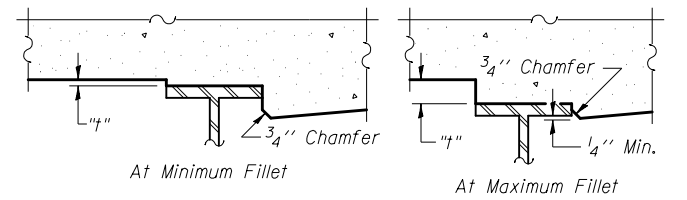


B & P.G.L. W.B. STONY ISLAND CONNECTOR (RAMP Q)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut 1	1705+56.86	0.00	598.63	598.63
☉ Brg. Abut. 1	1705+57.77	0.00	598.67	598.67
A	1705+67.77	0.00	599.03	599.05
B	1705+77.77	0.00	599.39	599.43
C	1705+87.77	0.00	599.75	599.80
D	1705+97.77	0.00	600.11	600.16
E	1706+07.77	0.00	600.48	600.51
F	1706+17.77	0.00	600.84	600.86
G	1706+27.77	0.00	601.20	601.21
☉ Pier 1	1706+38.02	0.00	601.57	601.57
H	1706+48.02	0.00	601.93	601.94
I	1706+58.02	0.00	602.29	602.31
J	1706+68.02	0.00	602.65	602.69
K	1706+78.02	0.00	603.02	603.07
L	1706+88.02	0.00	603.38	603.43
M	1706+98.02	0.00	603.74	603.79
N	1707+08.02	0.00	604.10	604.14
O	1707+18.02	0.00	604.46	604.48
P	1707+28.02	0.00	604.82	604.83
☉ Pier 2	1707+38.27	0.00	605.20	605.20
Q	1707+48.27	0.00	605.56	605.56
R	1707+58.27	0.00	605.92	605.94
S	1707+68.27	0.00	606.28	606.32
T	1707+78.27	0.00	606.64	606.69
U	1707+88.27	0.00	607.00	607.05
V	1707+98.27	0.00	607.36	607.41
W	1708+08.27	0.00	607.73	607.75
☉ Brg. Pier 3 S	1708+17.77	0.00	608.07	608.07
☉ Pier 3	1708+18.52	0.00	608.10	608.10

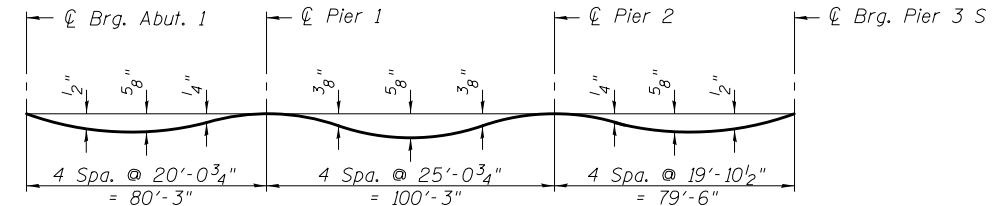
GIRDER G4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Abut 1	1705+56.86	2.58	598.58	598.58
☉ Brg. Abut. 1	1705+57.77	2.58	598.62	598.62
A	1705+67.77	2.58	598.98	599.00
B	1705+77.77	2.58	599.34	599.38
C	1705+87.77	2.58	599.70	599.75
D	1705+97.77	2.58	600.06	600.11
E	1706+07.77	2.58	600.42	600.46
F	1706+17.77	2.58	600.79	600.81
G	1706+27.77	2.58	601.15	601.15
☉ Pier 1	1706+38.02	2.58	601.52	601.52
H	1706+48.02	2.58	601.88	601.89
I	1706+58.02	2.58	602.24	602.26
J	1706+68.02	2.58	602.60	602.64
K	1706+78.02	2.58	602.96	603.02
L	1706+88.02	2.58	603.33	603.39
M	1706+98.02	2.58	603.70	603.75
N	1707+08.02	2.58	604.07	604.11
O	1707+18.02	2.58	604.44	604.46
P	1707+28.02	2.58	604.81	604.82
☉ Pier 2	1707+38.27	2.58	605.19	605.19
Q	1707+48.27	2.58	605.56	605.57
R	1707+58.27	2.58	605.94	605.96
S	1707+68.27	2.58	606.31	606.34
T	1707+78.27	2.58	606.68	606.73
U	1707+88.27	2.58	607.05	607.10
V	1707+98.27	2.58	607.42	607.46
W	1708+08.27	2.58	607.79	607.81
☉ Brg. Pier 3 S	1708+17.77	2.58	608.14	608.14
☉ Pier 3	1708+18.52	2.58	608.17	608.17



To determine "t": After all bearings have been replaced, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet S-5. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



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 on sheets S-8 thru S-9 of S-83.

2/26/05 PM

12/7/2012

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BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbainc.com

USER NAME =	DESIGNED - TL	REVISED -
PLOT SCALE =	CHECKED - BAK	REVISED -
PLOT DATE = 11/08/2012	DRAWN - MTR	REVISED -
	CHECKED - BAK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II - UNIT 1
STRUCTURE NO. 016-2437

SHEET NO. S-9 OF S-83 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2012-060-BR	COOK	285	172
CONTRACT NO. 60V61				
ILLINOIS FED. AID PROJECT				