| ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NUMBER |
|---|---|---|---|---|
| FAP 350 | 2011-064-I | COOK | 28 | 20 |

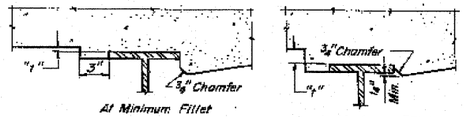
CONTRACT NO.: 60P83

## STRESS TABLE

| | Moments | | | | | Reactions | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Abut.1 | Pier 1 | .13ℓ2 | Pier 2 | .63ℓ3 | Abut.1 | Pier 1 | Pier 2 | Abut.2 |
| D.L. | 473.3 | 1112.1 | 468.7 | 882.2 | 277.3 | 93.1 | 118.4 | 103.5 | 25.0 |
| S.I. | 706.7 | 754.3 | 693.6 | 645.1 | 337.3 | 33.9 | 57.2 | 53.5 | 34.7 |
| Total | 1180.0 | 1876.4 | 1162.3 | 1497.3 | 834.6 | 69.0 | 175.6 | 157.0 | 59.7 |

Moments in Ft. kips, Reactions in kips

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS




At Minimum Fillet — At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**

**FOR INFORMATION ONLY**

### Interior Beam S2B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4325.056 | 26.792 | 628.598 | 628.598 |
| A | | 4335.056 | 26.792 | 628.404 | 628.624 |
| B | | 4345.056 | 26.792 | 628.407 | 628.646 |
| C | | 4355.056 | 26.792 | 628.605 | 628.646 |
| D | | 4365.056 | 26.792 | 628.599 | 628.641 |
| E | | 4375.056 | 26.792 | 628.589 | 628.624 |
| F | | 4385.056 | 26.792 | 628.576 | 628.600 |
| G | | 4395.056 | 26.792 | 628.558 | 628.573 |
| H | | 4405.056 | 26.792 | 628.537 | 628.542 |
| E Pier 1 | | 4410.056 | 26.792 | 628.525 | 628.525 |
| J | | 4420.056 | 26.792 | 628.497 | 628.509 |
| K | | 4430.056 | 26.792 | 628.446 | 628.400 |
| L | | 4440.056 | 26.792 | 628.430 | 628.465 |
| M | | 4450.056 | 26.792 | 628.391 | 628.434 |
| N | | 4460.056 | 26.792 | 628.348 | 628.398 |
| O | | 4470.056 | 26.792 | 628.300 | 628.346 |
| P | | 4480.056 | 26.792 | 628.249 | 628.287 |
| Q | | 4490.056 | 26.792 | 628.194 | 628.222 |
| R | | 4500.056 | 26.792 | 628.135 | 628.151 |
| S | | 4510.056 | 26.792 | 628.072 | 628.076 |
| E Pier 2 | | 4513.473 | 26.792 | 626.049 | 625.049 |
| S | | 4523.473 | 26.792 | 627.981 | 627.987 |
| T | | 4533.473 | 26.792 | 627.909 | 627.921 |
| U | | 4543.473 | 26.792 | 627.832 | 627.851 |
| V | | 4553.473 | 26.792 | 627.752 | 627.773 |
| W | | 4563.473 | 26.792 | 627.668 | 627.689 |
| X | | 4573.473 | 26.792 | 627.580 | 627.590 |
| E Brg. Abut.2 | | 4582.140 | 26.792 | 627.500 | 627.500 |

### Interior Beam S2B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4340.491 | 14.042 | 628.716 | 628.716 |
| A | | 4350.491 | 14.042 | 628.716 | 628.735 |
| B | | 4360.491 | 14.042 | 628.712 | 628.751 |
| C | | 4370.491 | 14.042 | 628.704 | 628.746 |
| D | | 4380.491 | 14.042 | 628.692 | 628.734 |
| E | | 4390.491 | 14.042 | 628.676 | 628.711 |
| F | | 4400.491 | 14.042 | 628.657 | 628.681 |
| G | | 4410.491 | 14.042 | 628.633 | 628.648 |
| H | | 4420.491 | 14.042 | 628.605 | 628.610 |
| E Pier 1 | | 4425.491 | 14.042 | 628.590 | 628.590 |
| J | | 4435.491 | 14.042 | 628.557 | 628.567 |
| K | | 4445.491 | 14.042 | 628.519 | 628.543 |
| L | | 4455.491 | 14.042 | 628.478 | 628.512 |
| M | | 4465.491 | 14.042 | 628.432 | 628.479 |
| N | | 4475.491 | 14.042 | 628.383 | 628.433 |
| O | | 4485.491 | 14.042 | 628.329 | 628.375 |
| P | | 4495.491 | 14.042 | 628.272 | 628.309 |
| Q | | 4505.491 | 14.042 | 628.211 | 628.239 |
| R | | 4515.491 | 14.042 | 628.145 | 628.162 |
| S | | 4523.491 | 14.042 | 628.076 | 628.081 |
| E Pier 2 | | 4528.908 | 14.042 | 628.052 | 628.052 |
| S | | 4538.908 | 14.042 | 627.977 | 627.984 |
| T | | 4548.908 | 14.042 | 627.899 | 627.911 |
| U | | 4558.908 | 14.042 | 627.817 | 627.835 |
| V | | 4568.908 | 14.042 | 627.730 | 627.751 |
| W | | 4578.908 | 14.042 | 627.640 | 627.661 |
| X | | 4588.908 | 14.042 | 627.546 | 627.566 |
| E Brg. Abut.2 | | 4597.575 | 14.042 | 627.461 | 627.461 |

