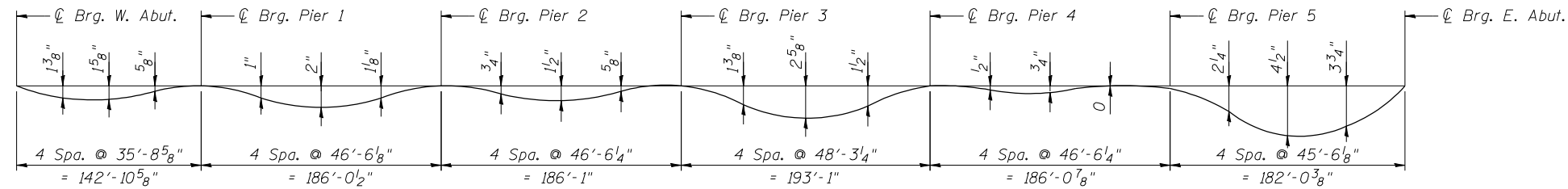


**GIRDER 7**



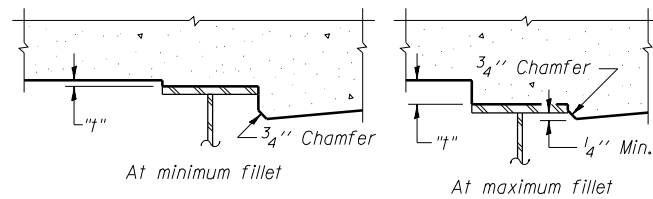
**DEAD LOAD DEFLECTION DIAGRAM**

(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 on this sheet and on sheets 17 thru 21 of 113.

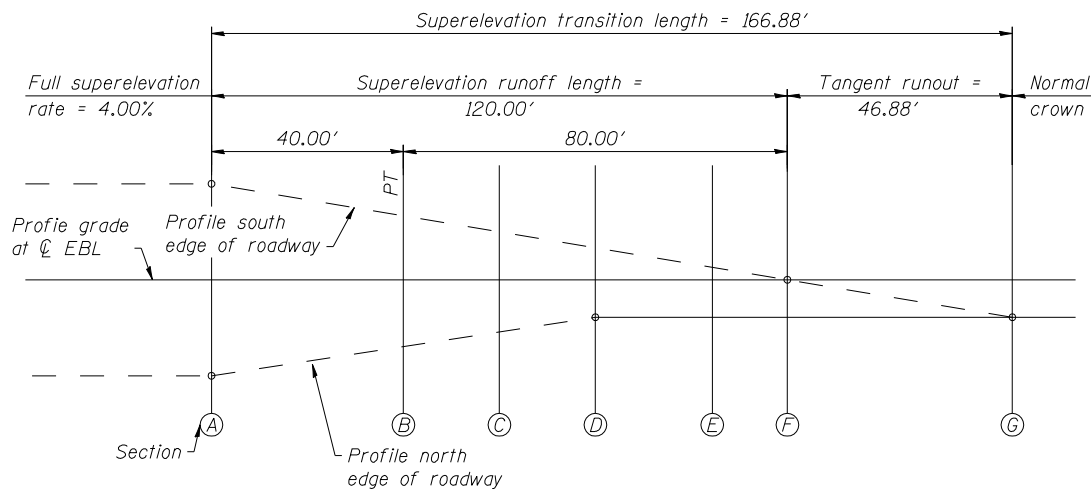
The deflections are based on the required deck pouring sequence shown on sheet 32 of 113.



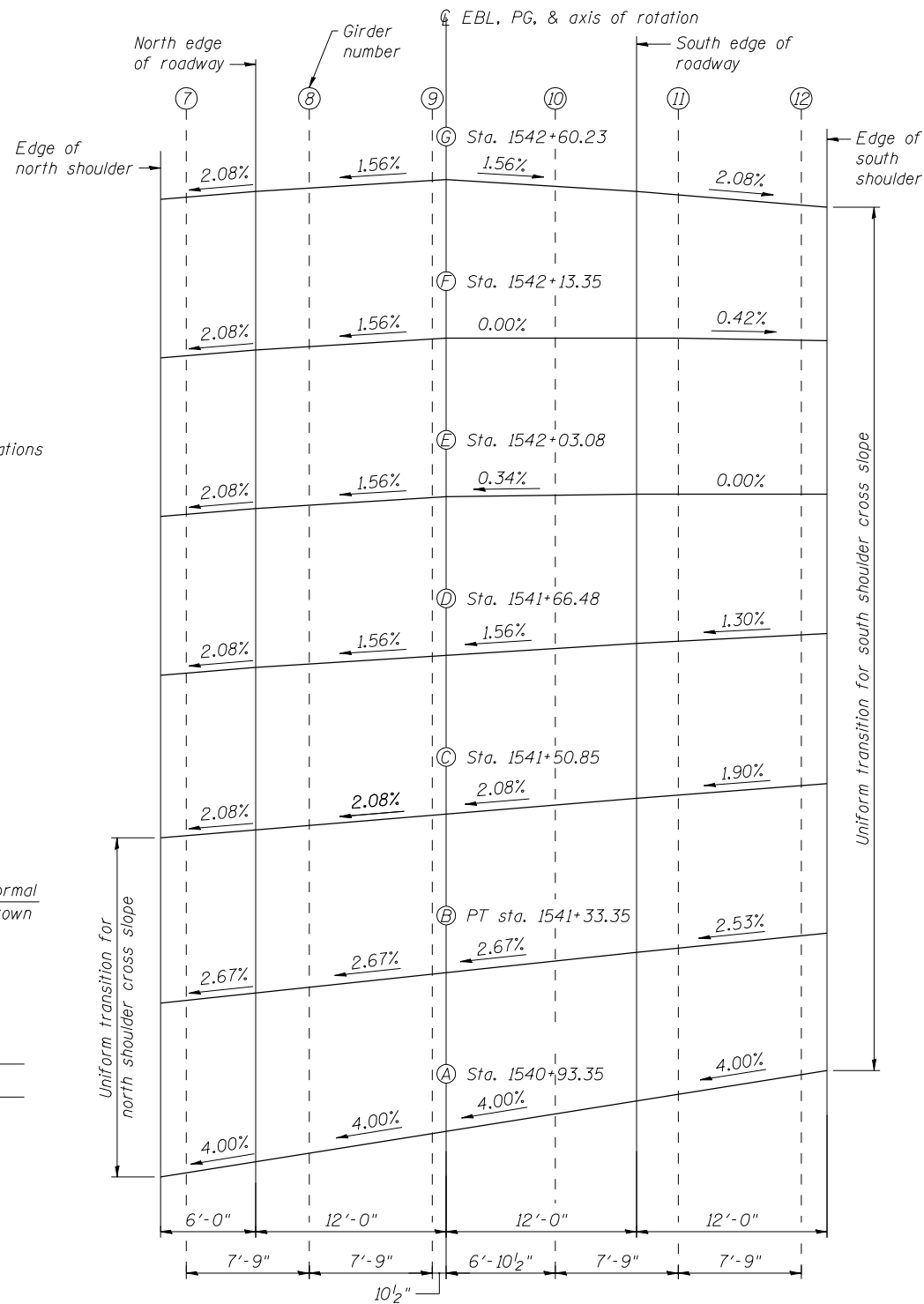
To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheet 15 of 113. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on this sheet and on sheets 17 thru 21 of 113, minus 8<sup>1</sup>/<sub>4</sub>" deck thickness, equals the fillet heights "t" above top flange of girders.

