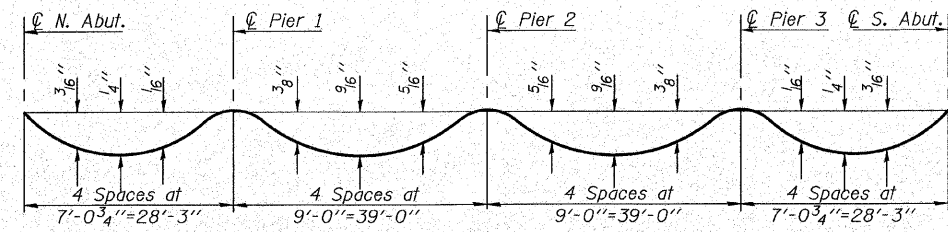


Contract #78006



**DEAD LOAD DEFLECTION DIAGRAM**

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.

**EAST CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N Abut	54384.600	-16.000	371.366	371.366
N End of Deck	54385.100	-16.000	371.365	371.365
A	54395.100	-16.000	371.346	371.367
B	54405.100	-16.000	371.327	371.330
Cl Pier 1	54414.100	-16.000	371.309	371.309
C	54424.100	-16.000	371.288	371.320
D	54434.100	-16.000	371.266	371.312
E	54444.100	-16.000	371.243	371.266
Cl Pier 2	54453.100	-16.000	371.221	371.221
F	54463.100	-16.000	371.197	371.224
G	54473.100	-16.000	371.171	371.218
H	54483.100	-16.000	371.145	371.174
Cl Pier 3	54492.100	-16.000	371.120	371.120
I	54502.100	-16.000	371.092	371.105
J	54512.100	-16.000	371.063	371.082
S End of Deck	54521.100	-16.000	371.037	371.037
Bk S Abut	54521.600	-16.000	371.035	371.035

**EDGE OF EAST SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N Abut	54384.600	-12.000	371.449	371.449
N End of Deck	54385.100	-12.000	371.448	371.448
A	54395.100	-12.000	371.429	371.450
B	54405.100	-12.000	371.410	371.420
Cl Pier 1	54414.100	-12.000	371.392	371.392
C	54424.100	-12.000	371.371	371.403
D	54434.100	-12.000	371.349	371.395
E	54444.100	-12.000	371.326	371.349
Cl Pier 2	54453.100	-12.000	371.304	371.304
F	54463.100	-12.000	371.280	371.307
G	54473.100	-12.000	371.254	371.301
H	54483.100	-12.000	371.228	371.257
Cl Pier 3	54492.100	-12.000	371.203	371.203
I	54502.100	-12.000	371.175	371.188
J	54512.100	-12.000	371.146	371.164
S End of Deck	54521.100	-12.000	371.120	371.120
Bk S Abut	54521.600	-12.000	371.118	371.118

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk N Abut	54384.600	-2.000	371.605	371.605
N End of Deck	54385.100	-2.000	371.604	371.604
A	54395.100	-2.000	371.586	371.606
B	54405.100	-2.000	371.567	371.576
Cl Pier 1	54414.100	-2.000	371.548	371.548
C	54424.100	-2.000	371.527	371.559
D	54434.100	-2.000	371.505	371.552
E	54444.100	-2.000	371.482	371.506
Cl Pier 2	54453.100	-2.000	371.461	371.461
F	54463.100	-2.000	371.436	371.463
G	54473.100	-2.000	371.411	371.458
H	54483.100	-2.000	371.385	371.413
Cl Pier 3	54492.100	-2.000	371.360	371.360
I	54502.100	-2.000	371.332	371.345
J	54512.100	-2.000	371.303	371.322
S End of Deck	54521.100	-2.000	371.276	371.276
Bk S Abut	54521.600	-2.000	371.275	371.275

PLOT DATE = 10/26/2007  
 FILE NAME = \\bridge\lab-elevations-2.dgn  
 PLOT SCALE = 0.10000' / 1"  
 USER NAME = TFC

E-S

11-1-06

ILLINOIS DEPARTMENT OF TRANSPORTATION	
SHEET TITLE <b>TOP OF SLAB ELEVATIONS</b>	
PROJECT IL RTE. 142 OVER CONTRARY CREEK (SOUTH OVERFLOW) FAP ROUTE 776 SECTION (116BR-31B-1) HAMILTON COUNTY STATION 544+53.10 STRUCTURE NUMBER 033-0052	PROJECT NO. 06028 SCALE DATE 10/26/07 DRAWN BY TFG CHECKED BY CME/MCB DRAWING NO.
<b>COOMBE-BLOXDORF P.C.</b> Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703	
5 OF 21 SHTS	