

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	57B-31	COOK	62	29
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 60440

**GIRDER #1**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	23+03.30	-31.5	606.087	606.087
☉ Brg. S. Abut.	23+05.80	-31.5	606.099	606.099
A	23+15.80	-31.5	606.149	606.233
B	23+25.80	-31.5	606.198	606.360
C	23+35.80	-31.5	606.248	606.476
D	23+45.80	-31.5	606.298	606.576
E	23+55.80	-31.5	606.347	606.657
F	23+65.80	-31.5	606.397	606.717
G	23+75.80	-31.5	606.447	606.756
H	23+85.80	-31.5	606.496	606.774
I	23+95.80	-31.5	606.546	606.774
J	24+05.80	-31.5	606.595	606.757
K	24+15.80	-31.5	606.645	606.729
☉ Brg. N. Abut.	24+25.80	-31.5	606.695	606.695
Bk. N. Abut.	24+28.30	-31.5	606.707	606.707

**WEST GUTTER LINE**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	23+03.30	-28.0	606.157	606.157
☉ Brg. S. Abut.	23+05.80	-28.0	606.169	606.169
A	23+15.80	-28.0	606.219	606.309
B	23+25.80	-28.0	606.268	606.442
C	23+35.80	-28.0	606.318	606.562
D	23+45.80	-28.0	606.368	606.665
E	23+55.80	-28.0	606.417	606.748
F	23+65.80	-28.0	606.467	606.809
G	23+75.80	-28.0	606.517	606.847
H	23+85.80	-28.0	606.566	606.863
I	23+95.80	-28.0	606.616	606.859
J	24+05.80	-28.0	606.665	606.839
K	24+15.80	-28.0	606.715	606.805
☉ Brg. N. Abut.	24+25.80	-28.0	606.765	606.765
Bk. N. Abut.	24+28.30	-28.0	606.777	606.777

**GIRDER #2**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	23+03.30	-24.5	606.227	606.227
☉ Brg. S. Abut.	23+05.80	-24.5	606.239	606.239
A	23+15.80	-24.5	606.289	606.385
B	23+25.80	-24.5	606.338	606.523
C	23+35.80	-24.5	606.388	606.647
D	23+45.80	-24.5	606.438	606.754
E	23+55.80	-24.5	606.487	606.839
F	23+65.80	-24.5	606.537	606.901
G	23+75.80	-24.5	606.587	606.939
H	23+85.80	-24.5	606.636	606.953
I	23+95.80	-24.5	606.686	606.945
J	24+05.80	-24.5	606.735	606.920
K	24+15.80	-24.5	606.785	606.881
☉ Brg. N. Abut.	24+25.80	-24.5	606.835	606.835
Bk. N. Abut.	24+28.30	-24.5	606.847	606.847

**GIRDER #3**

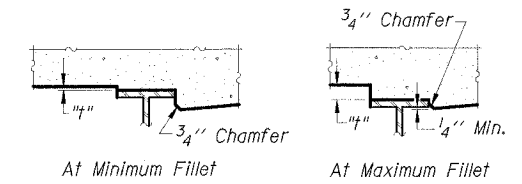
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	23+03.30	-17.5	606.367	606.367
☉ Brg. S. Abut.	23+05.80	-17.5	606.379	606.379
A	23+15.80	-17.5	606.429	606.525
B	23+25.80	-17.5	606.478	606.663
C	23+35.80	-17.5	606.528	606.787
D	23+45.80	-17.5	606.578	606.894
E	23+55.80	-17.5	606.627	606.979
F	23+65.80	-17.5	606.677	607.041
G	23+75.80	-17.5	606.727	607.079
H	23+85.80	-17.5	606.776	607.093
I	23+95.80	-17.5	606.826	607.085
J	24+05.80	-17.5	606.875	607.060
K	24+15.80	-17.5	606.925	607.021
☉ Brg. N. Abut.	24+25.80	-17.5	606.975	606.975
Bk. N. Abut.	24+28.30	-17.5	606.987	606.987

