

BEAM S.8

LINE	@ CD ROAD STATION	@ CD ROAD OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	191+332.660	-9.987	189.846	189.846
CL W Abut Beam Support	191+333.115	-9.979	189.847	189.847
A	191+336.115	-9.927	189.868	189.859
B	191+339.115	-9.874	189.868	189.870
C	191+342.115	-9.822	189.878	189.880
CL W Brg Pier 1	191+346.135	-9.752	189.890	189.890
CL E Brg Pier 1	191+346.685	-9.742	189.892	189.892
D	191+349.685	-9.690	189.900	189.912
E	191+352.685	-9.637	189.907	189.929
F	191+355.685	-9.585	189.915	189.943
G	191+358.685	-9.533	189.921	189.952
H	191+361.685	-9.480	189.927	189.958
I	191+364.685	-9.428	189.932	189.960
J	191+367.685	-9.376	189.937	189.959
K	191+370.685	-9.323	189.941	189.953
CL W Brg Pier 2	191+373.635	-9.272	189.944	189.944
CL E Brg Pier 2	191+374.185	-9.262	189.945	189.945
L	191+377.185	-9.210	189.948	189.949
M	191+380.185	-9.157	189.950	189.952
N	191+383.185	-9.105	189.952	189.953
CL E Abut Beam Support	191+387.205	-9.035	189.953	189.953
Bk E Abut	191+387.660	-9.027	189.953	189.953

BEAM S.9

LINE	@ CD ROAD STATION	@ CD ROAD OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	191+332.616	-7.487	189.783	189.783
CL W Abut Beam Support	191+333.071	-7.479	189.785	189.785
A	191+336.071	-7.427	189.786	189.797
B	191+339.071	-7.374	189.806	189.808
C	191+342.071	-7.322	189.816	189.817
CL W Brg Pier 1	191+346.091	-7.252	189.828	189.828
CL E Brg Pier 1	191+346.641	-7.242	189.829	189.829
D	191+349.641	-7.190	189.837	189.850
E	191+352.641	-7.137	189.845	189.867
F	191+355.641	-7.085	189.852	189.880
G	191+358.641	-7.033	189.858	189.890
H	191+361.641	-6.980	189.864	189.896
I	191+364.641	-6.928	189.870	189.898
J	191+367.641	-6.876	189.874	189.896
K	191+370.641	-6.823	189.878	189.891
CL W Brg Pier 2	191+373.591	-6.772	189.882	189.882
CL E Brg Pier 2	191+374.141	-6.762	189.882	189.882
L	191+377.141	-6.710	189.885	189.887
M	191+380.141	-6.657	189.887	189.889
N	191+383.141	-6.605	189.889	189.891
CL E Abut Beam Support	191+387.161	-6.535	189.890	189.890
Bk E Abut	191+387.616	-6.527	189.891	189.891

BEAM S.10

LINE	@ CD ROAD STATION	@ CD ROAD OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	191+332.573	-4.987	189.721	189.721
CL W Abut Beam Support	191+333.028	-4.979	189.722	189.722
A	191+336.028	-4.927	189.723	189.734
B	191+339.028	-4.874	189.743	189.745
C	191+342.028	-4.822	189.753	189.755
CL W Brg Pier 1	191+346.048	-4.752	189.765	189.765
CL E Brg Pier 1	191+346.598	-4.742	189.767	189.767
D	191+349.598	-4.690	189.775	189.787
E	191+352.598	-4.637	189.782	189.804
F	191+355.598	-4.585	189.790	189.818
G	191+358.598	-4.533	189.796	189.827
H	191+361.598	-4.480	189.802	189.833
I	191+364.598	-4.428	189.807	189.835
J	191+367.598	-4.376	189.812	189.834
K	191+370.598	-4.323	189.816	189.828
CL W Brg Pier 2	191+373.548	-4.272	189.819	189.819
CL E Brg Pier 2	191+374.098	-4.262	189.820	189.820
L	191+377.098	-4.210	189.823	189.824
M	191+380.098	-4.157	189.825	189.827
N	191+383.098	-4.105	189.827	189.828
CL E Abut Beam Support	191+387.118	-4.035	189.828	189.828
Bk E Abut	191+387.573	-4.027	189.828	189.828

