

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	50-SHBK-2	LASALLE	331	134
STA. 105+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
SHEET NO. 56 OF 522				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+04.30	20.75	747.44	747.44
S Abut Brg. C	119+05.55	20.75	747.46	747.46
A	119+15.55	20.75	747.63	747.68
B	119+25.55	20.75	747.78	747.87
C	119+35.55	20.75	747.93	748.05
D	119+45.55	20.75	748.08	748.21
E	119+55.55	20.75	748.22	748.33
F	119+65.55	20.75	748.35	748.44
G	119+75.55	20.75	748.48	748.54
H	119+85.55	20.75	748.60	748.63
J	119+95.55	20.75	748.72	748.72
Pier 1 Brg. C	120+00.55	20.75	748.78	748.78
K	120+10.55	20.75	748.88	748.89
L	120+20.55	20.75	748.98	749.02
M	120+30.55	20.75	749.08	749.15
N	120+40.55	20.75	749.17	749.27
P	120+50.55	20.75	749.25	749.38
R	120+60.55	20.75	749.33	749.46
S	120+70.55	20.75	749.40	749.51
T	120+80.55	20.75	749.47	749.54
U	120+90.55	20.75	749.53	749.56
N Abut Brg. C	120+95.55	20.75	749.56	749.56
Bk N Abut.	120+96.80	20.75	749.57	749.57

GIRDER 2

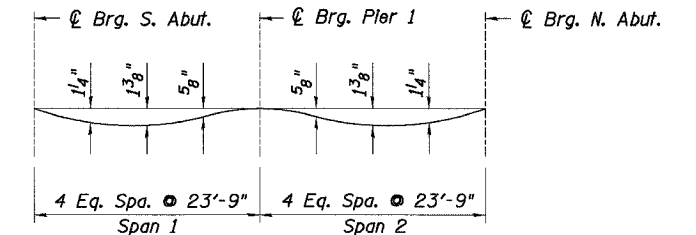
Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+04.10	12.25	747.60	747.60
S Abut Brg. C	119+05.35	12.25	747.62	747.62
A	119+15.35	12.25	747.79	747.84
B	119+25.35	12.25	747.94	748.04
C	119+35.35	12.25	748.10	748.21
D	119+45.35	12.25	748.24	748.37
E	119+55.35	12.25	748.38	748.50
F	119+65.35	12.25	748.51	748.60
G	119+75.35	12.25	748.64	748.70
H	119+85.35	12.25	748.76	748.79
J	119+95.35	12.25	748.88	748.88
Pier 1 Brg. C	120+00.35	12.25	748.94	748.94
K	120+10.35	12.25	749.04	749.06
L	120+20.35	12.25	749.15	749.19
M	120+30.35	12.25	749.24	749.31
N	120+40.35	12.25	749.33	749.43
P	120+50.35	12.25	749.42	749.54
R	120+60.35	12.25	749.49	749.62
S	120+70.35	12.25	749.57	749.67
T	120+80.35	12.25	749.63	749.70
U	120+90.35	12.25	749.69	749.72
N Abut Brg. C	120+95.35	12.25	749.72	749.72
Bk N Abut.	120+96.60	12.25	749.73	749.73

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.91	3.75	747.73	747.73
S Abut Brg. C	119+05.16	3.75	747.75	747.75
A	119+15.16	3.75	747.92	747.97
B	119+25.16	3.75	748.07	748.16
C	119+35.16	3.75	748.22	748.34
D	119+45.16	3.75	748.37	748.49
E	119+55.16	3.75	748.51	748.62
F	119+65.16	3.75	748.64	748.73
G	119+75.16	3.75	748.77	748.83
H	119+85.16	3.75	748.89	748.92
J	119+95.16	3.75	749.01	749.01
Pier 1 Brg. C	120+00.16	3.75	749.06	749.06
K	120+10.16	3.75	749.17	749.18
L	120+20.16	3.75	749.27	749.31
M	120+30.16	3.75	749.37	749.44
N	120+40.16	3.75	749.46	749.56
P	120+50.16	3.75	749.54	749.66
R	120+60.16	3.75	749.62	749.74
S	120+70.16	3.75	749.69	749.80
T	120+80.16	3.75	749.76	749.83
U	120+90.16	3.75	749.82	749.85
N Abut Brg. C	120+95.16	3.75	749.85	749.85
Bk N Abut.	120+96.41	3.75	749.86	749.86

