| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| FAU 1517 | 03-00247-00-BR | KANE | 121 | 49 |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT- | | |

CONTRACT #83867

SHEET NO. SW-8
SW-30 SHEETS

## STAGE CONSTRUCTION LINE & LONGITUDINAL BONDED CONSTRUCTION JOINT

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| Bk. W. Abut. | 113+36.22 | 2.000 | 639.88 | 639.88 |
| ℄ Brg.W. Abut. | 113+39.22 | 2.000 | 639.92 | 639.92 |
| A | 113+49.22 | 2.000 | 640.04 | 640.10 |
| B | 113+59.22 | 2.000 | 640.16 | 640.26 |
| C | 113+69.22 | 2.000 | 640.27 | 640.40 |
| D | 113+79.22 | 2.000 | 640.39 | 640.52 |
| E | 113+89.22 | 2.000 | 640.51 | 640.60 |
| F | 113+99.22 | 2.000 | 640.63 | 640.68 |
| ℄ Brg. Pier 1 | 114+13.47 | 2.000 | 640.80 | 640.80 |
| G | 114+23.47 | 2.000 | 640.91 | 640.91 |
| H | 114+33.47 | 2.000 | 641.03 | 641.05 |
| I | 114+43.47 | 2.000 | 641.15 | 641.19 |
| J | 114+53.47 | 2.000 | 641.27 | 641.31 |
| K | 114+63.47 | 2.000 | 641.39 | 641.42 |
| L | 114+73.47 | 2.000 | 641.50 | 641.52 |
| ℄ Brg. Pier 2 | 114+88.52 | 2.000 | 641.68 | 641.68 |
| M | 114+98.52 | 2.000 | 641.80 | 641.81 |
| N | 115+08.52 | 2.000 | 641.92 | 641.94 |
| O | 115+18.52 | 2.000 | 642.03 | 642.08 |
| P | 115+28.52 | 2.000 | 642.15 | 642.19 |
| Q | 115+38.52 | 2.000 | 642.26 | 642.29 |
| R | 115+48.52 | 2.000 | 642.37 | 642.38 |
| ℄ Brg. Pier 3 | 115+63.02 | 2.000 | 642.51 | 642.51 |
| S | 115+73.02 | 2.000 | 642.59 | 642.63 |
| T | 115+83.02 | 2.000 | 642.67 | 642.75 |
| U | 115+93.02 | 2.000 | 642.75 | 642.86 |
| V | 116+03.02 | 2.000 | 642.81 | 642.94 |
| W | 116+13.02 | 2.000 | 642.87 | 642.99 |
| X | 116+23.02 | 2.000 | 642.92 | 643.00 |
| ℄ Brg. E. Abut. | 116+36.69 | 2.000 | 642.98 | 642.98 |
| Bk. E. Abut. | 116+39.69 | 2.000 | 643.00 | 643.00 |

## BEAM 6W

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| Bk. W. Abut. | 113+36.22 | 7.833 | 639.79 | 639.79 |
| ℄ Brg.W. Abut. | 113+39.22 | 7.833 | 639.83 | 639.83 |
| A | 113+49.22 | 7.833 | 639.95 | 640.01 |
| B | 113+59.22 | 7.833 | 640.06 | 640.17 |
| C | 113+69.22 | 7.833 | 640.18 | 640.31 |
| D | 113+79.22 | 7.833 | 640.30 | 640.42 |
| E | 113+89.22 | 7.833 | 640.42 | 640.51 |
| F | 113+99.22 | 7.833 | 640.54 | 640.59 |
| ℄ Brg. Pier 1 | 114+13.47 | 7.833 | 640.70 | 640.70 |
| G | 114+23.47 | 7.833 | 640.82 | 640.82 |
| H | 114+33.47 | 7.833 | 640.94 | 640.96 |
| I | 114+43.47 | 7.833 | 641.06 | 641.10 |
| J | 114+53.47 | 7.833 | 641.18 | 641.22 |
| K | 114+63.47 | 7.833 | 641.29 | 641.33 |
| L | 114+73.47 | 7.833 | 641.41 | 641.43 |
| ℄ Brg. Pier 2 | 114+88.52 | 7.833 | 641.59 | 641.59 |
| M | 114+98.52 | 7.833 | 641.71 | 641.72 |
| N | 115+08.52 | 7.833 | 641.83 | 641.85 |
| O | 115+18.52 | 7.833 | 641.94 | 641.99 |
| P | 115+28.52 | 7.833 | 642.06 | 642.10 |
| Q | 115+38.52 | 7.833 | 642.17 | 642.20 |
| R | 115+48.52 | 7.833 | 642.28 | 642.28 |
| ℄ Brg. Pier 3 | 115+63.02 | 7.833 | 642.42 | 642.42 |
| S | 115+73.02 | 7.833 | 642.50 | 642.53 |
| T | 115+83.02 | 7.833 | 642.58 | 642.66 |
| U | 115+93.02 | 7.833 | 642.66 | 642.77 |
| V | 116+03.02 | 7.833 | 642.72 | 642.85 |
| W | 116+13.02 | 7.833 | 642.78 | 642.90 |
| X | 116+23.02 | 7.833 | 642.83 | 642.91 |
| ℄ Brg. E. Abut. | 116+36.69 | 7.833 | 642.89 | 642.89 |
| Bk. E. Abut. | 116+39.69 | 7.833 | 642.90 | 642.90 |

