

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Contract #68206

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+46.28	-35.333	543.388	543.388
⊕ BRG. W. ABUT.	1430+50.96	-35.333	543.411	543.411
A	1430+60.96	-35.333	543.461	543.477
B	1430+70.96	-35.333	543.511	543.539
C	1430+80.96	-35.333	543.561	543.596
D	1430+90.96	-35.333	543.611	543.648
E	1431+00.96	-35.333	543.661	543.693
F	1431+10.96	-35.333	543.711	543.732
⊕ BRG. PIER 1	1431+25.21	-35.333	543.782	543.782
⊕ PIER 1	1431+25.96	-35.333	543.786	543.786
⊕ BRG. PIER 1	1431+26.71	-35.333	543.790	543.790
G	1431+36.71	-35.333	543.840	543.864
H	1431+46.71	-35.333	543.890	543.935
I	1431+56.71	-35.333	543.940	544.000
J	1431+66.71	-35.333	543.990	544.057
K	1431+76.71	-35.333	544.040	544.105
L	1431+86.71	-35.333	544.090	544.145
M	1431+96.71	-35.333	544.140	544.177
N	1432+06.71	-35.333	544.190	544.205
⊕ BRG. PIER 2	1432+13.04	-35.333	544.222	544.222
⊕ PIER 2	1432+13.96	-35.333	544.226	544.226
⊕ BRG. PIER 2	1432+14.88	-35.333	544.231	544.231
O	1432+24.88	-35.333	544.281	544.300
P	1432+34.88	-35.333	544.331	544.366
Q	1432+44.88	-35.333	544.381	544.427
R	1432+54.88	-35.333	544.431	544.481
S	1432+64.88	-35.333	544.481	544.527
T	1432+74.88	-35.333	544.531	544.566
U	1432+84.88	-35.333	544.581	544.600
⊕ BRG. E. ABUT.	1432+94.96	-35.333	544.631	544.631
BK. E. ABUT.	1432+99.64	-35.333	544.655	544.655

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+52.44	-28.000	543.320	543.320
⊕ BRG. W. ABUT.	1430+57.11	-28.000	543.343	543.343
A	1430+67.11	-28.000	543.393	543.409
B	1430+77.11	-28.000	543.443	543.471
C	1430+87.11	-28.000	543.493	543.528
D	1430+97.11	-28.000	543.543	543.580
E	1431+07.11	-28.000	543.593	543.624
F	1431+17.11	-28.000	543.643	543.664
⊕ BRG. PIER 1	1431+31.36	-28.000	543.714	543.714
⊕ PIER 1	1431+32.11	-28.000	543.718	543.718
⊕ BRG. PIER 1	1431+32.86	-28.000	543.722	543.722
G	1431+42.86	-28.000	543.772	543.796
H	1431+52.86	-28.000	543.822	543.867
I	1431+62.86	-28.000	543.872	543.932
J	1431+72.86	-28.000	543.922	543.989
K	1431+82.86	-28.000	543.972	544.037
L	1431+92.86	-28.000	544.022	544.077
M	1432+02.86	-28.000	544.072	544.109
N	1432+12.86	-28.000	544.122	544.136
⊕ BRG. PIER 2	1432+19.20	-28.000	544.153	544.153
⊕ PIER 2	1432+20.11	-28.000	544.158	544.158
⊕ BRG. PIER 2	1432+21.03	-28.000	544.163	544.163
O	1432+31.03	-28.000	544.213	544.232
P	1432+41.03	-28.000	544.263	544.298
Q	1432+51.03	-28.000	544.313	544.359
R	1432+61.03	-28.000	544.363	544.412
S	1432+71.03	-28.000	544.413	544.459
T	1432+81.03	-28.000	544.463	544.498
U	1432+91.03	-28.000	544.513	544.531
⊕ BRG. E. ABUT.	1433+01.11	-28.000	544.563	544.563
BK. E. ABUT.	1433+05.79	-28.000	544.586	544.586

⊕ W.B. ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+54.95	-25.000	543.270	543.270
⊕ BRG. W. ABUT.	1430+59.63	-25.000	543.293	543.293
A	1430+69.63	-25.000	543.343	543.358
B	1430+79.63	-25.000	543.393	543.421
C	1430+89.63	-25.000	543.443	543.478
D	1430+99.63	-25.000	543.493	543.530
E	1431+09.63	-25.000	543.543	543.575
F	1431+19.63	-25.000	543.593	543.614
⊕ BRG. PIER 1	1431+33.88	-25.000	543.664	543.664
⊕ PIER 1	1431+34.63	-25.000	543.668	543.668
⊕ BRG. PIER 1	1431+35.38	-25.000	543.672	543.672
G	1431+45.38	-25.000	543.722	543.746
H	1431+55.38	-25.000	543.772	543.817
I	1431+65.38	-25.000	543.822	543.882
J	1431+75.38	-25.000	543.872	543.939
K	1431+85.38	-25.000	543.922	543.987
L	1431+95.38	-25.000	543.972	544.027
M	1432+05.38	-25.000	544.022	544.059
N	1432+15.38	-25.000	544.072	544.086
⊕ BRG. PIER 2	1432+21.71	-25.000	544.104	544.104
⊕ PIER 2	1432+22.63	-25.000	544.108	544.108
⊕ BRG. PIER 2	1432+23.55	-25.000	544.113	544.113
O	1432+33.55	-25.000	544.163	544.182
P	1432+43.55	-25.000	544.213	544.248
Q	1432+53.55	-25.000	544.263	544.309
R	1432+63.55	-25.000	544.313	544.363
S	1432+73.55	-25.000	544.363	544.409
T	1432+83.55	-25.000	544.413	544.448
U	1432+93.55	-25.000	544.463	544.482
⊕ BRG. E. ABUT.	1433+03.63	-25.000	544.513	544.513
BK. E. ABUT.	1433+08.31	-25.000	544.536	544.536

