

GIRDER A7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|----------|--------|------------------------------|--|
| CL. PIER 4 | 53+45.50 | 8.50 | 621.81 | 621.81 |
| CL. BRG. PIER 4N | 53+46.38 | 8.50 | 621.82 | 621.82 |
| 1A | 53+56.38 | 8.50 | 621.90 | 621.92 |
| 1B | 53+66.38 | 8.50 | 621.98 | 622.01 |
| 1C | 53+76.38 | 8.50 | 622.06 | 622.10 |
| 1D | 53+86.38 | 8.50 | 622.14 | 622.19 |
| 1E | 53+96.38 | 8.50 | 622.23 | 622.26 |
| 1F | 54+06.38 | 8.50 | 622.32 | 622.34 |
| 1G | 54+16.38 | 8.50 | 622.41 | 622.41 |
| CL. BRG. PIER 5 | 54+31.00 | 8.50 | 622.54 | 622.54 |
| 2A | 54+41.00 | 8.50 | 622.63 | 622.64 |
| 2B | 54+51.00 | 8.50 | 622.72 | 622.74 |
| 2C | 54+61.00 | 8.50 | 622.82 | 622.86 |
| 2D | 54+71.00 | 8.50 | 622.92 | 622.96 |
| 2E | 54+81.00 | 8.50 | 623.01 | 623.07 |
| 2F | 54+91.00 | 8.50 | 623.11 | 623.17 |
| 2G | 55+01.00 | 8.50 | 623.22 | 623.26 |
| 2H | 55+11.00 | 8.50 | 623.32 | 623.35 |
| 2J | 55+21.00 | 8.50 | 623.42 | 623.44 |
| 2K | 55+31.00 | 8.50 | 623.53 | 623.53 |
| CL. BRG. PIER 6 | 55+37.38 | 8.50 | 623.60 | 623.60 |
| 3A | 55+47.38 | 8.50 | 623.71 | 623.71 |
| 3B | 55+57.38 | 8.50 | 623.82 | 623.83 |
| 3C | 55+67.38 | 8.50 | 623.93 | 623.96 |
| 3D | 55+77.38 | 8.50 | 624.04 | 624.08 |
| 3E | 55+87.38 | 8.50 | 624.16 | 624.20 |
| 3F | 55+97.38 | 8.50 | 624.28 | 624.31 |
| 3G | 56+07.38 | 8.50 | 624.39 | 624.42 |
| CL. BRG. PIER 7S | 56+22.00 | 8.50 | 624.57 | 624.57 |
| CL. PIER 7 | 56+22.75 | 8.50 | 624.58 | 624.58 |

GIRDER A8

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|----------|--------|------------------------------|--|
| CL. PIER 4 | 53+45.50 | 16.00 | 621.68 | 621.68 |
| CL. BRG. PIER 4N | 53+46.38 | 16.00 | 621.69 | 621.69 |
| 1A | 53+56.38 | 16.00 | 621.77 | 621.78 |
| 1B | 53+66.38 | 16.00 | 621.85 | 621.88 |
| 1C | 53+76.38 | 16.00 | 621.93 | 621.97 |
| 1D | 53+86.38 | 16.00 | 622.01 | 622.05 |
| 1E | 53+96.38 | 16.00 | 622.10 | 622.13 |
| 1F | 54+06.38 | 16.00 | 622.18 | 622.21 |
| 1G | 54+16.38 | 16.00 | 622.27 | 622.28 |
| CL. BRG. PIER 5 | 54+31.00 | 16.00 | 622.41 | 622.41 |
| 2A | 54+41.00 | 16.00 | 622.50 | 622.50 |
| 2B | 54+51.00 | 16.00 | 622.59 | 622.61 |
| 2C | 54+61.00 | 16.00 | 622.69 | 622.72 |
| 2D | 54+71.00 | 16.00 | 622.78 | 622.83 |
| 2E | 54+81.00 | 16.00 | 622.88 | 622.94 |
| 2F | 54+91.00 | 16.00 | 622.98 | 623.03 |
| 2G | 55+01.00 | 16.00 | 623.08 | 623.13 |
| 2H | 55+11.00 | 16.00 | 623.19 | 623.22 |
| 2J | 55+21.00 | 16.00 | 623.29 | 623.31 |
| 2K | 55+31.00 | 16.00 | 623.40 | 623.40 |
| CL. BRG. PIER 6 | 55+37.38 | 16.00 | 623.47 | 623.47 |
| 3A | 55+47.38 | 16.00 | 623.58 | 623.58 |
| 3B | 55+57.38 | 16.00 | 623.69 | 623.70 |
| 3C | 55+67.38 | 16.00 | 623.80 | 623.83 |
| 3D | 55+77.38 | 16.00 | 623.91 | 623.95 |
| 3E | 55+87.38 | 16.00 | 624.03 | 624.07 |
| 3F | 55+97.38 | 16.00 | 624.14 | 624.18 |
| 3G | 56+07.38 | 16.00 | 624.26 | 624.29 |
| CL. BRG. PIER 7S | 56+22.00 | 16.00 | 624.44 | 624.44 |
| CL. PIER 7 | 56+22.75 | 16.00 | 624.45 | 624.45 |

