

GIRDER B6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|----------|--------|------------------------------|--|
| ⊙ Pier 2 | 28+94.32 | 0.50 | 626.55 | 626.55 |
| ⊙ N. Brg. Pier 2 | 28+95.32 | 0.50 | 626.55 | 626.55 |
| 3A | 29+05.32 | 0.50 | 626.51 | 626.53 |
| 3B | 29+15.32 | 0.50 | 626.47 | 626.51 |
| 3C | 29+25.32 | 0.50 | 626.43 | 626.48 |
| 3D | 29+35.32 | 0.50 | 626.39 | 626.44 |
| 3E | 29+45.32 | 0.50 | 626.36 | 626.39 |
| 3F | 29+55.32 | 0.50 | 626.32 | 626.33 |
| 3G | 29+65.32 | 0.50 | 626.28 | 626.28 |
| 3H | 29+75.32 | 0.50 | 626.24 | 626.23 |
| 3J | 29+85.32 | 0.50 | 626.20 | 626.19 |
| ⊙ Brg. Pier 3 | 29+93.57 | 0.50 | 626.17 | 626.17 |
| 4A | 30+03.57 | 0.50 | 626.13 | 626.15 |
| 4B | 30+13.57 | 0.50 | 626.09 | 626.14 |
| 4C | 30+23.57 | 0.50 | 626.06 | 626.14 |
| 4D | 30+33.57 | 0.50 | 626.02 | 626.13 |
| 4E | 30+43.57 | 0.50 | 625.98 | 626.12 |
| 4F | 30+53.57 | 0.50 | 625.94 | 626.11 |
| 4G | 30+63.57 | 0.50 | 625.90 | 626.09 |
| 4H | 30+73.57 | 0.50 | 625.87 | 626.06 |
| 4J | 30+83.57 | 0.50 | 625.83 | 626.02 |
| 4K | 30+93.57 | 0.50 | 625.79 | 625.98 |
| 4L | 31+03.57 | 0.50 | 625.75 | 625.92 |
| 4M | 31+13.57 | 0.50 | 625.71 | 625.86 |
| 4N | 31+23.57 | 0.50 | 625.67 | 625.80 |
| 4P | 31+33.57 | 0.50 | 625.64 | 625.73 |
| 4Q | 31+43.57 | 0.50 | 625.60 | 625.65 |
| 4R | 31+53.57 | 0.50 | 625.56 | 625.59 |
| ⊙ Brg. Pier 4 | 31+67.07 | 0.50 | 625.51 | 625.51 |
| 5A | 31+77.07 | 0.50 | 625.47 | 625.46 |
| 5B | 31+87.07 | 0.50 | 625.43 | 625.42 |
| 5C | 31+97.07 | 0.50 | 625.39 | 625.40 |
| 5D | 32+07.07 | 0.50 | 625.36 | 625.38 |
| 5E | 32+17.07 | 0.50 | 625.32 | 625.36 |
| 5F | 32+27.07 | 0.50 | 625.28 | 625.34 |
| 5G | 32+37.07 | 0.50 | 625.24 | 625.30 |
| 5H | 32+47.07 | 0.50 | 625.20 | 625.25 |
| 5J | 32+57.07 | 0.50 | 625.16 | 625.19 |
| ⊙ S. Brg. Pier 5 | 32+65.32 | 0.50 | 625.13 | 625.13 |
| ⊙ Pier 5 | 32+66.32 | 0.50 | 625.13 | 625.13 |

GIRDER B7

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|----------|--------|------------------------------|--|
| ⊙ Pier 2 | 28+92.53 | 8.25 | 626.44 | 626.44 |
| ⊙ N. Brg. Pier 2 | 28+93.53 | 8.25 | 626.44 | 626.44 |
| 3A | 29+03.53 | 8.25 | 626.40 | 626.42 |
| 3B | 29+13.53 | 8.25 | 626.36 | 626.40 |
| 3C | 29+23.53 | 8.25 | 626.32 | 626.37 |
| 3D | 29+33.53 | 8.25 | 626.28 | 626.33 |
| 3E | 29+43.53 | 8.25 | 626.25 | 626.28 |
| 3F | 29+53.53 | 8.25 | 626.21 | 626.22 |
| 3G | 29+63.53 | 8.25 | 626.17 | 626.17 |
| 3H | 29+73.53 | 8.25 | 626.13 | 626.12 |
| 3J | 29+83.53 | 8.25 | 626.09 | 626.08 |
| ⊙ Brg. Pier 3 | 29+91.78 | 8.25 | 626.06 | 626.06 |
| 4A | 30+01.78 | 8.25 | 626.02 | 626.04 |
| 4B | 30+11.78 | 8.25 | 625.99 | 626.03 |
| 4C | 30+21.78 | 8.25 | 625.95 | 626.03 |
| 4D | 30+31.78 | 8.25 | 625.91 | 626.02 |
| 4E | 30+41.78 | 8.25 | 625.87 | 626.01 |
| 4F | 30+51.78 | 8.25 | 625.83 | 626.00 |
| 4G | 30+61.78 | 8.25 | 625.79 | 625.98 |
| 4H | 30+71.78 | 8.25 | 625.76 | 625.95 |
| 4J | 30+81.78 | 8.25 | 625.72 | 625.91 |
| 4K | 30+91.78 | 8.25 | 625.68 | 625.87 |
| 4L | 31+01.78 | 8.25 | 625.64 | 625.81 |
| 4M | 31+11.78 | 8.25 | 625.60 | 625.75 |
| 4N | 31+21.78 | 8.25 | 625.57 | 625.69 |
| 4P | 31+31.78 | 8.25 | 625.53 | 625.62 |
| 4Q | 31+41.78 | 8.25 | 625.49 | 625.55 |
| 4R | 31+51.78 | 8.25 | 625.45 | 625.48 |
| ⊙ Brg. Pier 4 | 31+65.28 | 8.25 | 625.40 | 625.40 |
| 5A | 31+75.28 | 8.25 | 625.36 | 625.35 |
| 5B | 31+85.28 | 8.25 | 625.32 | 625.31 |
| 5C | 31+95.28 | 8.25 | 625.28 | 625.29 |
| 5D | 32+05.28 | 8.25 | 625.25 | 625.27 |
| 5E | 32+15.28 | 8.25 | 625.21 | 625.25 |
| 5F | 32+25.28 | 8.25 | 625.17 | 625.23 |
| 5G | 32+35.28 | 8.25 | 625.13 | 625.19 |
| 5H | 32+45.28 | 8.25 | 625.09 | 625.14 |
| 5J | 32+55.28 | 8.25 | 625.06 | 625.08 |
| ⊙ S. Brg. Pier 5 | 32+63.53 | 8.25 | 625.02 | 625.02 |
| ⊙ Pier 5 | 32+64.53 | 8.25 | 625.02 | 625.02 |