**GIRDER #4**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	23+03.30	-10.5	606.507	606.507
☉ Brg. S. Abut.	23+05.80	-10.5	606.519	606.519
A	23+15.80	-10.5	606.569	606.665
B	23+25.80	-10.5	606.618	606.803
C	23+35.80	-10.5	606.668	606.927
D	23+45.80	-10.5	606.718	607.034
E	23+55.80	-10.5	606.767	607.119
F	23+65.80	-10.5	606.817	607.181
G	23+75.80	-10.5	606.867	607.219
H	23+85.80	-10.5	606.916	607.233
I	23+95.80	-10.5	606.966	607.225
J	24+05.80	-10.5	607.015	607.200
K	24+15.80	-10.5	607.065	607.161
☉ Brg. N. Abut.	24+25.80	-10.5	607.115	607.115
Bk. N. Abut.	24+28.30	-10.5	607.127	607.127

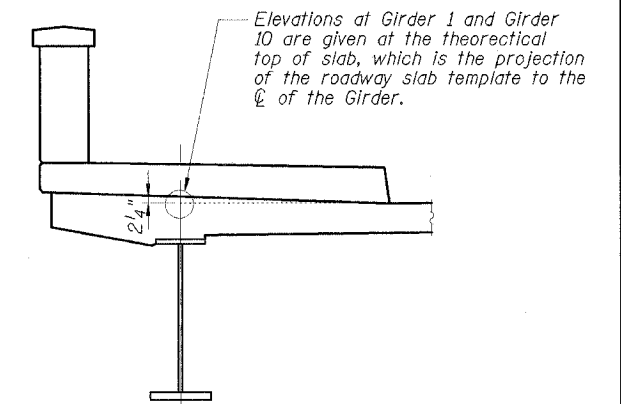
**GIRDER #5**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflections
Bk. S. Abut.	23+03.30	-3.5	606.647	606.647
☉ Brg. S. Abut.	23+05.80	-3.5	606.659	606.659
A	23+15.80	-3.5	606.709	606.782
B	23+25.80	-3.5	606.758	606.900
C	23+35.80	-3.5	606.808	607.007
D	23+45.80	-3.5	606.858	607.101
E	23+55.80	-3.5	606.907	607.178
F	23+65.80	-3.5	606.957	607.237
G	23+75.80	-3.5	607.007	607.277
H	23+85.80	-3.5	607.056	607.299
I	23+95.80	-3.5	607.106	607.305
J	24+05.80	-3.5	607.155	607.297
K	24+15.80	-3.5	607.205	607.279
☉ Brg. N. Abut.	24+25.80	-3.5	607.255	607.255
Bk. N. Abut.	24+28.30	-3.5	607.267	607.267

