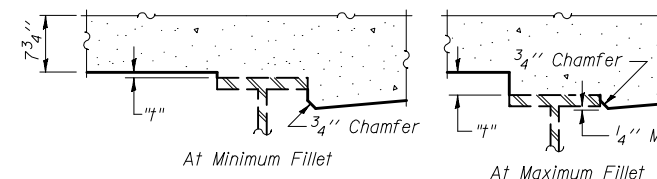


DEAD LOAD DEFLECTION DIAGRAM

(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 and grinding as shown below and on sheet 6 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 5 and 6 of 22. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 5 and 6 of 22, minus the 7/8" slab thickness, equals the fillet heights "t" above top flange of beams. The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 5 and 6 of 22. For deck grinding, see Special Provisions.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	4888.032	-25.833	696.099	696.120
☉ Brg. W. Abut.	4890.282	-25.833	696.100	696.121
A	4900.282	-25.833	696.101	696.127
B	4910.282	-25.833	696.099	696.126
C	4920.282	-25.833	696.093	696.115
☉ Pier 1	4933.532	-25.833	696.079	696.100
D	4943.532	-25.833	696.064	696.100
E	4953.532	-25.833	696.044	696.094
F	4963.532	-25.833	696.021	696.080
G	4973.532	-25.833	695.993	696.048
H	4983.532	-25.833	695.962	696.004
I	4993.532	-25.833	695.927	695.956
☉ Pier 2	5000.782	-25.833	695.898	695.919
J	5010.782	-25.833	695.856	695.889
K	5020.782	-25.833	695.810	695.855
L	5030.782	-25.833	695.759	695.818
M	5040.782	-25.833	695.705	695.762
N	5050.782	-25.833	695.647	695.694
O	5060.782	-25.833	695.584	695.617
☉ Pier 3	5068.032	-25.833	695.537	695.558
P	5078.032	-25.833	695.468	695.489
Q	5088.032	-25.833	695.394	695.420
R	5098.032	-25.833	695.317	695.343
☉ Brg. E. Abut.	5109.532	-25.833	695.223	695.244
Bk. E. Abut.	5111.782	-25.833	695.204	695.225

BEAM 2

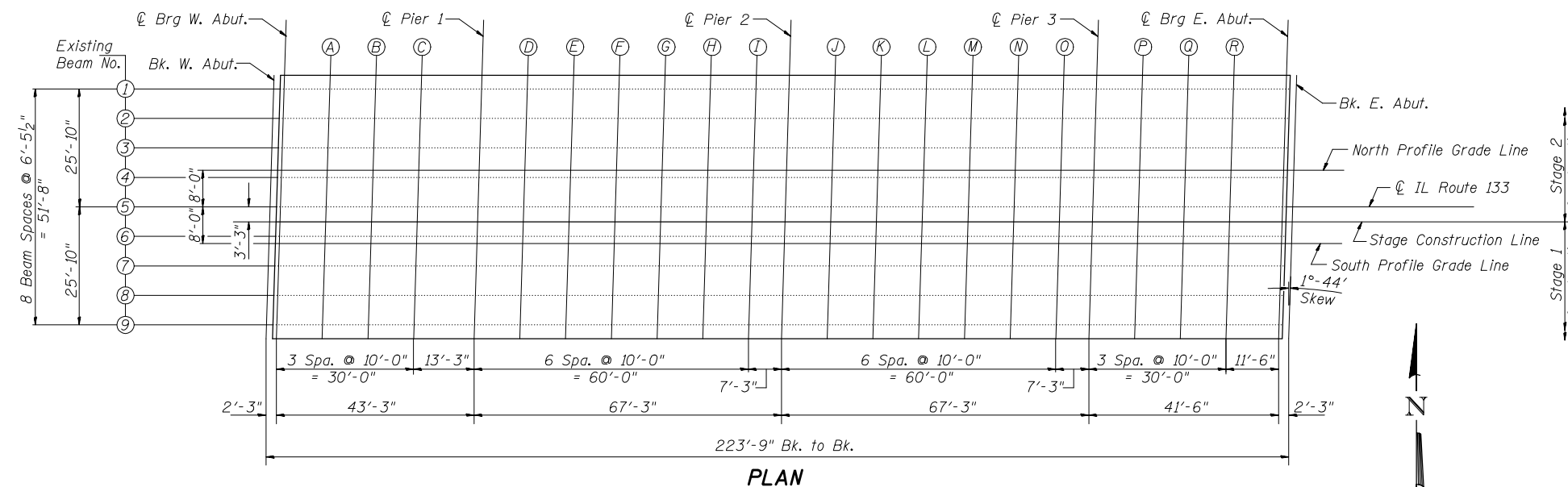
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	4887.836	-19.375	696.219	696.240
☉ Brg. W. Abut.	4890.086	-19.375	696.220	696.241
A	4900.086	-19.375	696.222	696.248
B	4910.086	-19.375	696.220	696.246
C	4920.086	-19.375	696.214	696.236
☉ Pier 1	4933.336	-19.375	696.200	696.221
D	4943.336	-19.375	696.185	696.221
E	4953.336	-19.375	696.165	696.215
F	4963.336	-19.375	696.142	696.201
G	4973.336	-19.375	696.115	696.169
H	4983.336	-19.375	696.083	696.126
I	4993.336	-19.375	696.048	696.078
☉ Pier 2	5000.586	-19.375	696.020	696.041
J	5010.586	-19.375	695.978	696.011
K	5020.586	-19.375	695.931	695.977
L	5030.586	-19.375	695.881	695.939
M	5040.586	-19.375	695.827	695.884
N	5050.586	-19.375	695.769	695.816
O	5060.586	-19.375	695.706	695.739
☉ Pier 3	5067.836	-19.375	695.659	695.680
P	5077.836	-19.375	695.590	695.611
Q	5087.836	-19.375	695.517	695.542
R	5097.836	-19.375	695.439	695.466
☉ Brg. E. Abut.	5109.336	-19.375	695.346	695.367
Bk. E. Abut.	5111.586	-19.375	695.327	695.348