GIRDER B8

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|----------|--------|------------------------------|--|
| ⊙ Pier 2 | 28+90.75 | 16.00 | 626.31 | 626.31 |
| ⊙ N. Brg. Pier 2 | 28+91.75 | 16.00 | 626.31 | 626.31 |
| 3A | 29+01.75 | 16.00 | 626.27 | 626.29 |
| 3B | 29+11.75 | 16.00 | 626.23 | 626.27 |
| 3C | 29+21.75 | 16.00 | 626.19 | 626.25 |
| 3D | 29+31.75 | 16.00 | 626.15 | 626.20 |
| 3E | 29+41.75 | 16.00 | 626.12 | 626.15 |
| 3F | 29+51.75 | 16.00 | 626.08 | 626.09 |
| 3G | 29+61.75 | 16.00 | 626.04 | 626.04 |
| 3H | 29+71.75 | 16.00 | 626.00 | 625.99 |
| 3J | 29+81.75 | 16.00 | 625.96 | 625.96 |
| ⊙ Brg. Pier 3 | 29+90.00 | 16.00 | 625.93 | 625.93 |
| 4A | 30+00.00 | 16.00 | 625.89 | 625.91 |
| 4B | 30+10.00 | 16.00 | 625.86 | 625.90 |
| 4C | 30+20.00 | 16.00 | 625.82 | 625.90 |
| 4D | 30+30.00 | 16.00 | 625.78 | 625.89 |
| 4E | 30+40.00 | 16.00 | 625.74 | 625.88 |
| 4F | 30+50.00 | 16.00 | 625.70 | 625.87 |
| 4G | 30+60.00 | 16.00 | 625.66 | 625.85 |
| 4H | 30+70.00 | 16.00 | 625.63 | 625.82 |
| 4J | 30+80.00 | 16.00 | 625.59 | 625.78 |
| 4K | 30+90.00 | 16.00 | 625.55 | 625.74 |
| 4L | 31+00.00 | 16.00 | 625.51 | 625.68 |
| 4M | 31+10.00 | 16.00 | 625.47 | 625.62 |
| 4N | 31+20.00 | 16.00 | 625.44 | 625.56 |
| 4P | 31+30.00 | 16.00 | 625.40 | 625.49 |
| 4Q | 31+40.00 | 16.00 | 625.36 | 625.42 |
| 4R | 31+50.00 | 16.00 | 625.32 | 625.36 |
| ⊙ Brg. Pier 4 | 31+63.50 | 16.00 | 625.27 | 625.29 |
| 5A | 31+73.50 | 16.00 | 625.23 | 625.26 |
| 5B | 31+83.50 | 16.00 | 625.19 | 625.24 |
| 5C | 31+93.50 | 16.00 | 625.15 | 625.20 |
| 5D | 32+03.50 | 16.00 | 625.12 | 625.16 |
| 5E | 32+13.50 | 16.00 | 625.08 | 625.12 |
| 5F | 32+23.50 | 16.00 | 625.04 | 625.10 |
| 5G | 32+33.50 | 16.00 | 625.00 | 625.06 |
| 5H | 32+43.50 | 16.00 | 624.96 | 625.01 |
| 5J | 32+53.50 | 16.00 | 624.93 | 624.95 |
| ⊙ S. Brg. Pier 5 | 32+61.75 | 16.00 | 624.89 | 624.89 |
| ⊙ Pier 5 | 32+62.75 | 16.00 | 624.89 | 624.89 |

NOTE:

Offset measured from ⊕ SB IL-171 & P.G.L.



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

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|-------------|---------------------------------------|--------------|----------|-------------|-----|-----------|--|
| FILE NAME = | 0160486.60J16.019.TOS.Elev.3thru5.dgn | USER NAME = | jsurber | DESIGNED - | TJJ | REVISED - | |
| | | CHECKED - | LRB | REVISIONS - | | | |
| | | PLOT SCALE = | | DRAWN - | TJJ | REVISED - | |
| | | PLOT DATE = | 8/6/2014 | CHECKED - | LRB | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS SPANS 3 THRU 5 (4 OF 4)
STRUCTURE NO. 016-0486

| | | | | |
|--------------------------------|-------------|--------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 373 | 2013-038B-R | COOK | 821 | 609 |
| CONTRACT NO. | | | 60J16 | |
| SHEET NO. SG19 OF SG100 SHEETS | | | ILLINOIS FED. AID PROJECT | |

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