

BEAM D1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Pier 15	4+858.900	-8.965	186.172	186.172
⊙ Brg.Pr.15	4+859.180	-8.967	186.159	186.159
A	4+862.180	-8.988	186.024	186.033
B	4+865.180	-9.010	185.888	185.904
C	4+868.180	-9.031	185.753	185.770
D	4+871.180	-9.052	185.618	185.632
E	4+874.187	-9.073	185.482	185.490
F	4+877.206	-9.088	185.346	185.348
⊙ Pier 16	4+879.945	-9.097	185.223	185.223
G	4+882.964	-9.100	185.087	185.091
H	4+885.984	-9.100	184.951	184.963
I	4+889.003	-9.100	184.815	184.835
J	4+892.023	-9.100	184.679	184.703
K	4+895.043	-9.100	184.543	184.566
L	4+898.062	-9.100	184.408	184.425
M	4+901.082	-9.100	184.272	184.280
⊙ Pier 17	4+905.111	-9.100	184.090	184.090
N	4+908.131	-9.100	183.955	183.955
O	4+911.150	-9.100	183.819	183.824
P	4+914.170	-9.100	183.683	183.692
Q	4+917.189	-9.100	183.547	183.556
R	4+920.209	-9.100	183.411	183.417
⊙ Brg. N.A.	4+923.237	-9.100	183.275	183.275
Bk. N. Abut.	4+924.193	-9.100	183.232	183.232

BEAM D2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Pier 15	4+858.900	-7.350	186.197	186.197
⊙ Brg.Pr.15	4+859.180	-7.350	186.184	186.184
A	4+862.180	-7.350	186.049	186.058
B	4+865.180	-7.350	185.914	185.929
C	4+868.180	-7.350	185.779	185.796
D	4+871.180	-7.350	185.644	185.658
E	4+874.186	-7.350	185.509	185.517
F	4+877.202	-7.344	185.373	185.375
⊙ Pier 16	4+879.936	-7.333	185.250	185.250
G	4+882.952	-7.315	185.115	185.119
H	4+885.967	-7.291	184.980	184.992
I	4+888.983	-7.260	184.844	184.864
J	4+891.998	-7.223	184.709	184.733
K	4+895.013	-7.179	184.574	184.597
L	4+898.028	-7.129	184.439	184.456
M	4+901.043	-7.072	184.304	184.313
⊙ Pier 17	4+905.062	-6.987	184.125	184.125
N	4+908.076	-6.915	183.990	183.991
O	4+911.090	-6.837	183.856	183.861
P	4+914.104	-6.752	183.721	183.730
Q	4+917.117	-6.661	183.587	183.597
R	4+920.129	-6.563	183.453	183.459
⊙ Brg. N.A.	4+923.142	-6.459	183.319	183.319
Bk. N. Abut.	4+924.095	-6.425	183.277	183.277

BEAM D3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Pier 15	4+858.900	-4.950	186.233	186.233
⊙ Brg.Pr.15	4+859.180	-4.950	186.220	186.220
A	4+862.180	-4.950	186.085	186.094
B	4+865.180	-4.950	185.950	185.965
C	4+868.180	-4.950	185.815	185.832
D	4+871.180	-4.950	185.680	185.694
E	4+874.184	-4.950	185.545	185.553
F	4+877.195	-4.944	185.410	185.412
⊙ Pier 16	4+879.924	-4.933	185.287	185.287
G	4+882.935	-4.915	185.152	185.156
H	4+885.945	-4.891	185.016	185.029
I	4+888.955	-4.860	184.881	184.901
J	4+891.966	-4.823	184.747	184.770
K	4+894.976	-4.779	184.612	184.635
L	4+897.985	-4.729	184.477	184.494
M	4+900.995	-4.673	184.343	184.351
⊙ Pier 17	4+905.007	-4.587	184.163	184.163
N	4+908.016	-4.516	184.029	184.030
O	4+911.025	-4.438	183.895	183.900
P	4+914.033	-4.353	183.761	183.770
Q	4+917.041	-4.262	183.627	183.636
R	4+920.048	-4.165	183.493	183.499
⊙ Brg. N.A.	4+923.056	-4.061	183.359	183.359
Bk. N. Abut.	4+924.008	-4.027	183.317	183.317

BEAM D4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Pier 15	4+858.900	-2.550	186.269	186.269
⊙ Brg.Pr.15	4+859.180	-2.550	186.256	186.256
A	4+862.180	-2.550	186.121	186.130
B	4+865.180	-2.550	185.986	186.001
C	4+868.180	-2.550	185.851	185.868
D	4+871.180	-2.550	185.716	185.730
E	4+874.182	-2.550	185.581	185.589
F	4+877.187	-2.544	185.446	185.448
⊙ Pier 16	4+879.912	-2.533	185.323	185.323
G	4+882.918	-2.516	185.188	185.192
H	4+885.923	-2.491	185.053	185.066
I	4+888.928	-2.461	184.919	184.939
J	4+891.933	-2.423	184.784	184.808
K	4+894.938	-2.380	184.649	184.672
L	4+897.943	-2.330	184.515	184.532
M	4+900.947	-2.273	184.381	184.389
⊙ Pier 17	4+904.953	-2.188	184.202	184.202
N	4+907.956	-2.116	184.068	184.068
O	4+910.960	-2.038	183.934	183.939
P	4+913.963	-1.954	183.800	183.809
Q	4+916.966	-1.863	183.666	183.675
R	4+919.968	-1.766	183.532	183.538
⊙ Brg. N.A.	4+922.970	-1.662	183.399	183.399
Bk. N. Abut.	4+923.920	-1.628	183.357	183.357

