

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

|                       |          |           |                   |           |
|-----------------------|----------|-----------|-------------------|-----------|
| ROUTE NO.             | SECTION  | COUNTY    | SHEET NO.         | SHEET NO. |
| F.A.P. 301<br>(US 20) | (2HB-1D) | WINNEBAGO | 107               | 70        |
| FED. ROAD DIST. NO. 7 |          | ILLINOIS  | FED. AID PROJECT- |           |

SHEET NO. 5  
34 SHEETS

Contract #64B07

BEAM 1

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. W. ABUT     | 848+ 86.42 | -20.00 | 757.95                       | 757.95   |
| ☉ BRG. W. ABUT. | 848+ 89.50 | -20.00 | 757.92                       | 757.92   |
| A               | 848+ 99.50 | -20.00 | 757.82                       | 757.84   |
| B               | 849+ 09.50 | -20.00 | 757.73                       | 757.75   |
| C               | 849+ 19.50 | -20.00 | 757.63                       | 757.66   |
| D               | 849+ 29.50 | -20.00 | 757.53                       | 757.55   |
| E               | 849+ 39.50 | -20.00 | 757.44                       | 757.44   |
| ☉ PIER          | 849+ 45.00 | -20.00 | 757.38                       | 757.38   |
| F               | 849+ 55.00 | -20.00 | 757.29                       | 757.29   |
| G               | 849+ 65.00 | -20.00 | 757.19                       | 757.20   |
| H               | 849+ 75.00 | -20.00 | 757.09                       | 757.10   |
| I               | 849+ 85.00 | -20.00 | 757.00                       | 757.00   |
| J               | 849+ 95.00 | -20.00 | 756.90                       | 756.90   |
| ☉ PIER          | 850+ 05.00 | -20.00 | 756.80                       | 756.80   |
| K               | 850+ 15.00 | -20.00 | 756.70                       | 756.71   |
| L               | 850+ 25.00 | -20.00 | 756.61                       | 756.62   |
| M               | 850+ 35.00 | -20.00 | 756.51                       | 756.53   |
| N               | 850+ 45.00 | -20.00 | 756.41                       | 756.43   |
| ☉ BRG. E. ABUT. | 850+56.83  | -20.00 | 756.30                       | 756.30   |
| BK. E. ABUT.    | 850+59.91  | -20.00 | 756.27                       | 756.27   |

BEAM 2

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. W. ABUT     | 848+ 81.92 | -15.00 | 758.10                       | 758.10   |
| ☉ BRG. W. ABUT. | 848+ 85.00 | -15.00 | 758.07                       | 758.07   |
| A               | 848+ 95.00 | -15.00 | 757.97                       | 757.99   |
| B               | 849+ 05.00 | -15.00 | 757.88                       | 757.90   |
| C               | 849+ 15.00 | -15.00 | 757.78                       | 757.80   |
| D               | 849+ 25.00 | -15.00 | 757.68                       | 757.70   |
| E               | 849+ 35.00 | -15.00 | 757.58                       | 757.59   |
| ☉ PIER          | 849+ 40.50 | -15.00 | 757.53                       | 757.53   |
| F               | 849+ 50.50 | -15.00 | 757.43                       | 757.44   |
| G               | 849+ 60.50 | -15.00 | 757.34                       | 757.34   |
| H               | 849+ 70.50 | -15.00 | 757.24                       | 757.25   |
| I               | 849+ 80.50 | -15.00 | 757.14                       | 757.15   |
| J               | 849+ 90.50 | -15.00 | 757.05                       | 757.05   |
| ☉ PIER          | 850+ 00.50 | -15.00 | 756.95                       | 756.95   |
| K               | 850+ 10.50 | -15.00 | 756.85                       | 756.86   |
| L               | 850+ 20.50 | -15.00 | 756.76                       | 756.77   |
| M               | 850+ 30.50 | -15.00 | 756.66                       | 756.68   |
| N               | 850+ 40.50 | -15.00 | 756.56                       | 756.58   |
| ☉ BRG. E. ABUT. | 850+52.34  | -15.00 | 756.45                       | 756.45   |
| BK. E. ABUT.    | 850+55.42  | -15.00 | 756.42                       | 756.42   |

