

PGL I-80 WB

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	6+739.461	-4.08	189.626	189.626
CL Brg W Abut	6+739.841	-4.08	189.626	189.626
A	6+742.841	-4.08	189.628	189.627
B	6+745.841	-4.08	189.629	189.627
C	6+748.841	-4.08	189.629	189.626
D	6+751.841	-4.08	189.629	189.626
CL Brg Pier 1	6+755.841	-4.08	189.628	189.628
E	6+758.841	-4.08	189.626	189.633
F	6+761.841	-4.08	189.623	189.639
G	6+764.841	-4.08	189.620	189.645
H	6+767.841	-4.08	189.616	189.648
I	6+770.841	-4.08	189.611	189.647
J	6+773.841	-4.08	189.605	189.642
K	6+776.841	-4.08	189.599	189.632
L	6+779.841	-4.08	189.592	189.618
M	6+782.841	-4.08	189.584	189.602
N	6+785.841	-4.08	189.575	189.584
CL Brg Pier 2	6+789.341	-4.08	189.564	189.564
O	6+792.341	-4.08	189.554	189.551
P	6+795.341	-4.08	189.543	189.540
Q	6+798.341	-4.08	189.532	189.529
R	6+801.341	-4.08	189.519	189.518
CL Brg E Abut	6+805.341	-4.08	189.502	189.502
Bk E Abut	6+805.721	-4.08	189.500	189.500

PGL I-80/94 EB

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	6+739.461	4.08	189.626	189.626
CL Brg W Abut	6+739.841	4.08	189.626	189.626
A	6+742.841	4.08	189.628	189.627
B	6+745.841	4.08	189.629	189.627
C	6+748.841	4.08	189.629	189.626
D	6+751.841	4.08	189.629	189.626
CL Brg Pier 1	6+755.841	4.08	189.628	189.628
E	6+758.841	4.08	189.626	189.633
F	6+761.841	4.08	189.623	189.639
G	6+764.841	4.08	189.620	189.645
H	6+767.841	4.08	189.616	189.648
I	6+770.841	4.08	189.611	189.647
J	6+773.841	4.08	189.605	189.642
K	6+776.841	4.08	189.599	189.632
L	6+779.841	4.08	189.592	189.618
M	6+782.841	4.08	189.584	189.602
N	6+785.841	4.08	189.575	189.584
CL Brg Pier 2	6+789.341	4.08	189.564	189.564
O	6+792.341	4.08	189.554	189.551
P	6+795.341	4.08	189.543	189.540
Q	6+798.341	4.08	189.532	189.529
R	6+801.341	4.08	189.519	189.518
CL Brg E Abut	6+805.341	4.08	189.502	189.502
Bk E Abut	6+805.721	4.08	189.500	189.500

B / PGL I-94 WB

LINE	℄ I-94 WB STATION	℄ I-94 WB OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	34+138.507	0	189.501	189.501
CL Brg W Abut	34+138.889	0	189.501	189.501
A	34+141.808	0	189.504	189.503
B	34+144.808	0	189.506	189.504
C	34+147.808	0	189.508	189.504
D	34+150.808	0	189.508	189.505
CL Brg Pier 1	34+154.889	0	189.508	189.508
E	34+157.807	0	189.507	189.515
F	34+160.807	0	189.505	189.523
G	34+163.807	0	189.503	189.530
H	34+166.807	0	189.500	189.534
I	34+169.807	0	189.496	189.534
J	34+172.807	0	189.491	189.530
K	34+175.807	0	189.486	189.521
L	34+178.807	0	189.479	189.508
M	34+181.807	0	189.472	189.491
N	34+184.807	0	189.465	189.474
CL Brg Pier 2	34+188.389	0	189.455	189.455
O	34+191.307	0	189.446	189.443
P	34+194.307	0	189.436	189.432
Q	34+197.307	0	189.425	189.423
R	34+200.307	0	189.414	189.413
CL Brg E Abut	34+204.389	0	189.397	189.397
Bk E Abut	34+204.771	0	189.396	189.396