BEAM D5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Pier 15	4+858.900	-.150	186.305	186.305
⊙ Brg.Pr.15	4+859.180	-.150	186.292	186.292
A	4+862.180	-.150	186.157	186.166
B	4+865.180	-.150	186.022	186.037
C	4+868.180	-.150	185.887	185.904
D	4+871.180	-.150	185.752	185.766
E	4+874.180	-.150	185.617	185.625
F	4+877.180	-.144	185.482	185.484
⊙ Pier 16	4+879.901	-.133	185.360	185.360
G	4+882.901	-.116	185.225	185.229
H	4+885.901	-.091	185.090	185.103
I	4+888.901	-.061	184.956	184.976
J	4+891.901	-.024	184.822	184.845
K	4+894.901	.020	184.687	184.709
L	4+897.900	.070	184.551	184.568
M	4+900.899	.126	184.415	184.424
⊙ Pier 17	4+904.898	.211	184.234	184.234
N	4+907.897	.283	184.098	184.099
O	4+910.895	.361	183.962	183.967
P	4+913.893	.445	183.826	183.835
Q	4+916.890	.536	183.689	183.699
R	4+919.888	.633	183.553	183.559
⊙ Brg. N.A.	4+922.884	.736	183.417	183.417
Bk. N. Abut.	4+923.833	.770	183.373	183.373

CENTERLINE ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Pier 15	4+858.900	.000	186.307	186.307
⊙ Brg.Pr.15	4+859.180	.000	186.294	186.294
A	4+862.180	.000	186.159	186.169
B	4+865.180	.000	186.024	186.040
C	4+868.180	.000	185.889	185.906
D	4+871.180	.000	185.754	185.768
E	4+874.180	.000	185.619	185.627
F	4+877.180	.000	185.484	185.486
⊙ Pier 16	4+879.900	.000	185.362	185.362
G	4+882.900	.000	185.227	185.231
H	4+885.900	.000	185.092	185.104
I	4+888.900	.000	184.957	184.977
J	4+891.900	.000	184.822	184.846
K	4+894.900	.000	184.687	184.710
L	4+897.900	.000	184.552	184.569
M	4+900.900	.000	184.417	184.425
⊙ Pier 17	4+904.903	.000	184.237	184.237
N	4+907.903	.000	184.102	184.103
O	4+910.903	.000	183.967	183.972
P	4+913.903	.000	183.832	183.841
Q	4+916.903	.000	183.697	183.706
R	4+919.903	.000	183.562	183.568
⊙ Brg. N.A.	4+922.911	.000	183.426	183.426
Bk. N. Abut.	4+923.861	.000	183.384	183.384

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊙ Pier 15	4+858.900	1.550	186.284	186.284
⊙ Brg.Pr.15	4+859.180	1.550	186.271	186.271
A	4+862.180	1.550	186.136	186.145
B	4+865.180	1.550	186.001	186.016
C	4+868.180	1.550	185.866	185.883
D	4+871.180	1.550	185.731	185.745
E	4+874.179	1.550	185.596	185.604
F	4+877.175	1.556	185.461	185.463
⊙ Pier 16	4+879.892	1.567	185.339	185.339
G	4+882.889	1.584	185.204	185.208
H	4+885.885	1.609	185.068	185.081
I	4+888.882	1.639	184.933	184.953
J	4+891.878	1.676	184.798	184.822
K	4+894.874	1.720	184.662	184.685
L	4+897.870	1.770	184.527	184.544
M	4+900.866	1.826	184.391	184.400
⊙ Pier 17	4+904.859	1.911	184.210	184.210
N	4+907.854	1.982	184.074	184.075
O	4+910.849	2.060	183.938	183.944
P	4+913.843	2.144	183.802	183.811
Q	4+916.837	2.235	183.666	183.676
R	4+919.831	2.332	183.530	183.536
⊙ Brg. N.A.	4+922.824	2.435	183.394	183.394
Bk. N. Abut.	4+923.772	2.469	183.351	183.351

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS - UNIT IV - B SOUTHWEST HIGHWAY OVER B&O RAILROAD AND STONY CREEK FAU 3578 SECTION 15 VB-1-F STRUCTURE NUMBER 016-2771 COOK COUNTY STATION 4+716.497 SCALE: NONE DRAWN BY: E. Mroozek DATE: MAY 22, 2009 CHECKED BY: A. Yargloogu
NAME	DATE	

q:\dot\9556_a0\drawings\struct\fabr\location_plans\17_FAB_Top slab Elev UNIT IV B.dgn
 koeppen(fdw) Lisle
 5/22/2009 4:28:19 PM



FOR INFORMATION ONLY