GIRDER B1

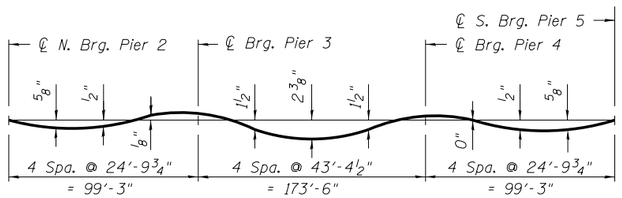
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	29+02.16	-33.45	625.92	625.92
℄ N. Brg. Pier 2	29+03.16	-33.47	625.91	625.91
3A	29+13.16	-33.67	625.87	625.90
3B	29+23.16	-33.87	625.83	625.87
3C	29+33.16	-34.07	625.79	625.84
3D	29+43.16	-34.27	625.75	625.80
3E	29+53.16	-34.47	625.70	625.74
3F	29+63.16	-34.67	625.66	625.68
3G	29+73.16	-34.87	625.62	625.62
3H	29+83.16	-35.07	625.58	625.57
3J	29+93.16	-35.27	625.53	625.53
℄ Brg. Pier 3	30+01.41	-35.44	625.50	625.50
4A	30+11.41	-35.64	625.46	625.48
4B	30+21.41	-35.84	625.42	625.46
4C	30+31.41	-36.04	625.37	625.45
4D	30+41.41	-36.24	625.33	625.44
4E	30+51.41	-36.44	625.29	625.43
4F	30+61.41	-36.64	625.25	625.41
4G	30+71.41	-36.84	625.20	625.39
4H	30+81.41	-37.04	625.16	625.35
4J	30+91.41	-37.24	625.12	625.31
4K	31+01.41	-37.44	625.08	625.26
4L	31+11.41	-37.64	625.04	625.21
4M	31+21.41	-37.84	624.99	625.14
4N	31+31.41	-38.04	624.95	625.07
4P	31+41.41	-38.24	624.81	624.89
4Q	31+51.41	-38.44	624.70	624.76
4R	31+61.41	-38.64	624.59	624.62
℄ Brg. Pier 4	31+74.91	-38.93	624.44	624.45
5A	31+84.91	-39.13	624.33	624.35
5B	31+94.91	-39.33	624.24	624.27
5C	32+04.91	-39.53	624.14	624.21
5D	32+14.91	-39.73	624.05	624.12
5E	32+24.91	-39.94	623.97	624.04
5F	32+34.91	-40.31	623.88	623.94
5G	32+44.91	-40.68	623.80	623.86
5H	32+54.91	-41.04	623.74	623.79
5J	32+64.91	-41.41	623.69	623.72
℄ S. Brg. Pier 5	32+73.16	-41.74	623.67	623.67
℄ Pier 5	32+74.16	-41.78	623.66	623.66

℄ RAMP F & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	---	---	---	---
℄ N. Brg. Pier 2	---	---	---	---
3A	---	---	---	---
3B	---	---	---	---
3C	---	---	---	---
3D	---	---	---	---
3E	---	---	---	---
3F	---	---	---	---
3G	---	---	---	---
3H	---	---	---	---
3J	---	---	---	---
℄ Brg. Pier 3	---	---	---	---
4A	---	---	---	---
4B	---	---	---	---
4C	---	---	---	---
4D	---	---	---	---
4E	---	---	---	---
4F	---	---	---	---
4G	---	---	---	---
4H	---	---	---	---
4J	---	---	---	---
4K	---	---	---	---
4L	---	---	---	---
4M	---	---	---	---
4N	31+30.92	-34.02	625.00	625.12
4P	31+40.92	-34.22	624.91	625.00
4Q	31+50.91	-34.42	624.81	624.87
4R	31+60.91	-34.62	624.72	624.74
℄ Brg. Pier 4	31+75.25	-34.91	624.58	624.58
5A	31+85.25	-35.11	624.49	624.48
5B	31+95.24	-35.31	624.40	624.39
5C	32+05.24	-35.51	624.31	624.32
5D	32+15.24	-35.71	624.23	624.26
5E	32+25.24	-35.91	624.16	624.20
5F	32+35.24	-36.14	624.09	624.14
5G	32+45.23	-36.53	624.02	624.08
5H	32+55.21	-37.10	623.96	624.00
5J	32+65.18	-37.86	623.90	623.92
℄ S. Brg. Pier 5	32+74.38	-38.71	623.85	623.85
℄ Pier 5	32+75.40	-38.82	623.84	623.84