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 this sheet and sheets 17 thru 21 of 113. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**



**SUPERELEVATION TRANSITION PROFILES**



**SUPERELEVATION TRANSITION SECTIONS**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	1538+49.22	16.38	496.88	496.90
Expansion Jt.	1538+52.24	16.38	496.90	496.92
W. end of deck	1538+52.75	16.38	496.90	496.92
Brig. W. Abut.	1538+54.15	16.38	496.91	496.93
1A	1538+64.18	16.38	496.96	497.02
1B	1538+74.21	16.38	497.02	497.11
1C	1538+84.24	16.38	497.07	497.19
1D	1538+94.27	16.38	497.13	497.27
1E	1539+04.30	16.38	497.18	497.34
1F	1539+14.33	16.38	497.24	497.40
1G	1539+24.36	16.38	497.29	497.45
1H	1539+34.38	16.38	497.35	497.49
1I	1539+44.41	16.38	497.40	497.52
1J	1539+54.44	16.38	497.46	497.55
1K	1539+64.47	16.38	497.51	497.58
1L	1539+74.50	16.38	497.57	497.61
1M	1539+84.53	16.38	497.62	497.65
Brig. Pier 1	1539+97.45	16.38	497.70	497.72
2A	1540+07.48	16.38	497.75	497.78
2B	1540+17.51	16.38	497.81	497.85
2C	1540+27.54	16.38	497.86	497.92
2D	1540+37.56	16.38	497.92	498.00
2E	1540+47.59	16.38	497.97	498.09
2F	1540+57.62	16.38	498.03	498.17
2G	1540+67.65	16.38	498.08	498.24
2H	1540+77.68	16.38	498.14	498.32
2I	1540+87.71	16.38	498.19	498.38
2J	1540+97.74	16.38	498.27	498.46
2K	1541+07.77	16.38	498.38	498.56
2L	1541+17.80	16.38	498.49	498.66
2M	1541+27.83	16.38	498.60	498.74
2N	1541+37.84	16.38	498.71	498.83
2O	1541+47.84	16.38	498.82	498.91
2P	1541+57.84	16.38	498.92	498.98
2Q	1541+67.84	16.38	499.01	499.05
2R	1541+77.84	16.38	499.06	499.09
Brig. Pier 2	1541+83.88	16.38	499.10	499.12
3A	1541+93.88	16.38	499.15	499.18
3B	1542+03.88	16.38	499.21	499.24
3C	1542+13.88	16.38	499.26	499.31
3D	1542+23.88	16.38	499.32	499.38
3E	1542+33.88	16.38	499.37	499.46
3F	1542+43.88	16.38	499.42	499.53
3G	1542+53.88	16.38	499.47	499.59
3H	1542+63.88	16.38	499.51	499.65
3I	1542+73.88	16.38	499.55	499.69
3J	1542+83.88	16.38	499.58	499.73
3K	1542+93.88	16.38	499.62	499.75
3L	1543+03.88	16.38	499.64	499.76
3M	1543+13.88	16.38	499.67	499.77
3N	1543+23.88	16.38	499.69	499.76
3O	1543+33.88	16.38	499.70	499.76
3P	1543+43.88	16.38	499.72	499.75
3Q	1543+53.88	16.38	499.73	499.75
3R	1543+63.88	16.38	499.73	499.75



USER NAME = has	DESIGNED - RDP/ELH 08/13	REVISED -
ESCA PROJECT NO. 1070.09	CHECKED - ELH 08/13	REVISED -
	DRAWN - DWH 08/13	REVISED -
PLOT DATE = 1/28/2014 11:18:36 AM	CHECKED - ELH 08/13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - EB  
STRUCTURE NO. 026-0107**

SHEET NO. 16 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	96
CONTRACT NO. 74175			ILLINOIS FED. AID PROJECT	