BEAM 3

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. W. ABUT     | 848+ 75.19 | -7.50  | 758.30                       | 758.30   |
| ☉ BRG. W. ABUT. | 848+ 78.27 | -7.50  | 758.27                       | 758.27   |
| A               | 848+ 88.27 | -7.50  | 758.17                       | 758.19   |
| B               | 848+ 98.27 | -7.50  | 758.07                       | 758.10   |
| C               | 849+ 08.27 | -7.50  | 757.98                       | 758.00   |
| D               | 849+ 18.27 | -7.50  | 757.88                       | 757.89   |
| E               | 849+ 28.27 | -7.50  | 757.78                       | 757.79   |
| ☉ PIER          | 849+ 33.77 | -7.50  | 757.73                       | 757.73   |
| F               | 849+ 43.77 | -7.50  | 757.63                       | 757.63   |
| G               | 849+ 53.77 | -7.50  | 757.54                       | 757.54   |
| H               | 849+ 63.77 | -7.50  | 757.44                       | 757.45   |
| I               | 849+ 73.77 | -7.50  | 757.34                       | 757.35   |
| J               | 849+ 83.77 | -7.50  | 757.24                       | 757.25   |
| ☉ PIER          | 849+ 93.77 | -7.50  | 757.15                       | 757.15   |
| K               | 850+ 03.77 | -7.50  | 757.05                       | 757.06   |
| L               | 850+ 13.77 | -7.50  | 756.95                       | 756.97   |
| M               | 850+ 23.77 | -7.50  | 756.86                       | 756.88   |
| N               | 850+ 33.77 | -7.50  | 756.76                       | 756.77   |
| ☉ BRG. E. ABUT. | 850+45.60  | -7.50  | 756.64                       | 756.64   |
| BK. E. ABUT.    | 850+48.68  | -7.50  | 756.61                       | 756.61   |

BEAM 4 & PROFILE GRADE LINE

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. W. ABUT     | 848+ 68.45 | 0.00   | 758.48                       | 758.48   |
| ☉ BRG. W. ABUT. | 848+ 71.53 | 0.00   | 758.45                       | 758.45   |
| A               | 848+ 81.53 | 0.00   | 758.35                       | 758.37   |
| B               | 848+ 91.53 | 0.00   | 758.26                       | 758.28   |
| C               | 849+ 01.53 | 0.00   | 758.16                       | 758.18   |
| D               | 849+ 11.53 | 0.00   | 758.06                       | 758.08   |
| E               | 849+ 21.53 | 0.00   | 757.97                       | 757.97   |
| ☉ PIER          | 849+ 27.03 | 0.00   | 757.91                       | 757.91   |
| F               | 849+ 37.03 | 0.00   | 757.81                       | 757.82   |
| G               | 849+ 47.03 | 0.00   | 757.72                       | 757.73   |
| H               | 849+ 57.03 | 0.00   | 757.62                       | 757.63   |
| I               | 849+ 67.03 | 0.00   | 757.52                       | 757.53   |
| J               | 849+ 77.03 | 0.00   | 757.43                       | 757.43   |
| ☉ PIER          | 849+ 87.03 | 0.00   | 757.33                       | 757.33   |
| K               | 849+ 97.03 | 0.00   | 757.23                       | 757.24   |
| L               | 850+ 07.03 | 0.00   | 757.14                       | 757.15   |
| M               | 850+ 17.03 | 0.00   | 757.04                       | 757.06   |
| N               | 850+ 27.03 | 0.00   | 756.94                       | 756.96   |
| ☉ BRG. E. ABUT. | 850+38.86  | 0.00   | 756.83                       | 756.83   |
| BK. E. ABUT.    | 850+41.95  | 0.00   | 756.80                       | 756.80   |

