

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	122+32.53	42.38' Rt.	735.49	735.49
⊕ Brg. W. Abut.	122+36.09	42.38' Rt.	735.59	735.59
1A	122+46.09	42.38' Rt.	735.88	735.94
1B	122+56.09	42.38' Rt.	736.16	736.27
1C	122+66.09	42.38' Rt.	736.42	736.57
1D	122+76.09	42.38' Rt.	736.68	736.83
1E	122+86.09	42.38' Rt.	736.92	737.06
1F	122+96.09	42.38' Rt.	737.15	737.26
1G	123+06.09	42.38' Rt.	737.36	737.44
1H	123+16.09	42.38' Rt.	737.57	737.60
⊕ Pier 1	123+28.59	42.38' Rt.	737.80	737.80
2A	123+38.59	42.38' Rt.	737.98	737.98
2B	123+48.59	42.38' Rt.	738.15	738.15
2C	123+58.59	42.38' Rt.	738.30	738.32
2D	123+68.59	42.38' Rt.	738.44	738.47
2E	123+78.59	42.38' Rt.	738.57	738.61
2F	123+88.59	42.38' Rt.	738.69	738.72
2G	123+98.59	42.38' Rt.	738.79	738.81
2H	124+08.59	42.38' Rt.	738.89	738.89
2I	124+18.59	42.38' Rt.	738.97	738.96
⊕ Pier 2	124+29.42	42.38' Rt.	739.04	739.04
3A	124+39.42	42.38' Rt.	739.10	739.12
3B	124+49.42	42.38' Rt.	739.14	739.21
3C	124+59.42	42.38' Rt.	739.17	739.28
3D	124+69.42	42.38' Rt.	739.19	739.33
3E	124+79.42	42.38' Rt.	739.20	739.36
3F	124+89.42	42.38' Rt.	739.20	739.35
3G	124+99.42	42.38' Rt.	739.18	739.30
3H	125+09.42	42.38' Rt.	739.15	739.23
⊕ E. Abut.	125+21.92	42.38' Rt.	739.10	739.10
Bk. E. Abut.	125+25.48	42.38' Rt.	739.08	739.08

BEAM 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	122+29.84	48.46' Rt.	735.47	735.47
⊕ Brg. W. Abut.	122+33.39	48.46' Rt.	735.58	735.58
1A	122+43.39	48.46' Rt.	735.87	735.94
1B	122+53.39	48.46' Rt.	736.15	736.27
1C	122+63.39	48.46' Rt.	736.42	736.58
1D	122+73.39	48.46' Rt.	736.67	736.85
1E	122+83.39	48.46' Rt.	736.92	737.08
1F	122+93.39	48.46' Rt.	737.15	737.28
1G	123+03.39	48.46' Rt.	737.37	737.45
1H	123+13.39	48.46' Rt.	737.58	737.62
⊕ Pier 1	123+25.89	48.46' Rt.	737.82	737.82
2A	123+35.89	48.46' Rt.	738.00	737.99
2B	123+45.89	48.46' Rt.	738.17	738.17
2C	123+55.89	48.46' Rt.	738.32	738.35
2D	123+65.89	48.46' Rt.	738.47	738.50
2E	123+75.89	48.46' Rt.	738.60	738.64
2F	123+85.89	48.46' Rt.	738.72	738.76
2G	123+95.89	48.46' Rt.	738.83	738.85
2H	124+05.89	48.46' Rt.	738.93	738.93
2I	124+15.89	48.46' Rt.	739.01	739.01
⊕ Pier 2	124+26.73	48.46' Rt.	739.09	739.09
3A	124+36.73	48.46' Rt.	739.15	739.18
3B	124+46.73	48.46' Rt.	739.19	739.27
3C	124+56.73	48.46' Rt.	739.23	739.35
3D	124+66.73	48.46' Rt.	739.25	739.41
3E	124+76.73	48.46' Rt.	739.26	739.43
3F	124+86.73	48.46' Rt.	739.26	739.43
3G	124+96.73	48.46' Rt.	739.25	739.38
3H	125+06.73	48.46' Rt.	739.22	739.31
⊕ E. Abut.	125+19.23	48.46' Rt.	739.18	739.18
Bk. E. Abut.	125+22.78	48.46' Rt.	739.16	739.16

Note:
Work this with Sheet S-6.



USER NAME =	DESIGNED - BAR	REVISED
	CHECKED - NPP	REVISED
PLOT SCALE =	DRAWN - BAR	REVISED
PLOT DATE = 02/28/2014	CHECKED - KJZ	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS 8
STRUCTURE NO. 022-0512

SHEET NO. S-13 OF S-53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	652-A	DuPAGE	383	176
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R06	