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+58.59	-20.667	543.198	543.198
⊕ BRG. W. ABUT.	1430+63.27	-20.667	543.221	543.221
A	1430+73.27	-20.667	543.271	543.287
B	1430+83.27	-20.667	543.321	543.350
C	1430+93.27	-20.667	543.371	543.407
D	1431+03.27	-20.667	543.421	543.459
E	1431+13.27	-20.667	543.471	543.503
F	1431+23.27	-20.667	543.521	543.542
⊕ BRG. PIER 1	1431+37.52	-20.667	543.592	543.592
⊕ PIER 1	1431+38.27	-20.667	543.596	543.596
⊕ BRG. PIER 1	1431+39.02	-20.667	543.600	543.600
G	1431+49.02	-20.667	543.650	543.675
H	1431+59.02	-20.667	543.700	543.746
I	1431+69.02	-20.667	543.750	543.812
J	1431+79.02	-20.667	543.800	543.869
K	1431+89.02	-20.667	543.850	543.917
L	1431+99.02	-20.667	543.900	543.956
M	1432+09.02	-20.667	543.950	543.988
N	1432+19.02	-20.667	544.000	544.015
⊕ BRG. PIER 2	1432+25.35	-20.667	544.031	544.031
⊕ PIER 2	1432+26.27	-20.667	544.036	544.036
⊕ BRG. PIER 2	1432+27.18	-20.667	544.041	544.041
O	1432+37.18	-20.667	544.091	544.111
P	1432+47.18	-20.667	544.141	544.177
Q	1432+57.18	-20.667	544.191	544.238
R	1432+67.18	-20.667	544.241	544.292
S	1432+77.18	-20.667	544.291	544.338
T	1432+87.18	-20.667	544.341	544.377
U	1432+97.18	-20.667	544.391	544.410
⊕ BRG. E. ABUT.	1433+07.21	-20.667	544.441	544.441
BK. E. ABUT.	1433+11.94	-20.667	544.464	544.464

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+93.27	20.667	543.371	543.371
⊕ BRG. W. ABUT.	1430+97.95	20.667	543.394	543.394
A	1431+07.95	20.667	543.444	543.460
B	1431+17.95	20.667	543.494	543.523
C	1431+27.95	20.667	543.544	543.581
D	1431+37.95	20.667	543.594	543.632
E	1431+47.95	20.667	543.644	543.677
F	1431+57.95	20.667	543.694	543.716
⊕ BRG. PIER 1	1431+72.20	20.667	543.766	543.766
⊕ PIER 1	1431+72.95	20.667	543.769	543.769
⊕ BRG. PIER 1	1431+73.70	20.667	543.773	543.773
G	1431+83.70	20.667	543.823	543.848
H	1431+93.70	20.667	543.873	543.920
I	1432+03.70	20.667	543.923	543.985
J	1432+13.70	20.667	543.973	544.042
K	1432+23.70	20.667	544.023	544.090
L	1432+33.70	20.667	544.073	544.130
M	1432+43.70	20.667	544.123	544.162
N	1432+53.70	20.667	544.173	544.188
⊕ BRG. PIER 2	1432+60.03	20.667	544.205	544.205
⊕ PIER 2	1432+60.95	20.667	544.209	544.209
⊕ BRG. PIER 2	1432+61.87	20.667	544.214	544.214
O	1432+71.87	20.667	544.264	544.284
P	1432+81.87	20.667	544.314	544.351
Q	1432+91.87	20.667	544.364	544.412
R	1433+01.87	20.667	544.414	544.465
S	1433+11.87	20.667	544.464	544.511
T	1433+21.87	20.667	544.514	544.550
U	1433+31.87	20.667	544.564	544.583
⊕ BRG. E. ABUT.	1433+41.95	20.667	544.614	544.614
BK. E. ABUT.	1433+46.63	20.667	544.638	544.638

⊕ E.B. ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1430+96.91	25.000	543.479	543.479
⊕ BRG. W. ABUT.	1431+01.59	25.000	543.503	543.503
A	1431+11.59	25.000	543.553	543.568
B	1431+21.59	25.000	543.603	543.631
C	1431+31.59	25.000	543.653	543.688
D	1431+41.59	25.000	543.703	543.739
E	1431+51.59	25.000	543.753	543.784
F	1431+61.59	25.000	543.803	543.824
⊕ BRG. PIER 1	1431+75.84	25.000	543.874	543.874
⊕ PIER 1	1431+76.59	25.000	543.878	543.878
⊕ BRG. PIER 1	1431+77.34	25.000	543.882	543.882
G	1431+87.34	25.000	543.932	543.956
H	1431+97.34	25.000	543.982	544.027
I	1432+07.34	25.000	544.032	544.092
J	1432+17.34	25.000	544.082	544.149
K	1432+27.34	25.000	544.132	544.197
L	1432+37.34	25.000	544.182	544.237
M	1432+47.34	25.000	544.232	544.269
N	1432+57.34	25.000	544.282	544.296
⊕ BRG. PIER 2	1432+63.67	25.000	544.313	544.313
⊕ PIER 2	1432+64.59	25.000	544.318	544.318
⊕ BRG. PIER 2	1432+65.50	25.000	544.322	544.