### Interior Beam S2B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4355.926 | 1.292 | 628.824 | 628.824 |
| A | | 4365.926 | 1.292 | 628.818 | 628.837 |
| B | | 4375.926 | 1.292 | 628.808 | 628.847 |
| C | | 4385.926 | 1.292 | 628.794 | 628.836 |
| D | | 4395.926 | 1.292 | 628.776 | 628.818 |
| E | | 4405.926 | 1.292 | 628.754 | 628.788 |
| F | | 4415.926 | 1.292 | 628.728 | 628.753 |
| G | | 4425.926 | 1.292 | 628.698 | 628.713 |
| H | | 4435.926 | 1.292 | 628.665 | 628.670 |
| E Pier 1 | | 4440.926 | 1.292 | 628.646 | 628.646 |
| J | | 4450.926 | 1.292 | 628.607 | 628.619 |
| K | | 4460.926 | 1.292 | 628.563 | 628.587 |
| L | | 4470.926 | 1.292 | 628.515 | 628.550 |
| M | | 4480.926 | 1.292 | 628.464 | 628.507 |
| N | | 4490.926 | 1.292 | 628.408 | 628.459 |
| O | | 4500.926 | 1.292 | 628.348 | 628.394 |
| P | | 4510.926 | 1.292 | 628.286 | 628.323 |
| Q | | 4520.926 | 1.292 | 628.218 | 628.247 |
| R | | 4530.926 | 1.292 | 628.147 | 628.163 |
| S | | 4540.926 | 1.292 | 628.072 | 628.076 |
| E Pier 2 | | 4544.343 | 1.292 | 628.045 | 628.045 |
| S | | 4554.343 | 1.292 | 627.964 | 627.970 |
| T | | 4564.343 | 1.292 | 627.880 | 627.892 |
| U | | 4574.343 | 1.292 | 627.791 | 627.810 |
| V | | 4584.343 | 1.292 | 627.699 | 627.720 |
| W | | 4594.343 | 1.292 | 627.602 | 627.623 |
| X | | 4604.343 | 1.292 | 627.502 | 627.513 |
| E Brg. Abut.2 | | 4613.010 | 1.292 | 627.412 | 627.412 |

### Interior Beam S2B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4366.771 | -7.667 | 628.762 | 628.762 |
| A | | 4376.771 | -7.667 | 628.782 | 628.772 |
| B | | 4386.771 | -7.667 | 628.798 | 628.777 |
| C | | 4396.771 | -7.667 | 628.719 | 628.761 |
| D | | 4406.771 | -7.667 | 628.697 | 628.739 |
| E | | 4416.771 | -7.667 | 628.671 | 628.705 |
| F | | 4426.771 | -7.667 | 628.641 | 628.665 |
| G | | 4436.771 | -7.667 | 628.607 | 628.622 |
| H | | 4446.771 | -7.667 | 628.569 | 628.574 |
| E Pier 1 | | 4451.771 | -7.667 | 628.548 | 628.548 |
| J | | 4461.771 | -7.667 | 628.504 | 628.514 |
| K | | 4471.771 | -7.667 | 628.456 | 628.481 |
| L | | 4481.771 | -7.667 | 628.404 | 628.440 |
| M | | 4491.771 | -7.667 | 628.349 | 628.391 |
| N | | 4501.771 | -7.667 | 628.289 | 628.340 |
| O | | 4511.771 | -7.667 | 628.225 | 628.271 |
| P | | 4521.771 | -7.667 | 628.158 | 628.198 |
| Q | | 4531.771 | -7.667 | 628.086 | 628.114 |
| R | | 4541.771 | -7.667 | 628.010 | 628.026 |
| S | | 4551.771 | -7.667 | 627.931 | 627.935 |
| E Pier 2 | | 4555.188 | -7.667 | 627.903 | 627.903 |
| S | | 4565.188 | -7.667 | 627.818 | 627.824 |
| T | | 4575.188 | -7.667 | 627.729 | 627.741 |
| U | | 4585.188 | -7.667 | 627.636 | 627.654 |
| V | | 4595.188 | -7.667 | 627.539 | 627.560 |
| W | | 4605.188 | -7.667 | 627.439 | 627.459 |
| X | | 4615.188 | -7.667 | 627.334 | 627.344 |
| E Brg. Abut.2 | | 4623.854 | -7.667 | 627.240 | 627.240 |