GIRDER B2

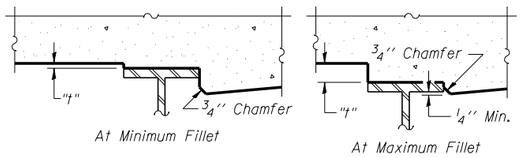
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	29+00.93	-28.10	626.03	626.03
℄ N. Brg. Pier 2	29+01.93	-28.11	626.03	626.03
3A	29+11.93	-28.21	625.99	626.01
3B	29+21.93	-28.31	625.95	625.99
3C	29+31.93	-28.40	625.91	625.96
3D	29+41.93	-28.50	625.87	625.92
3E	29+51.93	-28.60	625.83	625.86
3F	29+61.93	-28.70	625.79	625.80
3G	29+71.93	-28.80	625.75	625.74
3H	29+81.93	-28.90	625.71	625.69
3J	29+91.93	-28.99	625.67	625.66
℄ Brg. Pier 3	30+00.18	-29.08	625.63	625.63
4A	30+10.18	-29.18	625.59	625.61
4B	30+20.18	-29.28	625.55	625.60
4C	30+30.18	-29.37	625.51	625.59
4D	30+40.18	-29.47	625.47	625.58
4E	30+50.18	-29.57	625.43	625.57
4F	30+60.18	-29.67	625.39	625.56
4G	30+70.18	-29.77	625.35	625.53
4H	30+80.18	-29.87	625.31	625.50
4J	30+90.18	-29.96	625.27	625.46
4K	31+00.18	-30.06	625.23	625.42
4L	31+10.18	-30.16	625.19	625.36
4M	31+20.18	-30.26	625.15	625.30
4N	31+30.18	-30.36	625.11	625.23
4P	31+40.18	-30.46	625.00	625.09
4Q	31+50.18	-30.55	624.92	624.98
4R	31+60.18	-30.65	624.83	624.86
℄ Brg. Pier 4	31+73.68	-30.79	624.72	624.72
5A	31+83.68	-30.89	624.64	624.64
5B	31+93.68	-30.99	624.57	624.58
5C	32+03.68	-31.08	624.50	624.54
5D	32+13.68	-31.18	624.44	624.48
5E	32+23.68	-31.28	624.38	624.43
5F	32+33.68	-31.38	624.32	624.38
5G	32+43.68	-31.48	624.28	624.34
5H	32+53.68	-31.58	624.26	624.30
5J	32+63.68	-31.68	624.25	624.27
℄ S. Brg. Pier 5	32+71.93	-31.76	624.25	624.25
℄ Pier 5	32+72.93	-31.77	624.25	624.25



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on SG16 thru SG19.



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

FILLET HEIGHTS

NOTE:

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

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

FILE NAME = 0160486_60J16_016_TOS_Elev_3thru5.dgn	USER NAME = jsurber	DESIGNED - TJJ	REVISED -
		CHECKED - LRB	REVISED -
	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 (1 OF 4)
STRUCTURE NO. 016-0486
SHEET NO. SG16 OF SG100 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
373	2013-038B-R	COOK	821	606
		CONTRACT NO. 60J16		
		ILLINOIS FED. AID PROJECT		

Y:\chicago\10000S\10093\Eng_Docs_Phase_II\SN_016_0486_0487_1st_Ave_over_Canal\Final\Final_0486\0160486_60J16_016_TOS_Elev_3thru5.dgn
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