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	4887.641	-12.916	696.320	696.341
☉ Brg. W. Abut.	4889.891	-12.916	696.321	696.342
A	4899.891	-12.916	696.323	696.349
B	4909.891	-12.916	696.321	696.347
C	4919.891	-12.916	696.315	696.337
☉ Pier 1	4933.141	-12.916	696.301	696.322
D	4943.141	-12.916	696.286	696.322
E	4953.141	-12.916	696.267	696.317
F	4963.141	-12.916	696.243	696.303
G	4973.141	-12.916	696.216	696.271
H	4983.141	-12.916	696.185	696.227
I	4993.141	-12.916	696.150	696.180
☉ Pier 2	5000.391	-12.916	696.122	696.143
J	5010.391	-12.916	696.079	696.113
K	5020.391	-12.916	696.033	696.079
L	5030.391	-12.916	695.983	696.041
M	5040.391	-12.916	695.929	695.986
N	5050.391	-12.916	695.871	695.918
O	5060.391	-12.916	695.809	695.841
☉ Pier 3	5067.641	-12.916	695.761	695.782
P	5077.641	-12.916	695.692	695.713
Q	5087.641	-12.916	695.619	695.645
R	5097.641	-12.916	695.542	695.568
☉ Brg. E. Abut.	5109.141	-12.916	695.448	695.469
Bk. E. Abut.	5111.391	-12.916	695.429	695.450

NORTH PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	4887.492	-8.000	696.397	696.418
☉ Brg. W. Abut.	4889.742	-8.000	696.398	696.419
A	4899.742	-8.000	696.400	696.426
B	4909.742	-8.000	696.398	696.424
C	4919.742	-8.000	696.392	696.414
☉ Pier 1	4932.992	-8.000	696.378	696.399
D	4942.992	-8.000	696.363	696.400
E	4952.992	-8.000	696.344	696.394
F	4962.992	-8.000	696.321	696.380
G	4972.992	-8.000	696.293	696.348
H	4982.992	-8.000	696.262	696.305
I	4992.992	-8.000	696.227	696.257
☉ Pier 2	5000.242	-8.000	696.199	696.220
J	5010.242	-8.000	696.157	696.190
K	5020.242	-8.000	696.111	696.157
L	5030.242	-8.000	696.061	696.119
M	5040.242	-8.000	696.007	696.063
N	5050.242	-8.000	695.949	695.996
O	5060.242	-8.000	695.886	695.919
☉ Pier 3	5067.492	-8.000	695.839	695.860
P	5077.492	-8.000	695.770	695.791
Q	5087.492	-8.000	695.697	695.723
R	5097.492	-8.000	695.620	695.646
☉ Brg. E. Abut.	5108.992	-8.000	695.526	695.547
Bk. E. Abut.	5111.242	-8.000	695.508	695.529



PLAN

DESIGNED	Ruben V. Boehler
CHECKED	Tim S. Howard
DRAWN	Nicole L. Darling
CHECKED	Michael D. Cummins

E-S 4-30-97

Work this sheet with sheet 6 of 22.

TOP OF SLAB ELEVATIONS

IL ROUTE 133 OVER I-57
F.A.I. ROUTE 57 SECTION (15,21-25HB-2)BR
DOUGLAS COUNTY
STA. 1492+76.53
S.N. 021-0024

CUMMINS ENGINEERING CORPORATION	JOB #: 2114 FILE: 2114SLAB DATE: 10/24/06
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