### Interior Beam S3B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4332.774 | 20.417 | 628.658 | 628.658 |
| A | | 4342.774 | 20.417 | 628.661 | 628.681 |
| B | | 4352.774 | 20.417 | 628.668 | 628.700 |
| C | | 4362.774 | 20.417 | 628.656 | 628.697 |
| D | | 4372.774 | 20.417 | 628.637 | 628.699 |
| E | | 4382.774 | 20.417 | 628.634 | 628.668 |
| F | | 4392.774 | 20.417 | 628.617 | 628.642 |
| G | | 4402.774 | 20.417 | 628.591 | 628.612 |
| H | | 4412.774 | 20.417 | 628.572 | 628.577 |
| E Pier 1 | | 4417.774 | 20.417 | 628.559 | 628.559 |
| J | | 4427.774 | 20.417 | 628.528 | 628.540 |
| K | | 4437.774 | 20.417 | 628.494 | 628.518 |
| L | | 4447.774 | 20.417 | 628.455 | 628.490 |
| M | | 4457.774 | 20.417 | 628.419 | 628.455 |
| N | | 4467.774 | 20.417 | 628.366 | 628.417 |
| O | | 4477.774 | 20.417 | 628.316 | 628.362 |
| P | | 4487.774 | 20.417 | 628.268 | 628.299 |
| Q | | 4497.774 | 20.417 | 628.204 | 628.232 |
| R | | 4507.774 | 20.417 | 628.141 | 628.156 |
| S | | 4517.774 | 20.417 | 628.079 | 628.079 |
| E Pier 2 | | 4521.191 | 20.417 | 628.052 | 628.052 |
| S | | 4531.191 | 20.417 | 627.980 | 627.987 |
| T | | 4541.191 | 20.417 | 627.905 | 627.917 |
| U | | 4551.191 | 20.417 | 627.826 | 627.844 |
| V | | 4561.191 | 20.417 | 627.742 | 627.763 |
| W | | 4571.191 | 20.417 | 627.655 | 627.676 |
| X | | 4481.191 | 20.417 | 627.564 | 627.574 |
| E Brg. Abut.2 | | 4589.847 | 20.417 | 627.482 | 627.482 |

### Interior Beams S3B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4348.209 | 7.667 | 628.771 | 628.771 |
| A | | 4358.209 | 7.667 | 628.788 | 628.788 |
| B | | 4368.209 | 7.667 | 628.761 | 628.800 |
| C | | 4378.209 | 7.667 | 628.750 | 628.792 |
| D | | 4388.209 | 7.667 | 628.735 | 628.777 |
| E | | 4398.209 | 7.667 | 628.716 | 628.751 |
| F | | 4408.209 | 7.667 | 628.694 | 628.718 |
| G | | 4418.209 | 7.667 | 628.667 | 628.682 |
| H | | 4428.209 | 7.667 | 628.636 | 628.641 |
| E Pier 1 | | 4433.709 | 7.667 | 628.619 | 628.619 |
| J | | 4443.209 | 7.667 | 628.583 | 628.595 |
| K | | 4453.209 | 7.667 | 628.542 | 628.566 |
| L | | 4463.209 | 7.667 | 628.498 | 628.532 |
| M | | 4473.209 | 7.667 | 628.448 | 628.492 |
| N | | 4483.209 | 7.667 | 628.397 | 628.447 |
| O | | 4493.209 | 7.667 | 628.340 | 628.386 |
| P | | 4503.209 | 7.667 | 628.280 | 628.317 |
| Q | | 4513.209 | 7.667 | 628.216 | 628.244 |
| R | | 4523.209 | 7.667 | 628.147 | 628.164 |
| S | | 4533.209 | 7.667 | 628.075 | 628.079 |
| E Pier 2 | | 4538.626 | 7.667 | 628.050 | 628.050 |
| S | | 4548.626 | 7.667 | 627.972 | 627.978 |
| T | | 4558.626 | 7.667 | 627.891 | 627.908 |
| U | | 4568.626 | 7.667 | 627.808 | 627.823 |
| V | | 4578.626 | 7.667 | 627.716 | 627.737 |
| W | | 4588.626 | 7.667 | 627.622 | 627.643 |
| X | | 4596.126 | 7.667 | 627.529 | 627.536 |
| E Brg. Abut.2 | | 4605.292 | 7.667 | 627.438 | 627.438 |

