F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2021.1B-R	COOK	101	069
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62532

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	11+06.86	-1.50	620.83	620.83
℄ Brg. W. Abut.	11+08.95	-1.50	620.87	620.87
A	11+18.95	-1.50	621.04	621.08
B	11+28.95	-1.50	621.19	621.25
C	11+38.95	-1.50	621.32	621.39
D	11+48.95	-1.50	621.43	621.49
E	11+58.95	-1.50	621.51	621.56
℄ W. Brg. Pier 1	11+71.98	-1.50	621.59	621.59
℄ E. Brg. Pier 1	11+73.46	-1.50	621.60	621.60
F	11+83.46	-1.50	621.63	621.66
G	11+93.46	-1.50	621.65	621.68
H	12+03.46	-1.50	621.64	621.66
℄ W. Brg. Pier 2	12+16.82	-1.50	621.59	621.59
℄ E. Brg. Pier 2	12+18.30	-1.50	621.58	621.58
J	12+28.30	-1.50	621.52	621.55
K	12+38.30	-1.50	621.43	621.49
L	12+48.30	-1.50	621.33	621.39
M	12+58.30	-1.50	621.20	621.26
N	12+68.30	-1.50	621.05	621.09
℄ Brg. E. Abut.	12+81.33	-1.50	620.82	620.82
Bk. E. Abut.	12+83.42	-1.50	620.78	620.78

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	11+08.73	-7.83	620.77	620.77
℄ Brg. W. Abut.	11+10.82	-7.83	620.81	620.81
A	11+20.82	-7.83	620.97	621.01
B	11+30.82	-7.83	621.12	621.19
C	11+40.82	-7.83	621.24	621.33
D	11+50.82	-7.83	621.35	621.42
E	11+60.82	-7.83	621.43	621.48
℄ W. Brg. Pier 1	11+73.85	-7.83	621.50	621.50
℄ E. Brg. Pier 1	11+75.33	-7.83	621.51	621.51
F	11+85.33	-7.83	621.54	621.57
G	11+95.33	-7.83	621.55	621.59
H	12+05.33	-7.83	621.53	621.57
℄ W. Brg. Pier 2	12+18.69	-7.83	621.48	621.48
℄ E. Brg. Pier 2	12+20.17	-7.83	621.47	621.47
J	12+30.17	-7.83	621.40	621.45
K	12+40.17	-7.83	621.32	621.39
L	12+50.17	-7.83	621.21	621.29
M	12+60.17	-7.83	621.07	621.15
N	12+70.17	-7.83	620.92	620.97
℄ Brg. E. Abut.	12+83.20	-7.83	620.69	620.69
Bk. E. Abut.	12+85.29	-7.83	620.65	620.65

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	11+10.60	-14.17	620.69	620.69
℄ Brg. W. Abut.	11+12.69	-14.17	620.73	620.73
A	11+22.69	-14.17	620.89	620.93
B	11+32.69	-14.17	621.03	621.10
C	11+42.69	-14.17	621.16	621.24
D	11+52.69	-14.17	621.25	621.33
E	11+62.69	-14.17	621.33	621.38
℄ W. Brg. Pier 1	11+75.72	-14.17	621.40	621.40
℄ E. Brg. Pier 1	11+77.20	-14.17	621.41	621.41
F	11+87.20	-14.17	621.43	621.46
G	11+97.20	-14.17	621.44	621.48
H	12+07.20	-14.17	621.42	621.45
℄ W. Brg. Pier 2	12+20.56	-14.17	621.36	621.36
℄ E. Brg. Pier 2	12+22.04	-14.17	621.35	621.35
J	12+32.04	-14.17	621.28	621.32
K	12+42.04	-14.17	621.19	621.26
L	12+52.04	-14.17	621.07	621.15
M	12+62.04	-14.17	620.94	621.01
N	12+72.04	-14.17	620.78	620.83
℄ Brg. E. Abut.	12+85.07	-14.17	620.54	620.54
Bk. E. Abut.	12+87.16	-14.17	620.50	620.50

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	11+12.47	-20.50	620.59	620.59
℄ Brg. W. Abut.	11+14.56	-20.50	620.63	620.63
A	11+24.56	-20.50	620.79	620.83
B	11+34.56	-20.50	620.93	621.00
C	11+44.56	-20.50	621.04	621.12
D	11+54.56	-20.50	621.14	621.21
E	11+64.56	-20.50	621.21	621.26
℄ W. Brg. Pier 1	11+77.59	-20.50	621.28	621.28
℄ E. Brg. Pier 1	11+79.07	-20.50	621.28	621.28
F	11+89.07	-20.50	621.30	621.33
G	11+99.07	-20.50	621.30	621.34
H	12+09.07	-20.50	621.28	621.32
℄ W. Brg. Pier 2	12+22.43	-20.50	621.22	621.22
℄ E. Brg. Pier 2	12+23.91	-20.50	621.21	621.21
J	12+33.91	-20.50	621.13	621.17
K	12+43.91	-20.50	621.04	621.10
L	12+53.91	-20.50	620.92	621.00
M	12+63.91	-20.50	620.78	620.85
N	12+73.91	-20.50	620.62	620.67
℄ Brg. E. Abut.	12+86.94	-20.50	620.37	620.37
Bk. E. Abut.	12+89.03	-20.50	620.33	620.33

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	11+14.34	-26.83	620.49	620.49
℄ Brg. W. Abut.	11+16.43	-26.83	620.53	620.53
A	11+26.43	-26.83	620.68	620.72
B	11+36.43	-26.83	620.82	620.89
C	11+46.43	-26.83	620.93	621.01
D	11+56.43	-26.83	621.02	621.10
E	11+66.43	-26.83	621.09	621.14
℄ W. Brg. Pier 1	11+79.46	-26.83	621.15	621.15
℄ E. Brg. Pier 1	11+80.94	-26.83	621.15	621.15
F	11+90.94	-26.83	621.17	621.20
G	12+00.94	-26.83	621.17	621.21
H	12+10.94	-26.83	621.14	621.18
℄ W. Brg. Pier 2	12+24.30	-26.83	621.07	621.07
℄ E. Brg. Pier 2	12+25.78	-26.83	621.06	621.06
J	12+35.78	-26.83	620.98	621.02
K	12+45.78	-26.83	620.88	620.95
L	12+55.78	-26.83	620.76	620.84
M	12+65.78	-26.83	620.62	620.69
N	12+75.78	-26.83	620.45	620.50
℄ Brg. E. Abut.	12+88.81	-26.83	620.20	620.20
Bk. E. Abut.	12+90.90	-26.83	620.16	620.16

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	11+16.21	-33.17	620.39	620.39
℄ Brg. W. Abut.	11+18.30	-33.17	620.43	620.43
A	11+28.30	-33.17	620.58	620.62
B	11+38.30	-33.17	620.71	620.78
C	11+48.30	-33.17	620.82	620.90
D	11+58.30	-33.17	620.91	620.98
E	11+68.30	-33.17	620.97	621.02
℄ W. Brg. Pier 1	11+81.34	-33.17	621.02	621.02
℄ E. Brg. Pier 1	11+82.81	-33.17	621.03	621.03
F	11+92.81	-33.17	621.04	621.07
G	12+02.81	-33.17	621.03	621.07
H	12+12.81	-33.17	621.00	621.04
℄ W. Brg. Pier 2	12+26.18	-33.17	620.93	620.93
℄ E. Brg. Pier 2	12+27.65	-33.17	620.92	620.92
J	12+37.65	-33.17	620.83	620.87
K	12+47.65	-33.17	620.73	620.80
L	12+57.65	-33.17	620.60	620.68
M	12+67.65	-33.17	620.46	620.53
N	12+77.65	-33.17	620.29	620.34
℄ Brg. E. Abut.	12+90.68	-33.17	620.03	620.03
Bk. E. Abut.	12+92.77	-33.17	619.99	619.99

NORTH LONGITUDINAL JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. W. Abut.	11+16.88	-35.42	620.36	620.36
℄ Brg. W. Abut.	11+18.97	-35.42	620.39	620.39
A	11+28.97	-35.42	620.54	620.58
B	11+38.97	-35.42	620.67	620.74
C	11+48.97	-35.42	620.78	620.86
D	11+58.97	-35.42	620.86	620.94
E	11+68.97	-35.42	620.93	620.98
℄ W. Brg. Pier 1	11+82.00	-35.42	620.98	620.98
℄ E. Brg. Pier 1	11+83.48	-35.42	620.98	620.98
F	11+93.48	-35.42	620.99	621.02
G	12+03.48	-35.42	620.98	621.02
H	12+13.48	-35.42	620.95	620.98
℄ W. Brg. Pier 2	12+26.84	-35.42	620.88	620.88
℄ E. Brg. Pier 2	12+28.32	-35.42	620.87	620.87
J	12+38.32	-35.42	620.78	620.82
K	12+48.32	-35.42	620.67	620.75
L	12+58.32	-35.42	620.55	620.63
M	12+68.32	-35.42	620.40	620.48
N	12+78.32	-35.42	620.23	620.28
℄ Brg. E. Abut.	12+91.35	-35.42	619.97	619.97
Bk. E. Abut.	12+93.44	-35.42	619.93	619.93

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections	
Bk. W. Abut.	11+18.09	-39.50	620.29	620.29	
℄ Brg. W. Abut.	11+20.18	-39.50	620.33	620.33	
A	11+30.18	-39.50	620.47	620.52	
B	11+40.18	-39.50	620.60	620.68	
C	11+50.18	-39.50	620.70	620.80	
D	11+60.18	-39.50	620.79	620.87	
E	11+70.18	-39.50	620.85	620.91	
℄ W. Brg. Pier 1	11+83.21	-39.50	620.90	620.90	
℄ E. Brg. Pier 1	11+84.68	-39.50	620.90	620.90	
F	11+94.68	-39.50	620.91	620.93	
G	12+04.68	-39.50	620.90	620.92	
H	12+14.68	-39.50	620.86	620.88	Note 2
℄ W. Brg. Pier 2	12+28.05	-39.50	620.78	620.78	Note 2
℄ E. Brg. Pier 2	12+29.52	-39.50	620.77	620.77	Note 2
J	12+39.52	-39.50	620.68	620.73	Note 2
K	12+49.52	-39.50	620.58	620.65	
L	12+59.52	-39.50	620.45	620.54	
M	12+69.52	-39.50	620.29	620.38	
N	12+79.52	-39.50	620.12	620.18	Note 2
℄ Brg. E. Abut.	12+92.56	-39.50	619.86	619.86	Note 2
Bk. E. Abut.	12+94.65	-39.50	619.82	619.82	Note 2

Note:
1. Work this sheet with Sheet S-003.
2. Contractor shall set the bottom form to provide a minimum fillet height of ½" above the top of beam.

SHT. S-005

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 57 (INTERSTATE 57)
111TH STREET BRIDGE DECK REPLACEMENT
111th STREET OVER I-57
SN 016-0989 STA. 556+99.89
COOK COUNTY

TOP OF DECK ELEVATIONS II

DATE: 01/16/09
DRAWN BY: CCE
CHECKED BY: JLR

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.616.0000

..\BRBORDER.DGN,..\DKEOONKS.DGN T:\DOCUMENT\93086O\STRUCT\DGN\DKEOONK1.DGN RITCHUL
H16-2009, H5227 color table: K:\STANDARD\TENG\DATA\COLORTABLE.TBL
pen table: N/A