BEAM S.11

LINE	@ CD ROAD STATION	@ CD ROAD OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	191+332.528	-2.400	189.656	189.656
CL W Abut Beam Support	191+332.983	-2.400	189.658	189.658
A	191+335.983	-2.400	189.670	189.671
B	191+338.983	-2.400	189.681	189.683
C	191+341.983	-2.400	189.692	189.694
CL W Brg Pier 1	191+346.003	-2.400	189.706	189.706
CL E Brg Pier 1	191+346.553	-2.400	189.708	189.708
D	191+349.553	-2.400	189.718	189.730
E	191+352.553	-2.400	189.727	189.748
F	191+355.553	-2.400	189.735	189.763
G	191+358.553	-2.400	189.743	189.774
H	191+361.553	-2.400	189.750	189.781
I	191+364.553	-2.400	189.756	189.784
J	191+367.553	-2.400	189.762	189.784
K	191+370.553	-2.400	189.768	189.780
CL W Brg Pier 2	191+373.503	-2.400	189.773	189.773
CL E Brg Pier 2	191+374.053	-2.400	189.773	189.773
L	191+377.053	-2.400	189.778	189.779
M	191+380.053	-2.400	189.781	189.783
N	191+383.053	-2.400	189.784	189.786
CL E Abut Beam Support	191+387.073	-2.400	189.787	189.787
Bk E Abut	191+387.528	-2.400	189.787	189.787

BEAM S.12

LINE	@ CD ROAD STATION	@ CD ROAD OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	191+332.486	0.100	189.593	189.593
CL W Abut Beam Support	191+332.941	0.100	189.595	189.595
A	191+335.941	0.100	189.607	189.609
B	191+338.941	0.100	189.619	189.621
C	191+341.941	0.100	189.630	189.632
CL W Brg Pier 1	191+346.061	0.100	189.644	189.644
CL E Brg Pier 1	191+346.511	0.100	189.646	189.646
D	191+349.511	0.100	189.655	189.668
E	191+352.511	0.100	189.664	189.686
F	191+355.511	0.100	189.672	189.701
G	191+358.511	0.100	189.680	189.711
H	191+361.511	0.100	189.687	189.719
I	191+364.511	0.100	189.694	189.722
J	191+367.511	0.100	189.700	189.722
K	191+370.511	0.100	189.705	189.718
CL W Brg Pier 2	191+373.461	0.100	189.710	189.710
CL E Brg Pier 2	191+374.011	0.100	189.711	189.711
L	191+377.011	0.100	189.715	189.716
M	191+380.011	0.100	189.719	189.720
N	191+383.011	0.100	189.722	189.723
CL E Abut Beam Support	191+387.031	0.100	189.725	189.725
Bk E Abut	191+387.486	0.100	189.725	189.725

BEAM S.13

LINE	@ CD ROAD STATION	@ CD ROAD OFFSET (m)	THEORETICAL GRADE ELEVATIONS (m)	ELEVATIONS ADJUSTED FOR D.L. DEFLECTIONS (m)
Bk W Abut	191+332.441	2.600	189.531	189.531
CL W Abut Beam Support	191+332.896	2.600	189.533	189.533
A	191+335.896	2.600	189.545	189.546
B	191+338.896	2.600	189.556	189.558
C	191+341.896	2.600	189.567	189.569
CL W Brg Pier 1	191+346.016	2.600	189.581	189.581
CL E Brg Pier 1	191+346.466	2.600	189.583	189.583
D	191+349.466	2.600	189.593	189.603
E	191+352.466	2.600	189.602	189.620
F	191+355.466	2.600	189.610	189.634
G	191+358.466	2.600	189.618	189.644
H	191+361.466	2.600	189.625	189.651
I	191+364.466	2.600	189.631	189.655
J	191+367.466	2.600	189.637	189.656
K	191+370.466	2.600	189.643	189.653
CL W Brg Pier 2	191+373.416	2.600	189.648	189.648
CL E Brg Pier 2	191+373.966	2.600	189.648	189.648
L	191+376.966	2.600	189.653	189.654
M	191+379.966	2.600	189.656	189.658
N	191+382.966	2.600	189.659	189.660
CL E Abut Beam Support	191+386.986	2.600	189.662	189.662
Bk E Abut	191+387.441	2.600	189.662	189.662

THIS SHEET FOR INFORMATION ONLY

Note:
1. Work this sheet with Sht. RS-17.

SHT. RS-22 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 1977-121-R
COOK COUNTY

TOP OF SLAB ELEVATIONS - V

DATE: 7/18/2005
DRAWN BY: NK
CHECKED BY: SC
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
CHICAGO, ILLINOIS

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