BEAM R1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-------------------|-----------|--------|------------------------------|--|
| CL. PIER 41 | - | - | - | - |
| CL. BRG. PIER 41N | 202+44.11 | 4.60 | 618.08 | 618.08 |
| 1A | 202+34.12 | 5.00 | 618.21 | 618.27 |
| 1B | 202+24.05 | 5.34 | 618.35 | 618.46 |
| 1C | 202+13.97 | 5.53 | 618.50 | 618.65 |
| 1D | 202+03.89 | 5.58 | 618.67 | 618.82 |
| 1E | 201+93.81 | 5.48 | 618.84 | 618.97 |
| 1F | 201+83.74 | 5.23 | 619.02 | 619.13 |
| 1G | 201+73.67 | 4.84 | 619.22 | 619.27 |
| CL. BRG. PIER 40S | 201+65.32 | 4.40 | 619.41 | 619.41 |
| CL. PIER 40 | - | - | - | - |
| CL. BRG. PIER 40N | 201+63.67 | 4.48 | 619.43 | 619.43 |
| 2A | 201+53.61 | 4.96 | 619.60 | 619.67 |
| 2B | 201+43.54 | 5.30 | 619.79 | 619.90 |
| 2C | 201+33.47 | 5.49 | 619.98 | 620.13 |
| 2D | 201+23.39 | 5.53 | 620.19 | 620.35 |
| 2E | 201+13.31 | 5.43 | 620.42 | 620.56 |
| 2F | 201+03.23 | 5.19 | 620.65 | 620.76 |
| 2G | 200+93.17 | 4.79 | 620.89 | 620.94 |
| CL. BRG. PIER 39S | 200+85.22 | 4.38 | 621.09 | 621.09 |
| CL. PIER 39 | - | - | - | - |
| CL. BRG. PIER 39N | 200+83.63 | 4.42 | 621.12 | 621.12 |
| 3A | 200+73.57 | 4.90 | 621.31 | 621.38 |
| 3B | 200+63.51 | 5.24 | 621.51 | 621.62 |
| 3C | 200+53.43 | 5.43 | 621.71 | 621.86 |
| 3D | 200+43.35 | 5.47 | 621.92 | 622.08 |
| 3E | 200+33.27 | 5.37 | 622.13 | 622.28 |
| 3F | 200+23.20 | 5.12 | 622.35 | 622.46 |
| 3G | 200+13.13 | 4.73 | 622.57 | 622.63 |
| CL. BRG. PIER 7S | 200+05.43 | 4.33 | 622.75 | 622.75 |
| CL. PIER 7 | - | - | - | - |

Notes:
 1. Girder A7 & A8 offset measured perpendicular to SB IL-171
 2. Beam R1 offset measured radial to Ramp E & P.G.L.



Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 10093

| | | | |
|--|------------------------|----------------|-----------|
| FILE NAME = | USER NAME = ksnider | DESIGNED - DTS | REVISED - |
| | | CHECKED - AJK | REVISED - |
| 0162457.60J16.016.TOS.Elev.Unit.A.4.of.6.dgn | PLOT SCALE = | DRAWN - KMS | REVISED - |
| | PLOT DATE = 12/20/2013 | CHECKED - AJK | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS UNIT A (4 OF 6)
 STRUCTURE NO. 016-2457

| | | | | |
|--------------------|-------------|--------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 372 | 2013-038B-R | COOK | 821 | 391 |
| CONTRACT NO. 60J16 | | | ILLINOIS FED. AID PROJECT | |

SHEET NO. SD16 OF SD83 SHEETS

Y:\chicago\100005\100093\Eng_Docs_Phase_1\SN_016_2456_2457_1st_Ave_over_Des_Plaines_River_Valley\Final\0162457_Final_TOS_Elev_Unit_A_4_of_6.dgn
 3:39:08 PM
 8/6/2014