### Interior Beam S3B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4359.054 | -1.292 | 628.822 | 628.822 |
| A | | 4369.054 | -1.292 | 628.815 | 628.835 |
| B | | 4379.054 | -1.292 | 628.804 | 628.847 |
| C | | 4389.054 | -1.292 | 628.789 | 628.830 |
| D | | 4399.054 | -1.292 | 628.770 | 628.811 |
| E | | 4409.054 | -1.292 | 628.746 | 628.781 |
| F | | 4419.054 | -1.292 | 628.719 | 628.744 |
| G | | 4429.054 | -1.292 | 628.689 | 628.704 |
| H | | 4439.054 | -1.292 | 628.655 | 628.658 |
| E Pier 1 | | 4444.054 | -1.292 | 628.634 | 628.634 |
| J | | 4454.054 | -1.292 | 628.593 | 628.606 |
| K | | 4464.054 | -1.292 | 628.548 | 628.573 |
| L | | 4474.054 | -1.292 | 628.500 | 628.534 |
| M | | 4484.054 | -1.292 | 628.447 | 628.490 |
| N | | 4494.054 | -1.292 | 628.390 | 628.441 |
| O | | 4504.054 | -1.292 | 628.330 | 628.375 |
| P | | 4514.054 | -1.292 | 628.265 | 628.302 |
| Q | | 4524.054 | -1.292 | 628.196 | 628.225 |
| R | | 4534.054 | -1.292 | 628.124 | 628.140 |
| S | | 4544.054 | -1.292 | 628.047 | 628.061 |
| E Pier 2 | | 4547.470 | -1.292 | 628.020 | 628.020 |
| S | | 4557.470 | -1.292 | 627.938 | 627.944 |
| T | | 4567.470 | -1.292 | 627.854 | 627.865 |
| U | | 4577.470 | -1.292 | 627.769 | 627.781 |
| V | | 4587.470 | -1.292 | 627.679 | 627.698 |
| W | | 4597.470 | -1.292 | 627.471 | 627.592 |
| X | | 4607.470 | -1.292 | 627.478 | 627.480 |
| E Brg. Abut.2 | | 4616.137 | -1.292 | 627.379 | 627.379 |

### Interior Beam S3B

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|---|
| E Brg. Abut.1 | | 4374.489 | -14.042 | 628.700 | 628.700 |
| A | | 4384.489 | -14.042 | 628.686 | 628.706 |
| B | | 4394.489 | -14.042 | 628.669 | 628.708 |
| C | | 4404.489 | -14.042 | 628.647 | 628.689 |
| D | | 4414.489 | -14.042 | 628.623 | 628.664 |
| E | | 4424.489 | -14.042 | 628.593 | 628.628 |
| F | | 4434.489 | -14.042 | 628.560 | 628.585 |
| G | | 4444.489 | -14.042 | 628.523 | 628.538 |
| H | | 4454.489 | -14.042 | 628.482 | 628.487 |
| E Pier 1 | | 4459.489 | -14.042 | 628.460 | 628.460 |
| J | | 4469.489 | -14.042 | 628.413 | 628.425 |
| K | | 4479.489 | -14.042 | 628.362 | 628.386 |
| L | | 4489.489 | -14.042 | 628.307 | 628.342 |
| M | | 4499.489 | -14.042 | 628.248 | 628.291 |
| N | | 4509.489 | -14.042 | 628.185 | 628.236 |
| O | | 4519.489 | -14.042 | 628.118 | 628.164 |
| P | | 4529.489 | -14.042 | 628.046 | 628.085 |
| Q | | 4539.489 | -14.042 | 627.973 | 628.001 |
| R | | 4549.489 | -14.042 | 627.894 | 627.911 |
| S | | 4559.489 | -14.042 | 627.812 | 627.816 |
| E Pier 2 | | 4562.905 | -14.042 | 627.783 | 627.783 |
| S | | 4572.905 | -14.042 | 627.695 | 627.701 |
| T | | 4582.905 | -14.042 | 627.603 | 627.615 |
| U | | 4592.905 | -14.042 | 627.507 | 627.525 |
| V | | 4602.905 | -14.042 | 627.407 | 627.428 |
| W | | 4612.905 | -14.042 | 627.303 | 627.324 |
| X | | 4622.905 | -14.042 | 627.196 | 627.208 |
| E Brg. Abut.2 | | 4631.572 | -14.042 | 627.099 | 627.099 |

DESIGNED SM
CHECKED
DRAWN D. Derringer, P.G. Barnett
CHECKED
E-S 8-1-65

19
EXAMINED
ENGINEER OF TRAFFIC AND SAFETY ENGINEERING
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

TOP of SLAB ELEVATION
FA RT 99 - SEC 306B-Z-VB
COOK COUNTY
STA. 44+99.01