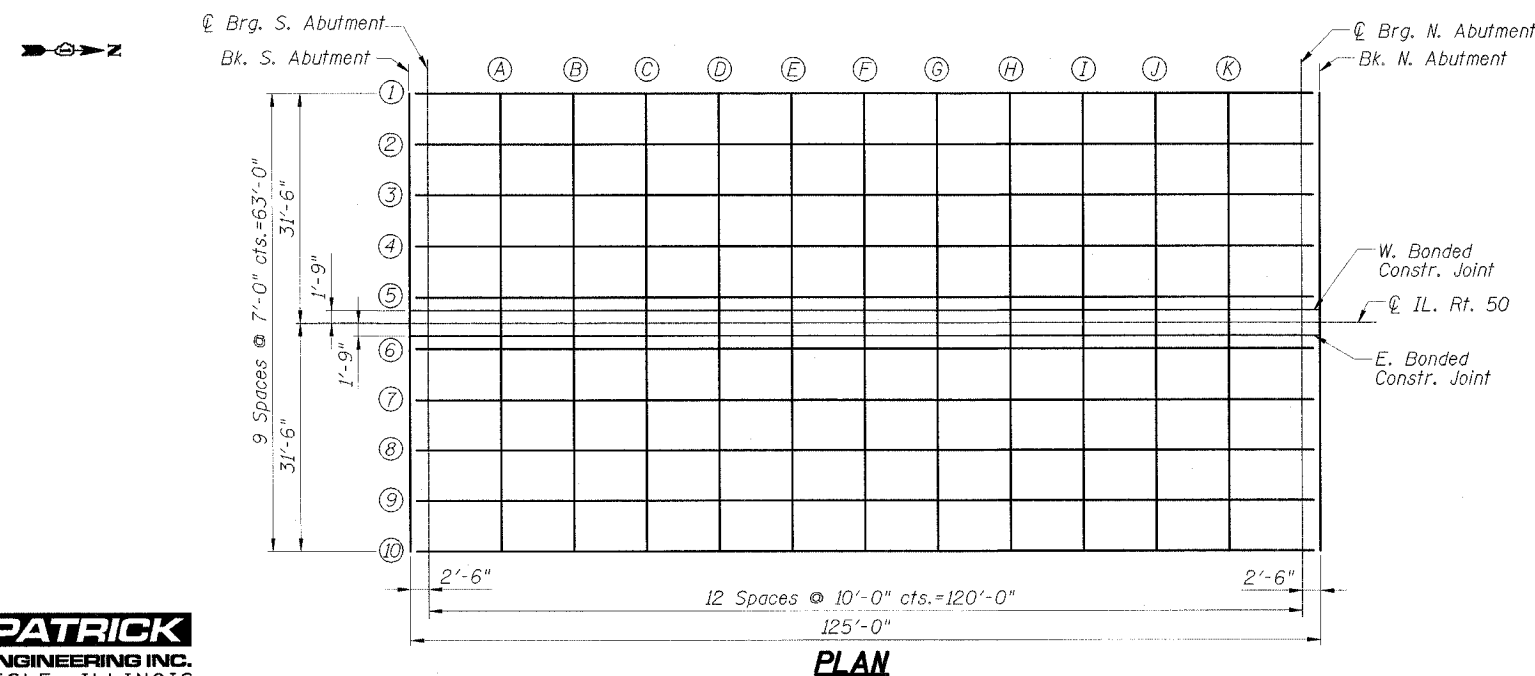


To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet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

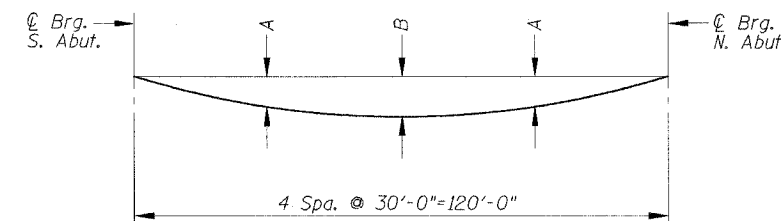
**FILLET HEIGHTS**



**LOCATION OF ELEVATIONS AT CENTERLINE OF GIRDERS**



**PLAN**



**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 below.

Beam	A	B
2-4, 7-9	3 7/8"	5 1/2"
5 & 6	3 1/4"	4 5/8"
1 & 10	3 5/8"	5"

**Notes:**

- ① - Indicates girder numbers.
- Positive offsets are to the east of ☉ IL. Rt. 50.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DECK ELEVATIONS I  
FAP 350 IL ROUTE 50 (CICERO AVE.) OVER  
NORTH BRANCH OF THE CHICAGO RIVER  
COOK COUNTY STATION 23+65.80  
SECTION 57B-31  
STRUCTURE NO. 016-2782

SCALE: NONE DRAWN BY: M. Belton  
DATE: AUGUST 18, 2006 CHECKED BY: R. Clinton