

**BEAM 1**

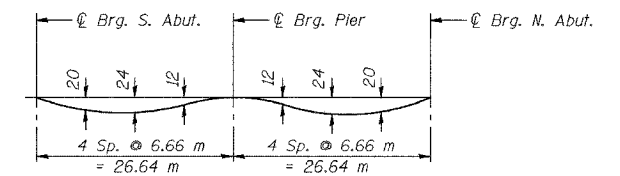
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. S. Abutment	69973.683	-11.440	189.867	189.867
CL Brg. S. Abut.	69974.563	-11.440	189.867	189.867
A	69977.563	-11.440	189.862	189.875
B	69980.563	-11.440	189.853	189.876
C	69983.563	-11.440	189.841	189.870
D	69986.563	-11.440	189.824	189.855
E	69989.563	-11.440	189.803	189.830
F	69992.563	-11.440	189.778	189.798
G	69995.563	-11.440	189.749	189.759
H	69998.563	-11.440	189.715	189.718
CL Brg. Pier	70001.203	-11.440	189.683	189.683
I	70004.203	-11.440	189.642	189.646
J	70007.203	-11.440	189.597	189.609
K	70010.203	-11.440	189.548	189.569
L	70013.203	-11.440	189.495	189.523
M	70016.203	-11.440	189.438	189.469
N	70019.203	-11.440	189.376	189.405
O	70022.203	-11.440	189.311	189.333
P	70025.203	-11.440	189.241	189.253
CL Brg. N. Abut.	70027.843	-11.440	189.177	189.177
Bk. N. Abutment	70028.723	-11.440	189.155	189.155

**BEAM 2**

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. S. Abutment	69973.458	-9.360	189.868	189.868
CL Brg. S. Abut.	69974.338	-9.360	189.868	189.868
A	69977.338	-9.360	189.863	189.876
B	69980.338	-9.360	189.855	189.878
C	69983.338	-9.360	189.842	189.872
D	69986.338	-9.360	189.826	189.857
E	69989.338	-9.360	189.805	189.833
F	69992.338	-9.360	189.780	189.801
G	69995.338	-9.360	189.752	189.763
H	69998.338	-9.360	189.719	189.722
CL Brg. Pier	70000.978	-9.360	189.686	189.686
I	70003.978	-9.360	189.646	189.650
J	70006.978	-9.360	189.601	189.613
K	70009.978	-9.360	189.553	189.574
L	70012.978	-9.360	189.500	189.528
M	70015.978	-9.360	189.443	189.474
N	70018.978	-9.360	189.382	189.411
O	70021.978	-9.360	189.317	189.339
P	70024.978	-9.360	189.248	189.259
CL Brg. N. Abut.	70027.618	-9.360	189.183	189.183
Bk. N. Abutment	70028.498	-9.360	189.161	189.161

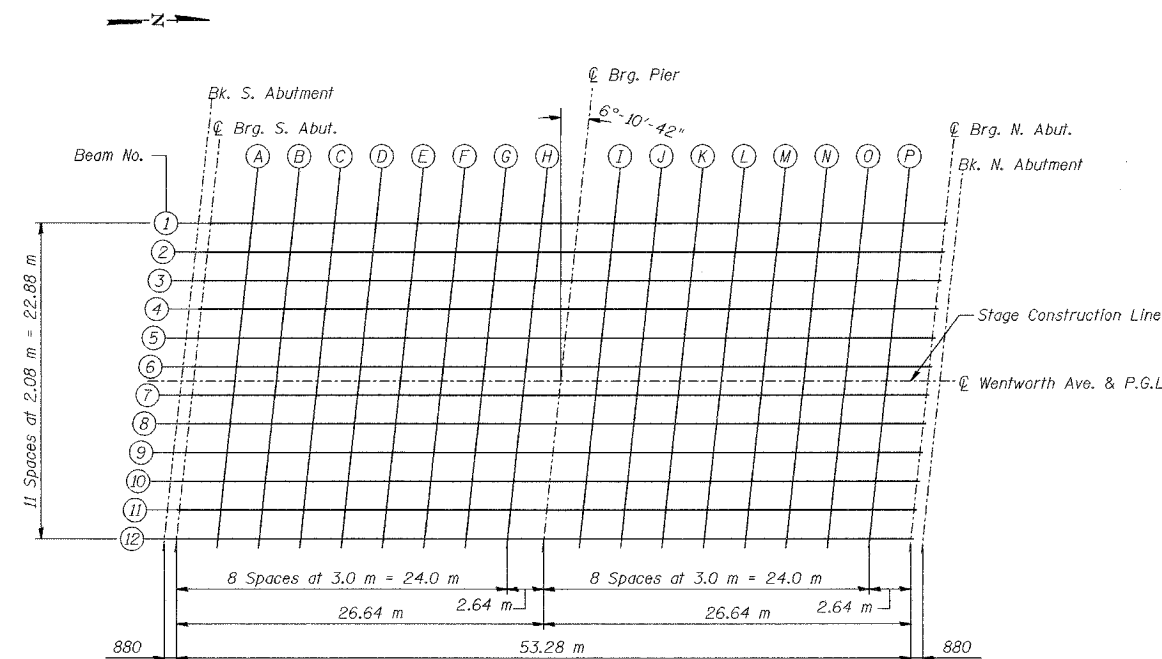
**BEAM 3**

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. S. Abutment	69973.233	-7.280	189.910	189.910
CL Brg. S. Abut.	69974.113	-7.280	189.909	189.909
A	69977.113	-7.280	189.905	189.918
B	69980.113	-7.280	189.897	189.920
C	69983.113	-7.280	189.885	189.915
D	69986.113	-7.280	189.869	189.900
E	69989.113	-7.280	189.849	189.876
F	69992.113	-7.280	189.824	189.844
G	69995.113	-7.280	189.796	189.806
H	69998.113	-7.280	189.763	189.766
CL Brg. Pier	70000.753	-7.280	189.731	189.731
I	70003.753	-7.280	189.691	189.694
J	70006.753	-7.280	189.646	189.658
K	70009.753	-7.280	189.598	189.619
L	70012.753	-7.280	189.545	189.574
M	70015.753	-7.280	189.489	189.520
N	70018.753	-7.280	189.428	189.457
O	70021.753	-7.280	189.363	189.385
P	70024.753	-7.280	189.295	189.306
CL Brg. N. Abut.	70027.393	-7.280	189.231	189.231
Bk. N. Abutment	70028.273	-7.280	189.209	189.209

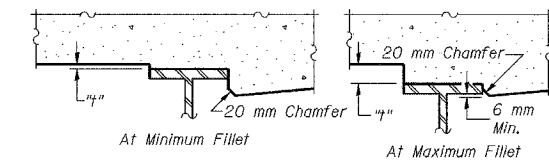


**DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete only)

**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.  
All dimensions are in millimeters (mm) except as noted.  
All offsets are in meters.



**PLAN**



To determine "f": 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 "f" above top flange of beams.

**FILLET HEIGHTS**

DESIGNED	BPS
CHECKED	JDG
DRAWN	CAK
CHECKED	JDG

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)  
UNDER WENTWORTH AVE  
**TOP OF SLAB ELEVATIONS (1 OF 3)**  
SECTION 2626.1B  
COOK COUNTY  
STATION 7 + 579.488  
STRUCTURE NO. 016-2790  
DATE 07/05  
**AMERICAN**  
CONSULTING ENGINEERS

FOR INFORMATION ONLY