BEAM 5

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. W. ABUT     | 848+ 61.71 | 7.50   | 758.43                       | 758.43   |
| ☉ BRG. W. ABUT. | 848+ 64.79 | 7.50   | 758.40                       | 758.40   |
| A               | 848+ 74.79 | 7.50   | 758.30                       | 758.32   |
| B               | 848+ 84.79 | 7.50   | 758.20                       | 758.23   |
| C               | 848+ 94.79 | 7.50   | 758.11                       | 758.13   |
| D               | 849+ 04.79 | 7.50   | 758.01                       | 758.03   |
| E               | 849+ 14.79 | 7.50   | 757.91                       | 757.92   |
| ☉ PIER          | 849+ 20.29 | 7.50   | 757.86                       | 757.86   |
| F               | 849+ 30.29 | 7.50   | 757.76                       | 757.76   |
| G               | 849+ 40.29 | 7.50   | 757.67                       | 757.67   |
| H               | 849+ 50.29 | 7.50   | 757.57                       | 757.58   |
| I               | 849+ 60.29 | 7.50   | 757.47                       | 757.48   |
| J               | 849+ 70.29 | 7.50   | 757.37                       | 757.38   |
| ☉ PIER          | 849+ 80.29 | 7.50   | 757.28                       | 757.28   |
| K               | 849+ 90.29 | 7.50   | 757.18                       | 757.19   |
| L               | 850+ 00.29 | 7.50   | 757.08                       | 757.10   |
| M               | 850+ 10.29 | 7.50   | 756.99                       | 757.01   |
| N               | 850+ 20.29 | 7.50   | 756.89                       | 756.90   |
| ☉ BRG. E. ABUT. | 850+32.13  | 7.50   | 756.78                       | 756.78   |
| BK. E. ABUT.    | 850+35.21  | 7.50   | 756.75                       | 756.75   |

BEAM 6

| Location        | Station    | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| BK. W. ABUT     | 848+ 54.98 | 15.00  | 758.36                       | 758.36   |
| ☉ BRG. W. ABUT. | 848+ 58.06 | 15.00  | 758.33                       | 758.33   |
| A               | 848+ 68.06 | 15.00  | 758.23                       | 758.25   |
| B               | 848+ 78.06 | 15.00  | 758.14                       | 758.16   |
| C               | 848+ 88.06 | 15.00  | 758.04                       | 758.06   |
| D               | 848+ 98.06 | 15.00  | 757.94                       | 757.96   |
| E               | 849+ 08.06 | 15.00  | 757.85                       | 757.85   |
| ☉ PIER          | 849+ 13.56 | 15.00  | 757.79                       | 757.79   |
| F               | 849+ 23.56 | 15.00  | 757.70                       | 757.70   |
| G               | 849+ 33.56 | 15.00  | 757.60                       | 757.61   |
| H               | 849+ 43.56 | 15.00  | 757.50                       | 757.51   |
| I               | 849+ 53.56 | 15.00  | 757.40                       | 757.41   |
| J               | 849+ 63.56 | 15.00  | 757.31                       | 757.31   |
| ☉ PIER          | 849+ 73.56 | 15.00  | 757.21                       | 757.21   |
| K               | 849+ 83.56 | 15.00  | 757.11                       | 757.12   |
| L               | 849+ 93.56 | 15.00  | 757.02                       | 757.03   |
| M               | 850+ 03.56 | 15.00  | 756.92                       | 756.94   |
| N               | 850+ 13.56 | 15.00  | 756.82                       | 756.84   |
| ☉ BRG. E. ABUT. | 850+25.39  | 15.00  | 756.71                       | 756.71   |
| BK. E. ABUT.    | 850+28.47  | 15.00  | 756.68                       | 756.68   |

|          |     |
|----------|-----|
| DESIGNED | SSM |
| CHECKED  | JLA |
| DRAWN    | GYR |
| CHECKED  | SSM |

TOP OF SLAB ELEVATIONS  
F.A.P. ROUTE 301 (US 20)  
OVER SIMPSON ROAD  
SECTION (2HB-1D)  
WINNEBAGO COUNTY  
STATION 849+27.97  
STRUCTURE NO. 101-0053 (W.B.)  
STRUCTURE NO. 101-0054 (E.B.)