

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301 (US 20)	(2HB -2)D	WINNEBAGO	107	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
43 SHEETS

Contract #64B07

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	841+00.50	-20.00	765.17	765.17
⊕ Brg. W. Abut.	841+02.55	-20.00	765.15	765.15
A	841+12.55	-20.00	765.05	765.06
B	841+22.55	-20.00	764.95	764.97
C	841+32.55	-20.00	764.85	764.86
D	841+42.55	-20.00	764.75	764.75
⊕ Pier 1	841+49.55	-20.00	764.68	764.68
E	841+59.55	-20.00	764.58	764.59
F	841+69.55	-20.00	764.48	764.49
G	841+79.55	-20.00	764.38	764.39
H	841+89.55	-20.00	764.28	764.29
I	841+99.55	-20.00	764.18	764.18
⊕ Pier 2	842+05.55	-20.00	764.12	764.12
J	842+15.55	-20.00	764.02	764.03
K	842+25.55	-20.00	763.92	763.93
L	842+35.55	-20.00	763.82	763.84
M	842+45.55	-20.00	763.72	763.73
⊕ Brg. E. Abut.	842+52.55	-20.00	763.65	763.65
Bk. E. Abut.	842+54.60	-20.00	763.63	763.63

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	841+01.64	-15.00	765.26	765.26
⊕ Brg. W. Abut.	841+03.69	-15.00	765.24	765.24
A	841+13.69	-15.00	765.14	765.15
B	841+23.69	-15.00	765.04	765.05
C	841+33.69	-15.00	764.94	764.95
D	841+43.69	-15.00	764.84	764.84
⊕ Pier 1	841+50.69	-15.00	764.77	764.77
E	841+60.69	-15.00	764.67	764.67
F	841+70.69	-15.00	764.57	764.58
G	841+80.69	-15.00	764.47	764.48
H	841+90.69	-15.00	764.37	764.38
I	842+00.69	-15.00	764.27	764.27
⊕ Pier 2	842+06.69	-15.00	764.21	764.21
J	842+16.69	-15.00	764.11	764.12
K	842+26.69	-15.00	764.01	764.02
L	842+36.69	-15.00	763.91	763.92
M	842+46.69	-15.00	763.81	763.82
⊕ Brg. E. Abut.	842+53.69	-15.00	763.74	763.74
Bk. E. Abut.	842+55.74	-15.00	763.72	763.72

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	841+03.36	-7.50	765.38	765.38
⊕ Brg. W. Abut.	841+05.41	-7.50	765.36	765.36
A	841+15.41	-7.50	765.26	765.27
B	841+25.41	-7.50	765.16	765.17
C	841+35.41	-7.50	765.06	765.07
D	841+45.41	-7.50	764.96	764.96
⊕ Pier 1	841+52.41	-7.50	764.89	764.89
E	841+62.41	-7.50	764.79	764.79
F	841+72.41	-7.50	764.69	764.70
G	841+82.41	-7.50	764.59	764.60
H	841+92.41	-7.50	764.49	764.50
I	842+02.41	-7.50	764.39	764.39
⊕ Pier 2	842+08.41	-7.50	764.33	764.33
J	842+18.41	-7.50	764.23	764.24
K	842+28.41	-7.50	764.13	764.14
L	842+38.41	-7.50	764.03	764.04
M	842+48.41	-7.50	763.93	763.94
⊕ Brg. E. Abut.	842+55.41	-7.50	763.86	763.86
Bk. E. Abut.	842+57.46	-7.50	763.84	763.84

⊕ ROADWAY WESTBOUND & PGL AND BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	841+05.08	0.00	765.48	765.48
⊕ Brg. W. Abut.	841+07.13	0.00	765.46	765.46
A	841+17.13	0.00	765.36	765.37
B	841+27.13	0.00	765.26	765.27
C	841+37.13	0.00	765.16	765.17
D	841+47.13	0.00	765.06	765.06
⊕ Pier 1	841+54.13	0.00	764.99	764.99
E	841+64.13	0.00	764.89	764.89
F	841+74.13	0.00	764.79	764.80
G	841+84.13	0.00	764.69	764.70
H	841+94.13	0.00	764.59	764.60
I	842+04.13	0.00	764.49	764.49
⊕ Pier 2	842+10.13	0.00	764.43	764.43
J	842+20.13	0.00	764.33	764.34
K	842+30.13	0.00	764.23	764.24
L	842+40.13	0.00	764.13	764.14
M	842+50.13	0.00	764.03	764.04
⊕ Brg. E. Abut.	842+57.13	0.00	763.96	763.96
Bk. E. Abut.	842+59.18	0.00	763.94	763.94

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	841+06.80	7.50	765.35	765.35
⊕ Brg. W. Abut.	841+08.85	7.50	765.33	765.33
A	841+18.85	7.50	765.23	765.24
B	841+28.85	7.50	765.13	765.14
C	841+38.85	7.50	765.03	765.04
D	841+48.85	7.50	764.93	764.93
⊕ Pier 1	841+55.85	7.50	764.86	764.86
E	841+65.85	7.50	764.76	764.76
F	841+75.85	7.50	764.66	764.67
G	841+85.85	7.50	764.56	764.57
H	841+95.85	7.50	764.46	764.47
I	842+05.85	7.50	764.36	764.36
⊕ Pier 2	842+11.85	7.50	764.30	764.30
J	842+21.85	7.50	764.20	764.21
K	842+31.85	7.50	764.10	764.11
L	842+41.85	7.50	764.00	764.01
M	842+51.85	7.50	763.90	763.91
⊕ Brg. E. Abut.	842+58.85	7.50	763.83	763.83
Bk. E. Abut.	842+60.90	7.50	763.80	763.80

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	841+08.52	15.00	765.20	765.20
⊕ Brg. W. Abut.	841+10.57	15.00	765.18	765.18
A	841+20.57	15.00	765.08	765.09
B	841+30.57	15.00	764.98	764.99
C	841+40.57	15.00	764.88	764.89
D	841+50.57	15.00	764.78	764.78
⊕ Pier 1	841+57.57	15.00	764.71	764.71
E	841+67.57	15.00	764.61	764.61
F	841+77.57	15.00	764.51	764.52
G	841+87.57	15.00	764.41	764.42
H	841+97.57	15.00	764.31	764.32
I	842+07.57	15.00	764.21	764.21
⊕ Pier 2	842+13.57	15.00	764.15	764.15
J	842+23.57	15.00	764.05	764.06
K	842+33.57	15.00	763.95	763.96
L	842+43.57	15.00	763.85	763.86
M	842+53.57	15.00	763.75	763.76
⊕ Brg. E. Abut.	842+60.57	15.00	763.68	763.68
Bk. E. Abut.	842+62.62	15.00	763.65	763.65

DESIGNED LAS
CHECKED DAZ
DRAWN SAW
CHECKED LAS

E-S

11-1-06

Plans Prepared by: Zroka Engineering, P.C.

TOP OF SLAB ELEVATIONS
WESTBOUND
F.A.P. ROUTE 301 (US 20)
OVER PRAIRIE ROAD
SECTION (2HB-2)D
WINNEBAGO COUNTY
STATION 841+89.60
STRUCTURE NO. 101-0051 (W.B.)
STRUCTURE NO. 101-0052 (E.B.)