

**BEAM N.1**

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	5+998.500	-0.9	189.797	189.797
CL W Abut Beam Support	5+998.955	-0.9	189.799	189.799
A	6+001.955	-0.9	189.810	189.811
B	6+004.955	-0.9	189.820	189.822
C	6+007.955	-0.9	189.830	189.831
CL W Brg Pier 1	6+011.975	-0.9	189.842	189.842
CL E Brg Pier 1	6+012.525	-0.9	189.844	189.844
D	6+015.525	-0.9	189.852	189.862
E	6+018.525	-0.9	189.859	189.878
F	6+021.525	-0.9	189.866	189.890
G	6+024.525	-0.9	189.873	189.899
H	6+027.525	-0.9	189.879	189.905
I	6+030.525	-0.9	189.884	189.908
J	6+033.525	-0.9	189.889	189.907
K	6+036.525	-0.9	189.893	189.903
CL W Brg Pier 2	6+039.475	-0.9	189.896	189.896
CL E Brg Pier 2	6+040.025	-0.9	189.897	189.897
L	6+043.025	-0.9	189.900	189.901
M	6+046.025	-0.9	189.902	189.903
N	6+049.025	-0.9	189.904	189.905
CL E Abut Beam Support	6+053.045	-0.9	189.905	189.905
Bk E Abut	6+053.500	-0.9	189.905	189.905

**BEAM N.2**

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	5+998.500	-3.495	189.849	189.849
CL W Abut Beam Support	5+998.955	-3.495	189.851	189.851
A	6+001.955	-3.495	189.862	189.863
B	6+004.955	-3.495	189.872	189.874
C	6+007.955	-3.495	189.882	189.884
CL W Brg Pier 1	6+011.975	-3.495	189.894	189.894
CL E Brg Pier 1	6+012.525	-3.495	189.895	189.895
D	6+015.525	-3.495	189.904	189.916
E	6+018.525	-3.495	189.911	189.933
F	6+021.525	-3.495	189.918	189.946
G	6+024.525	-3.495	189.925	189.956
H	6+027.525	-3.495	189.931	189.962
I	6+030.525	-3.495	189.936	189.964
J	6+033.525	-3.495	189.941	189.962
K	6+036.525	-3.495	189.945	189.957
CL W Brg Pier 2	6+039.475	-3.495	189.948	189.948
CL E Brg Pier 2	6+040.025	-3.495	189.949	189.949
L	6+043.025	-3.495	189.952	189.953
M	6+046.025	-3.495	189.954	189.956
N	6+049.025	-3.495	189.955	189.957
CL E Abut Beam Support	6+053.045	-3.495	189.957	189.957
Bk E Abut	6+053.500	-3.495	189.957	189.957

**BEAM N.3**

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	5+998.500	-6.09	189.901	189.901
CL W Abut Beam Support	5+998.955	-6.09	189.903	189.903
A	6+001.955	-6.09	189.914	189.915
B	6+004.955	-6.09	189.924	189.926
C	6+007.955	-6.09	189.934	189.935
CL W Brg Pier 1	6+011.975	-6.09	189.946	189.946
CL E Brg Pier 1	6+012.525	-6.09	189.947	189.947
D	6+015.525	-6.09	189.956	189.968
E	6+018.525	-6.09	189.963	189.985
F	6+021.525	-6.09	189.970	189.998
G	6+024.525	-6.09	189.977	190.008
H	6+027.525	-6.09	189.983	190.014
I	6+030.525	-6.09	189.988	190.016
J	6+033.525	-6.09	189.992	190.014
K	6+036.525	-6.09	189.997	190.009
CL W Brg Pier 2	6+039.475	-6.09	190.000	190.000
CL E Brg Pier 2	6+040.025	-6.09	190.001	190.001
L	6+043.025	-6.09	190.003	190.005
M	6+046.025	-6.09	190.006	190.008
N	6+049.025	-6.09	190.007	190.009
CL E Abut Beam Support	6+053.045	-6.09	190.009	190.009
Bk E Abut	6+053.500	-6.09	190.009	190.009