STAGE I CONSTRUCTION LINE

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	℄ I-94 WB STATION	℄ I-94 WB OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	6+739.461	-18.48	34+138.564	4.961	189.626	189.626
CL Brg W Abut	6+739.841	-18.48	34+138.947	4.956	189.626	189.626
A	6+742.841	-18.48	34+141.947	4.920	189.628	189.627
B	6+745.841	-18.48	34+144.947	4.884	189.629	189.627
C	6+748.841	-18.48	34+147.947	4.848	189.629	189.626
D	6+751.841	-18.48	34+150.947	4.811	189.629	189.626
CL Brg Pier 1	6+755.841	-18.48	34+154.946	4.763	189.628	189.628
E	6+758.841	-18.48	34+157.946	4.727	189.626	189.633
F	6+761.841	-18.48	34+160.946	4.691	189.623	189.640
G	6+764.841	-18.48	34+163.946	4.655	189.620	189.646
H	6+767.841	-18.48	34+166.946	4.619	189.616	189.649
I	6+770.841	-18.48	34+169.946	4.583	189.611	189.648
J	6+773.841	-18.48	34+172.946	4.546	189.605	189.643
K	6+776.841	-18.48	34+175.946	4.510	189.599	189.633
L	6+779.841	-18.48	34+178.946	4.474	189.592	189.619
M	6+782.841	-18.48	34+181.946	4.438	189.584	189.602
N	6+785.841	-18.48	34+184.946	4.402	189.575	189.584
CL Brg Pier 2	6+789.341	-18.48	34+188.446	4.360	189.564	189.564
O	6+792.341	-18.48	34+191.446	4.324	189.554	189.551
P	6+795.341	-18.48	34+194.446	4.287	189.543	189.540
Q	6+798.341	-18.48	34+197.446	4.251	189.532	189.529
R	6+801.341	-18.48	34+200.446	4.215	189.519	189.518
CL Brg E Abut	6+805.341	-18.48	34+204.445	4.167	189.502	189.502
Bk E Abut	6+805.721	-18.48	34+204.828	4.162	189.500	189.500

STAGE II CONSTRUCTION LINE

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	6+739.461	14.88	189.698	189.698
CL Brg W Abut	6+739.841	14.88	189.698	189.698
A	6+742.841	14.88	189.700	189.699
B	6+745.841	14.88	189.701	189.699
C	6+748.841	14.88	189.701	189.698
D	6+751.841	14.88	189.701	189.698
CL Brg Pier 1	6+755.841	14.88	189.700	189.700
E	6+758.841	14.88	189.698	189.705
F	6+761.841	14.88	189.695	189.712
G	6+764.841	14.88	189.692	189.718
H	6+767.841	14.88	189.688	189.721
I	6+770.841	14.88	189.683	189.720
J	6+773.841	14.88	189.677	189.715
K	6+776.841	14.88	189.671	189.705
L	6+779.841	14.88	189.664	189.691
M	6+782.841	14.88	189.656	189.674
N	6+785.841	14.88	189.647	189.656
CL Brg Pier 2	6+789.341	14.88	189.636	189.636
O	6+792.341	14.88	189.626	189.623
P	6+795.341	14.88	189.615	189.612
Q	6+798.341	14.88	189.604	189.601
R	6+801.341	14.88	189.591	189.590
CL Brg E Abut	6+805.341	14.88	189.574	189.574
Bk E Abut	6+805.721	14.88	189.572	189.572

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 BAJZEKJ

SHT. BS-14 OF 60

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
 EB & WB INSIDE LANES (MAINLINE) CONSTRUCTION
 I-80/94 OVER BURNHAM AVENUE
 STRUCTURE NO. 016-2791 STA. 6+772.591
 SECTION 1917-121-R
 COOK COUNTY

TOP OF SLAB ELEVATIONS - V

DATE: 7/18/2005
 DRAWN BY: TKU
 CHECKED BY: NCU
TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

Note:
 1. Work this with Sht. BS-9.