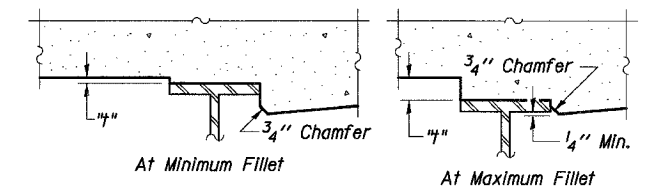
GIRDER 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk S Abut.	119+03.72	4.75	747.72	747.72
S Abut Brg. C	119+04.97	4.75	747.74	747.74
A	119+14.97	4.75	747.90	747.95
B	119+24.97	4.75	748.06	748.15
C	119+34.97	4.75	748.21	748.33
D	119+44.97	4.75	748.35	748.48
E	119+54.97	4.75	748.49	748.61
F	119+64.97	4.75	748.63	748.72
G	119+74.97	4.75	748.75	748.81
H	119+84.97	4.75	748.88	748.90
J	119+94.97	4.75	748.99	749.00
Pier 1 Brg. C	119+99.97	4.75	749.05	749.05
K	120+09.97	4.75	749.16	749.17
L	120+19.97	4.75	749.26	749.30
M	120+29.97	4.75	749.35	749.43
N	120+39.97	4.75	749.44	749.55
P	120+49.97	4.75	749.53	749.65
R	120+59.97	4.75	749.61	749.73
S	120+69.97	4.75	749.68	749.78
T	120+79.97	4.75	749.75	749.82
U	120+89.97	4.75	749.81	749.83
N Abut Brg. C	120+94.97	4.75	749.83	749.83
Bk N Abut.	120+96.22	4.75	749.84	749.84



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

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.



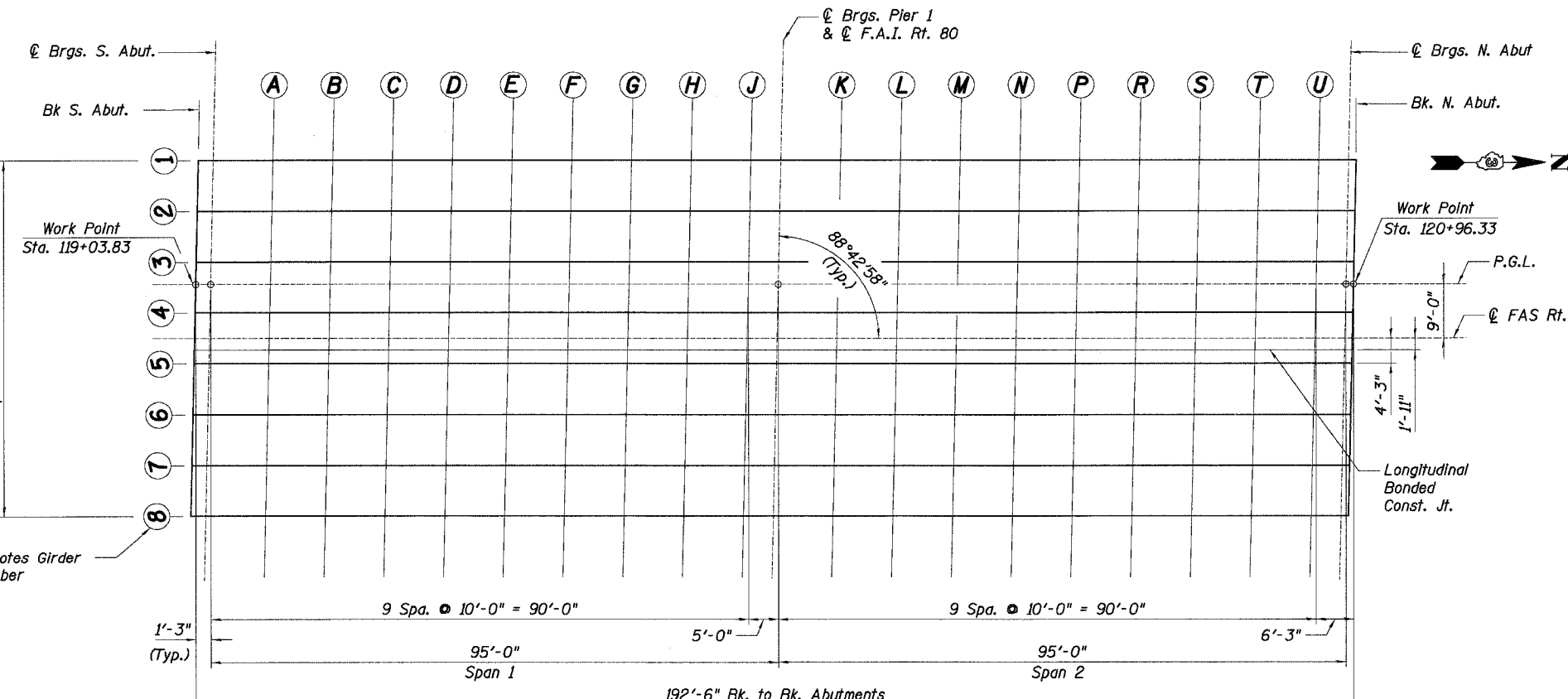
To determine "h": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown above, minus slab thickness, equals the fillet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

FILLET HEIGHTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION		
TOP OF SLAB ELEVATIONS I		
MARSELLES ROAD (FAS Rt. 268) OVER I-80 (F.A.I. ROUTE 80) STRUCTURE NUMBER 050-0245		
LA SALLE COUNTY	SECTION 50-SHBK-2	STATION 120+00.08
DATE: 11/02/07	DESIGNED: JT	DRAWN: RL
	CHECKED: KZ	CHECKED: KZ

Baker
Baker Engineering, Inc.



PLAN

h:\07496\3.0 deliverables\3.3 structure\Drawings\Final\Top Of Slab Elev.dgn 11/5/2007