**BEAM N.4**

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	5+998.500	-8.685	189.948	189.948
CL W Abut Beam Support	5+998.955	-8.685	189.950	189.950
A	6+001.955	-8.685	189.961	189.962
B	6+004.955	-8.685	189.971	189.973
C	6+007.955	-8.685	189.981	189.982
CL W Brg Pier 1	6+011.975	-8.685	189.993	189.993
CL E Brg Pier 1	6+012.525	-8.685	189.994	189.994
D	6+015.525	-8.685	190.002	190.015
E	6+018.525	-8.685	190.010	190.032
F	6+021.525	-8.685	190.017	190.045
G	6+024.525	-8.685	190.024	190.055
H	6+027.525	-8.685	190.029	190.061
I	6+030.525	-8.685	190.035	190.063
J	6+033.525	-8.685	190.039	190.061
K	6+036.525	-8.685	190.043	190.056
CL W Brg Pier 2	6+039.475	-8.685	190.047	190.047
CL E Brg Pier 2	6+040.025	-8.685	190.047	190.047
L	6+043.025	-8.685	190.050	190.052
M	6+046.025	-8.685	190.053	190.054
N	6+049.025	-8.685	190.054	190.056
CL E Abut Beam Support	6+053.045	-8.685	190.056	190.056
Bk E Abut	6+053.500	-8.685	190.056	190.056

**BEAM N.5**

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	5+998.500	-11.28	189.987	189.987
CL W Abut Beam Support	5+998.955	-11.28	189.989	189.989
A	6+001.955	-11.28	190.000	190.001
B	6+004.955	-11.28	190.010	190.012
C	6+007.955	-11.28	190.020	190.021
CL W Brg Pier 1	6+011.975	-11.28	190.032	190.032
CL E Brg Pier 1	6+012.525	-11.28	190.033	190.033
D	6+015.525	-11.28	190.041	190.054
E	6+018.525	-11.28	190.049	190.071
F	6+021.525	-11.28	190.056	190.084
G	6+024.525	-11.28	190.062	190.094
H	6+027.525	-11.28	190.068	190.100
I	6+030.525	-11.28	190.074	190.102
J	6+033.525	-11.28	190.078	190.100
K	6+036.525	-11.28	190.082	190.095
CL W Brg Pier 2	6+039.475	-11.28	190.086	190.086
CL E Brg Pier 2	6+040.025	-11.28	190.086	190.086
L	6+043.025	-11.28	190.089	190.091
M	6+046.025	-11.28	190.091	190.093
N	6+049.025	-11.28	190.093	190.095
CL E Abut Beam Support	6+053.045	-11.28	190.094	190.094
Bk E Abut	6+053.500	-11.28	190.095	190.095

**BEAM N.6**

LINE	℄ I-80/94 STATION	℄ I-80/94 OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	5+998.500	-13.875	189.948	189.948
CL W Abut Beam Support	5+998.955	-13.875	189.950	189.950
A	6+001.955	-13.875	189.961	189.962
B	6+004.955	-13.875	189.971	189.973
C	6+007.955	-13.875	189.981	189.982
CL W Brg Pier 1	6+011.975	-13.875	189.993	189.993
CL E Brg Pier 1	6+012.525	-13.875	189.994	189.994
D	6+015.525	-13.875	190.002	190.015
E	6+018.525	-13.875	190.010	190.032
F	6+021.525	-13.875	190.017	190.045
G	6+024.525	-13.875	190.024	190.055
H	6+027.525	-13.875	190.029	190.061
I	6+030.525	-13.875	190.035	190.063
J	6+033.525	-13.875	190.039	190.061
K	6+036.525	-13.875	190.043	190.056
CL W Brg Pier 2	6+039.475	-13.875	190.047	190.047
CL E Brg Pier 2	6+040.025	-13.875	190.047	190.047
L	6+043.025	-13.875	190.050	190.052
M	6+046.025	-13.875	190.053	190.054
N	6+049.025	-13.875	190.054	190.056
CL E Abut Beam Support	6+053.045	-13.875	190.056	190.056
Bk E Abut	6+053.500	-13.875	190.056	190.056

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**Notes:**  
1. Work this sheet with Sht. RS-17.

**SHT. RS-18 OF 70**

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 RAILROAD AVENUE  
 STRUCTURE NO. 016-2792 STA. 6+025.000  
 SECTION 1971-121-R  
 COOK COUNTY

**TOP OF SLAB ELEVATIONS - I**

DATE: 7/18/2005  
 DRAWN BY: NK  
 CHECKED BY: SC

**TENG**  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS