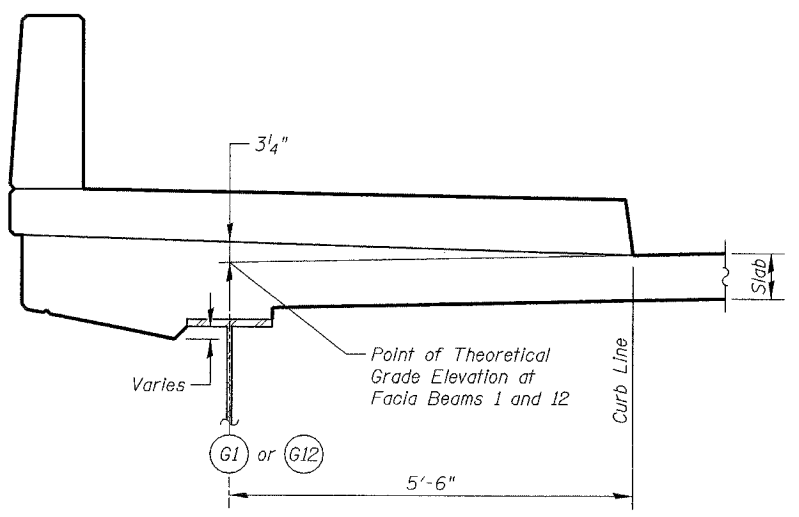


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet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

FILLET HEIGHTS



SECTION THRU SIDEWALK

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	7212.441	-46.500	10.776	10.776
Q Brg. West Abut.	7213.941	-46.500	10.834	10.834
A	7223.941	-46.500	11.208	11.280
B	7233.941	-46.500	11.552	11.691
C	7243.941	-46.500	11.865	12.060
D	7253.941	-46.500	12.148	12.383
E	7263.941	-46.500	12.401	12.655
F	7273.941	-46.500	12.624	12.878
G	7283.941	-46.500	12.817	13.050
H	7293.941	-46.500	12.979	13.174
I	7303.941	-46.500	13.111	13.256
J	7313.941	-46.500	13.213	13.300
K	7323.941	-46.500	13.284	13.317
Q Pier 1	7330.941	-46.500	13.316	13.316
L	7340.941	-46.500	13.336	13.308
M	7350.941	-46.500	13.326	13.287
N	7360.941	-46.500	13.286	13.255
Q Pier 2	7372.441	-46.500	13.202	13.202
O	7382.441	-46.500	13.096	13.142
P	7392.441	-46.500	12.960	13.060
Q	7402.441	-46.500	12.794	12.945
R	7412.441	-46.500	12.598	12.792
S	7422.441	-46.500	12.371	12.593
T	7432.441	-46.500	12.114	12.345
U	7442.441	-46.500	11.827	12.047
V	7452.441	-46.500	11.518	11.707
W	7462.441	-46.500	11.208	11.349
X	7472.441	-46.500	10.898	10.979
Q Brg. East Abut.	7484.441	-46.500	10.526	10.526
Bk. East Abut.	7485.941	-46.500	10.480	10.480

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	7212.085	-39.500	10.908	10.908
Q Brg. West Abut.	7213.585	-39.500	10.966	10.966
A	7223.585	-39.500	11.341	11.413
B	7233.585	-39.500	11.686	11.825
C	7243.585	-39.500	12.000	12.195
D	7253.585	-39.500	12.285	12.519
E	7263.585	-39.500	12.539	12.793
F	7273.585	-39.500	12.763	13.016
G	7283.585	-39.500	12.956	13.189
H	7293.585	-39.500	13.120	13.315
I	7303.585	-39.500	13.253	13.397
J	7313.585	-39.500	13.356	13.443
K	7323.585	-39.500	13.428	13.460
Q Pier 1	7330.585	-39.500	13.461	13.461
L	7340.585	-39.500	13.482	13.453
M	7350.585	-39.500	13.473	13.434
N	7360.585	-39.500	13.433	13.403
Q Pier 2	7372.085	-39.500	13.351	13.351
O	7382.085	-39.500	13.246	13.292
P	7392.085	-39.500	13.111	13.211
Q	7402.085	-39.500	12.946	13.098
R	7412.085	-39.500	12.751	12.945
S	7422.085	-39.500	12.526	12.747
T	7432.085	-39.500	12.270	12.500
U	7442.085	-39.500	11.984	12.203
V	7452.085	-39.500	11.675	11.864
W	7462.085	-39.500	11.365	11.506
X	7472.085	-39.500	11.055	11.136
Q Brg. East Abut.	7484.085	-39.500	10.683	10.683
Bk. East Abut.	7485.585	-39.500	10.636	10.636

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	7211.730	-32.500	11.040	11.040
Q Brg. West Abut.	7213.230	-32.500	11.098	11.098
A	7223.230	-32.500	11.474	11.546
B	7233.230	-32.500	11.820	11.959
C	7243.230	-32.500	12.136	12.330
D	7253.230	-32.500	12.421	12.655
E	7263.230	-32.500	12.676	12.930
F	7273.230	-32.500	12.901	13.154
G	7283.230	-32.500	13.096	13.329
H	7293.230	-32.500	13.260	13.455
I	7303.230	-32.500	13.394	13.539
J	7313.230	-32.500	13.498	13.586
K	7323.230	-32.500	13.572	13.604
Q Pier 1	7330.230	-32.500	13.605	13.605
L	7340.230	-32.500	13.628	13.599
M	7350.230	-32.500	13.619	13.581
N	7360.230	-32.500	13.581	13.550
Q Pier 2	7371.730	-32.500	13.500	13.500
O	7381.730	-32.500	13.396	13.442
P	7391.730	-32.500	13.262	13.362
Q	7401.730	-32.500	13.099	13.250
R	7411.730	-32.500	12.904	13.098
S	7421.730	-32.500	12.680	12.901
T	7431.730	-32.500	12.425	12.656
U	7441.730	-32.500	12.140	12.360
V	7451.730	-32.500	11.832	12.021
W	7461.730	-32.500	11.522	11.663
X	7471.730	-32.500	11.212	11.292
Q Brg. East Abut.	7483.730	-32.500	10.840	10.840
Bk. East Abut.	7485.230	-32.500	10.793	10.793

NORTH LONGITUDINAL BONDED CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. West Abut.	7211.502	-28.000	11.125	11.125
Q Brg. West Abut.	7213.002	-28.000	11.183	11.183
A	7223.002	-28.000	11.559	11.631
B	7233.002	-28.000	11.906	12.045
C	7243.002	-28.000	12.222	12.417
D	7253.002	-28.000	12.509	12.743
E	7263.002	-28.000	12.764	13.018
F	7273.002	-28.000	12.990	13.243
G	7283.002	-28.000	13.185	13.418
H	7293.002	-28.000	13.350	13.546
I	7303.002	-28.000	13.485	13.630
J	7313.002	-28.000	13.590	13.678
K	7323.002	-28.000	13.664	13.697
Q Pier 1	7330.002	-28.000	13.698	13.698
L	7340.002	-28.000	13.721	13.692
M	7350.002	-28.000	13.714	13.675
N	7360.002	-28.000	13.676	13.645
Q Pier 2	7371.502	-28.000	13.595	13.595
O	7381.502	-28.000	13.493	13.538
P	7391.502	-28.000	13.360	13.459
Q	7401.502	-28.000	13.196	13.348
R	7411.502	-28.000	13.003	13.197
S	7421.502	-28.000	12.779	13.001
T	7431.502	-28.000	12.525	12.756
U	7441.502	-28.000	12.241	12.460
V	7451.502	-28.000	11.933	12.122
W	7461.502	-28.000	11.623	11.764
X	7471.502	-28.000	11.313	11.393
Q Brg. East Abut.	7483.502	-28.000	10.941	10.941
Bk. East Abut.	7485.002	-28.000	10.894	10.894

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DWG. S-05 of 42

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
 76TH STREET OVER FAI-94
 FAP ROUTE 1541 SECTION 1818 R-9
 COOK COUNTY
 STATION 73+49.33
 STRUCTURE NUMBER 016-2850

SCALE: NONE DESIGNED BY: TB DRAWN BY: TB
 DATE: March 25, 2005 CHECKED BY: SB CHECKED BY: SB