

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| F.A.S. 1671 | ‡ | DOUGLAS | 181 | 89 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |

SHEET NO. 5
46 SHEETS

Contract #70258
‡ 22VBR-1 and 144SBR-2

BEAM 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|--------------|------------|--------|------------------------------|---|
| Bk. S. Abut. | 1150+75.42 | -14.58 | 680.64 | 680.66 |
| ☉ S. Abut. | 1150+76.86 | -14.58 | 680.68 | 680.70 |
| A | 1150+86.86 | -14.58 | 680.95 | 680.99 |
| B | 1150+96.86 | -14.58 | 681.21 | 681.27 |
| C | 1151+06.86 | -14.58 | 681.46 | 681.53 |
| D | 1151+16.86 | -14.58 | 681.71 | 681.77 |
| E | 1151+26.86 | -14.58 | 681.94 | 681.99 |
| ☉ S. Brg. | 1151+41.67 | -14.58 | 682.28 | 682.30 |
| ☉ Pier 1 | 1151+42.42 | -14.58 | 682.29 | 682.31 |
| ☉ N. Brg. | 1151+43.17 | -14.58 | 682.31 | 682.33 |
| F | 1151+53.17 | -14.58 | 682.52 | 682.56 |
| G | 1151+63.17 | -14.58 | 682.72 | 682.79 |
| H | 1151+73.17 | -14.58 | 682.92 | 682.99 |
| I | 1151+83.17 | -14.58 | 683.11 | 683.17 |
| J | 1151+93.17 | -14.58 | 683.28 | 683.34 |
| K | 1152+03.17 | -14.58 | 683.45 | 683.49 |
| ☉ S. Brg. | 1152+09.67 | -14.58 | 683.56 | 683.58 |
| ☉ Pier 2 | 1152+10.42 | -14.58 | 683.57 | 683.59 |
| ☉ N. Brg. | 1152+11.17 | -14.58 | 683.58 | 683.60 |
| L | 1152+21.17 | -14.58 | 683.73 | 683.77 |
| M | 1152+31.17 | -14.58 | 683.88 | 683.93 |
| N | 1152+41.17 | -14.58 | 684.01 | 684.08 |
| O | 1152+51.17 | -14.58 | 684.14 | 684.20 |
| P | 1152+61.17 | -14.58 | 684.26 | 684.31 |
| ☉ N. Abut. | 1152+75.98 | -14.58 | 684.41 | 684.43 |
| Bk. N. Abut. | 1152+77.42 | -14.58 | 684.43 | 684.45 |

BEAM 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|--------------|------------|--------|------------------------------|---|
| Bk. S. Abut. | 1150+72.05 | -8.75 | 680.65 | 680.67 |
| ☉ S. Abut. | 1150+73.50 | -8.75 | 680.69 | 680.71 |
| A | 1150+83.50 | -8.75 | 680.96 | 681.01 |
| B | 1150+93.50 | -8.75 | 681.23 | 681.29 |
| C | 1151+03.50 | -8.75 | 681.48 | 681.55 |
| D | 1151+13.50 | -8.75 | 681.73 | 681.79 |
| E | 1151+23.50 | -8.75 | 681.97 | 682.02 |
| ☉ S. Brg. | 1151+38.30 | -8.75 | 682.31 | 682.33 |
| ☉ Pier 1 | 1151+39.05 | -8.75 | 682.32 | 682.34 |
| ☉ N. Brg. | 1151+39.80 | -8.75 | 682.34 | 682.36 |
| F | 1151+49.80 | -8.75 | 682.55 | 682.60 |
| G | 1151+59.80 | -8.75 | 682.76 | 682.82 |
| H | 1151+69.80 | -8.75 | 682.96 | 683.03 |
| I | 1151+79.80 | -8.75 | 683.15 | 683.22 |
| J | 1151+89.80 | -8.75 | 683.33 | 683.39 |
| K | 1151+99.80 | -8.75 | 683.50 | 683.53 |
| ☉ S. Brg. | 1152+06.30 | -8.75 | 683.61 | 683.63 |
| ☉ Pier 2 | 1152+07.05 | -8.75 | 683.62 | 683.64 |
| ☉ N. Brg. | 1152+07.80 | -8.75 | 683.63 | 683.65 |
| L | 1152+17.80 | -8.75 | 683.79 | 683.83 |
| M | 1152+27.80 | -8.75 | 683.93 | 683.99 |
| N | 1152+37.80 | -8.75 | 684.07 | 684.14 |
| O | 1152+47.80 | -8.75 | 684.20 | 684.26 |
| P | 1152+57.80 | -8.75 | 684.32 | 684.37 |
| ☉ N. Abut. | 1152+72.61 | -8.75 | 684.48 | 684.50 |
| Bk. N. Abut. | 1152+74.05 | -8.75 | 684.50 | 684.52 |

BEAM 3

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|--------------|------------|--------|------------------------------|---|
| Bk. S. Abut. | 1150+68.68 | -2.92 | 680.65 | 680.67 |
| ☉ S. Abut. | 1150+70.13 | -2.92 | 680.69 | 680.71 |
| A | 1150+80.13 | -2.92 | 680.96 | 681.01 |
| B | 1150+90.13 | -2.92 | 681.23 | 681.29 |
| C | 1151+00.13 | -2.92 | 681.49 | 681.56 |
| D | 1151+10.13 | -2.92 | 681.74 | 681.80 |
| E | 1151+20.13 | -2.92 | 681.98 | 682.03 |
| ☉ S. Brg. | 1151+34.93 | -2.92 | 682.32 | 682.34 |
| ☉ Pier 1 | 1151+35.68 | -2.92 | 682.34 | 682.36 |
| ☉ N. Brg. | 1151+36.43 | -2.92 | 682.36 | 682.38 |
| F | 1151+46.43 | -2.92 | 682.57 | 682.62 |
| G | 1151+56.43 | -2.92 | 682.78 | 682.85 |
| H | 1151+66.43 | -2.92 | 682.98 | 683.06 |
| I | 1151+76.43 | -2.92 | 683.18 | 683.24 |
| J | 1151+86.43 | -2.92 | 683.36 | 683.42 |
| K | 1151+96.43 | -2.92 | 683.53 | 683.57 |
| ☉ S. Brg. | 1152+02.93 | -2.92 | 683.64 | 683.66 |
| ☉ Pier 2 | 1152+03.68 | -2.92 | 683.66 | 683.68 |
| ☉ N. Brg. | 1152+04.43 | -2.92 | 683.67 | 683.69 |
| L | 1152+14.43 | -2.92 | 683.83 | 683.87 |
| M | 1152+24.43 | -2.92 | 683.98 | 684.03 |
| N | 1152+34.43 | -2.92 | 684.12 | 684.18 |
| O | 1152+44.43 | -2.92 | 684.25 | 684.31 |
| P | 1152+54.43 | -2.92 | 684.37 | 684.43 |
| ☉ N. Abut. | 1152+69.24 | -2.92 | 684.54 | 684.56 |
| Bk. N. Abut. | 1152+70.68 | -2.92 | 684.56 | 684.58 |

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|----------|--------------------|
| DESIGNED | Curt M. Evoy |
| CHECKED | Rebecca L. Tharp |
| DRAWN | Michael B. Mossman |
| CHECKED | C.M.E. / R.L.T. |

August 4, 2006
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.S. RT. 1671 - SEC. 22VBR-1
DOUGLAS COUNTY
STATION 1151+65.86
STRUCTURE NO. 021-0061