## BEAM 7W

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| Bk. W. Abut. | 113+36.22 | 15.417 | 639.67 | 639.67 |
| ℄ Brg.W. Abut. | 113+39.22 | 15.417 | 639.70 | 639.70 |
| A | 113+49.22 | 15.417 | 639.82 | 639.88 |
| B | 113+59.22 | 15.417 | 639.94 | 640.05 |
| C | 113+69.22 | 15.417 | 640.06 | 640.19 |
| D | 113+79.22 | 15.417 | 640.17 | 640.30 |
| E | 113+89.22 | 15.417 | 640.29 | 640.39 |
| F | 113+99.22 | 15.417 | 640.41 | 640.46 |
| ℄ Brg. Pier 1 | 114+13.47 | 15.417 | 640.58 | 640.58 |
| G | 114+23.47 | 15.417 | 640.70 | 640.70 |
| H | 114+33.47 | 15.417 | 640.81 | 640.84 |
| I | 114+43.47 | 15.417 | 640.93 | 640.97 |
| J | 114+53.47 | 15.417 | 641.05 | 641.10 |
| K | 114+63.47 | 15.417 | 641.17 | 641.21 |
| L | 114+73.47 | 15.417 | 641.29 | 641.31 |
| ℄ Brg. Pier 2 | 114+88.52 | 15.417 | 641.46 | 641.46 |
| M | 114+98.52 | 15.417 | 641.58 | 641.59 |
| N | 115+08.52 | 15.417 | 641.70 | 641.72 |
| O | 115+18.52 | 15.417 | 641.82 | 641.86 |
| P | 115+28.52 | 15.417 | 641.93 | 641.97 |
| Q | 115+38.52 | 15.417 | 642.04 | 642.07 |
| R | 115+48.52 | 15.417 | 642.15 | 642.16 |
| ℄ Brg. Pier 3 | 115+63.02 | 15.417 | 642.29 | 642.29 |
| S | 115+73.02 | 15.417 | 642.38 | 642.41 |
| T | 115+83.02 | 15.417 | 642.46 | 642.53 |
| U | 115+93.02 | 15.417 | 642.53 | 642.64 |
| V | 116+03.02 | 15.417 | 642.60 | 642.73 |
| W | 116+13.02 | 15.417 | 642.66 | 642.77 |
| X | 116+23.02 | 15.417 | 642.71 | 642.79 |
| ℄ Brg. E. Abut. | 116+36.69 | 15.417 | 642.77 | 642.77 |
| Bk. E. Abut. | 116+39.69 | 15.417 | 642.78 | 642.78 |

| | |
|---|---|
| DESIGNED | AEU |
| CHECKED | RGD |
| DRAWN | WJH |
| CHECKED | NRF |

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |

CITY OF AURORA

TOP OF DECK ELEVATIONS (4 of 5)
ILLINOIS AVENUE
OVER THE FOX RIVER
SECTION NO. 03-00247-00-BR
KANE COUNTY
STRUCTURE NO. 045-6009

DATE 7-28-2006

COMPANY NAME: SEC Inc.
PROJECT CONTACT: #PROJECT.CONTACT#
DATE: 8/7/2006 9:17:47 PM
C:\Documents\03008\aurora phase II\new bridge-city of aurora\bridge\structure\sheet bridge\store\03008-5909-534.dgn