Abut.	585+23.268	-18.578	545.906	545.906
Bk. S. Abut.	585+24.587	-18.571	545.920	545.920

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	582+14.938	-11.016	542.845	542.845
☉ N. Abut.	582+16.257	-11.023	542.858	542.858
A	582+26.261	-11.077	542.962	543.017
B	582+36.265	-11.127	543.065	543.164
C	582+46.268	-11.174	543.169	543.293
D	582+56.272	-11.217	543.273	543.400
E	582+66.276	-11.257	543.376	543.487
F	582+76.280	-11.293	543.480	543.558
G	582+86.284	-11.326	543.584	543.622
☉ Pier 1	582+99.372	-11.363	543.720	543.720
H	583+09.376	-11.388	543.823	543.827
I	583+19.380	-11.409	543.927	543.935
J	583+29.384	-11.427	544.031	544.052
K	583+39.388	-11.441	544.135	544.164
L	583+49.392	-11.452	544.240	544.267
M	583+59.396	-11.459	544.344	544.363
N	583+69.400	-11.462	544.448	544.454
☉ Pier 2	583+82.489	-11.462	544.584	544.584
O	583+92.493	-11.458	544.689	544.703
P	584+02.497	-11.450	544.793	544.829
Q	584+12.501	-11.438	544.898	544.952
R	584+22.505	-11.423	545.002	545.065
S	584+32.509	-11.405	545.107	545.166
T	584+42.513	-11.383	545.211	545.255
U	584+52.517	-11.358	545.316	545.337
☉ Pier 3	584+65.605	-11.319	545.453	545.453
V	584+75.609	-11.286	545.558	545.560
W	584+85.613	-11.249	545.663	545.675
X	584+95.617	-11.208	545.768	545.788
Y	585+05.621	-11.164	545.873	545.894
Z	585+15.624	-11.117	545.978	545.992
☉ S. Abut.	585+25.742	-11.065	546.084	546.084
Bk. S. Abut.	585+27.060	-11.058	546.098	546.098

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	582+17.493	-3.530	542.988	542.988
☉ N. Abut.	582+18.811	-3.537	543.002	543.002
A	582+28.812	-3.590	543.105	543.160
B	582+38.813	-3.640	543.209	543.307
C	582+48.814	-3.685	543.312	543.436
D	582+58.816	-3.728	543.416	543.544
E	582+68.817	-3.766	543.520	543.630
F	582+78.818	-3.802	543.623	543.701
G	582+88.819	-3.834	543.727	543.766
☉ Pier 1	583+01.904	-3.870	543.863	543.863
H	583+11.906	-3.894	543.967	543.970
I	583+21.907	-3.914	544.071	544.078
J	583+31.908	-3.931	544.175	544.195
K	583+41.910	-3.944	544.279	544.307
L	583+51.911	-3.954	544.383	544.411
M	583+61.913	-3.960	544.487	544.506
N	583+71.914	-3.963	544.591	544.598
☉ Pier 2	583+84.999	-3.961	544.728	544.728
O	583+95.000	-3.956	544.832	544.846
P	584+05.002	-3.947	544.936	544.972
Q	584+15.003	-3.935	545.041	545.096
R	584+25.005	-3.919	545.145	545.209
S	584+35.006	-3.900	545.250	545.309
T	584+45.007	-3.877	545.355	545.398
U	584+55.009	-3.851	545.459	545.481
☉ Pier 3	584+68.094	-3.811	545.596	545.596
V	584+78.095	-3.777	545.701	545.703
W	584+88.096	-3.739	545.806	545.818
X	584+98.097	-3.697	545.911	545.931
Y	585+08.098	-3.653	546.016	546.037
Z	585+18.100	-3.604	546.121	546.135
☉ S. Abut.	585+28.214	-3.552	546.227	546.227
Bk. S. Abut.	585+29.533	-3.545	546.241	546.241

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	582+18.117	-1.700	543.023	543.023
☉ N. Abut.	582+19.435	-1.707	543.037	543.037
A	582+29.435	-1.760	543.141	543.195
B	582+39.436	-1.809	543.244	543.342
C	582+49.436	-1.855	543.348	543.471
D	582+59.437	-1.897	543.451	543.579
E	582+69.438	-1.935	543.555	543.665
F	582+79.438	-1.971	543.658	543.736
G	582+89.439	-2.002	543.762	543.801
☉ Pier 1	583+02.523	-2.038	543.898	543.898
H	583+12.524	-2.062	544.002	544.005
I	583+22.524	-2.082	544.106	544.113
J	583+32.525	-2.098	544.210	544.230
K	583+42.526	-2.111	544.314	544.342
L	583+52.527	-2.121	544.418	544.446
M	583+62.527	-2.127	544.522	544.541
N	583+72.528	-2.130	544.626	544.633
☉ Pier 2	583+85.612	-2.128	544.763	544.763
O	583+95.613	-2.122	544.867	544.881
P	584+05.614	-2.113	544.972	545.008
Q	584+15.615	-2.101	545.076	545.131
R	584+25.615	-2.085	545.180	545.244
S	584+35.616	-2.065	545.285	545.344
T	584+45.617	-2.042	545.390	545.433
U	584+55.617	-2.016	545.494	545.516
☉ Pier 3	584+68.702	-1.976	545.631	545.631
V	584+78.702	-1.941	545.736	545.738
W	584+88.703	-1.903	545.841	545.853
X	584+98.703	-1.861	545.946	545.966
Y	585+08.704	-1.816	546.051	546.073
Z	585+18.704	-1.768	546.156	546.170
☉ S. Abut.	585+28.818	-1.715	546.262	546.262
Bk. S. Abut.	585+30.137	-1.708	546.276	546.276

02/15/2005

DESIGNED	GLH
CHECKED	TML
DRAWN	RJN
CHECKED	TML

E-S 4-30-97

DECK ELEVATIONS
U.S. ROUTE 51 OVER TRIBUTARY TO
DRURY CREEK AND CN/IC RAILROAD
FAP 322 - SECTION (11-IVB)-1
UNION COUNTY
STATION 583+74.84
STRUCTURE NO. 091-0073