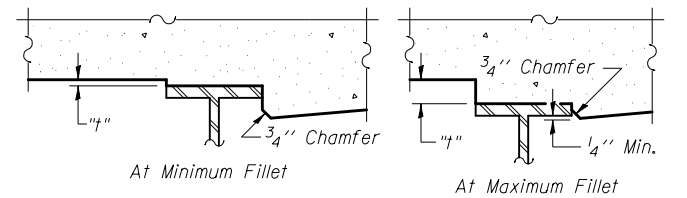


B & P.G.L. W.B. STONY ISLAND CONNECTOR (RAMP Q)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 6	1710+79.84	0.00	617.55	617.55
☉ Brg. Pier 6 N	1710+80.59	0.00	617.58	617.58
A	1710+90.59	0.00	617.94	617.98
B	1711+00.59	0.00	618.30	618.37
C	1711+10.59	0.00	618.66	618.75
D	1711+20.59	0.00	619.02	619.11
E	1711+30.59	0.00	619.38	619.46
F	1711+40.59	0.00	619.75	619.81
G	1711+50.59	0.00	620.11	620.14
H	1711+60.59	0.00	620.47	620.48
I	1711+70.59	0.00	620.83	620.83
J	1711+80.59	0.00	621.19	621.19
☉ Pier 7	1711+86.40	0.00	621.40	621.40
K	1711+96.40	0.00	621.76	621.79
L	1712+06.40	0.00	622.13	622.19
M	1712+16.40	0.00	622.49	622.59
N	1712+26.40	0.00	622.85	622.99
O	1712+36.40	0.00	623.21	623.39
P	1712+46.40	0.00	623.57	623.78
Q	1712+56.40	0.00	623.93	624.15
R	1712+66.40	0.00	624.30	624.52
S	1712+76.40	0.00	624.66	624.87
T	1712+86.40	0.00	625.02	625.20
U	1712+96.40	0.00	625.38	625.53
V	1713+06.40	0.00	625.74	625.85
W	1713+16.40	0.00	626.10	626.17
X	1713+26.40	0.00	626.45	626.48
☉ Pier 8	1713+33.77	0.00	626.70	626.70
Y	1713+43.77	0.00	627.02	627.00
Z	1713+53.77	0.00	627.33	627.30
AA	1713+63.77	0.00	627.63	627.59
AB	1713+73.77	0.00	627.91	627.87
AC	1713+83.77	0.00	628.17	628.14
AD	1713+93.77	0.00	628.42	628.39
AE	1714+03.77	0.00	628.66	628.63
AF	1714+13.77	0.00	628.88	628.86
AG	1714+23.77	0.00	629.08	629.07
☉ Pier 9	1714+31.70	0.00	629.24	629.24
AH	1714+41.70	0.00	629.42	629.44
AI	1714+51.70	0.00	629.58	629.64
AJ	1714+61.70	0.00	629.73	629.82
AK	1714+71.70	0.00	629.87	629.97
AL	1714+81.70	0.00	629.99	630.10
AM	1714+91.70	0.00	630.09	630.19
AN	1715+01.70	0.00	630.18	630.25
AO	1715+11.70	0.00	630.26	630.29
☉ Brg. Pier 10 S	1715+17.08	0.00	630.30	630.30
☉ Pier 10	1715+17.91	0.00	630.30	630.30

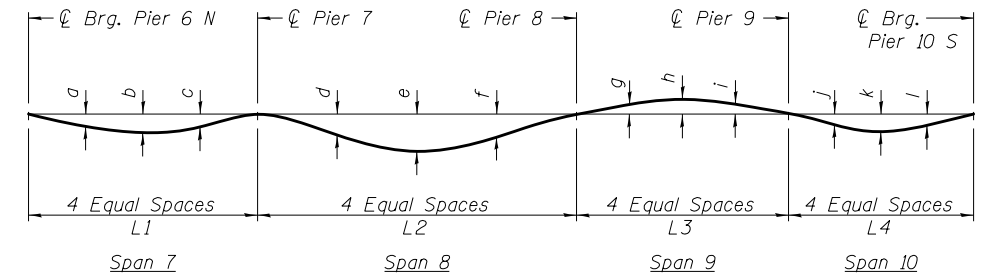
GIRDER G4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 6	1710+79.84	2.58	617.70	617.70
☉ Brg. Pier 6 N	1710+80.59	2.58	617.73	617.73
A	1710+90.59	2.58	618.09	618.13
B	1711+00.59	2.58	618.45	618.52
C	1711+10.59	2.58	618.82	618.90
D	1711+20.59	2.58	619.18	619.27
E	1711+30.59	2.58	619.54	619.62
F	1711+40.59	2.58	619.90	619.96
G	1711+50.59	2.58	620.26	620.30
H	1711+60.59	2.58	620.62	620.64
I	1711+70.59	2.58	620.99	620.98
J	1711+80.59	2.58	621.35	621.34
☉ Pier 7	1711+86.40	2.58	621.56	621.56
K	1711+96.40	2.58	621.92	621.94
L	1712+06.40	2.58	622.28	622.34
M	1712+16.40	2.58	622.64	622.74
N	1712+26.40	2.58	623.00	623.14
O	1712+36.40	2.58	623.37	623.54
P	1712+46.40	2.58	623.73	623.93
Q	1712+56.40	2.58	624.09	624.31
R	1712+66.40	2.58	624.45	624.67
S	1712+76.40	2.58	624.81	625.02
T	1712+86.40	2.58	625.17	625.36
U	1712+96.40	2.58	625.54	625.68
V	1713+06.40	2.58	625.90	626.01
W	1713+16.40	2.58	626.26	626.32
X	1713+26.40	2.58	626.61	626.63
☉ Pier 8	1713+33.77	2.58	626.85	626.85
Y	1713+43.77	2.58	627.18	627.16
Z	1713+53.77	2.58	627.49	627.45
AA	1713+63.77	2.58	627.78	627.74
AB	1713+73.77	2.58	628.06	628.03
AC	1713+83.77	2.58	628.33	628.29
AD	1713+93.77	2.58	628.58	628.55
AE	1714+03.77	2.58	628.81	628.79
AF	1714+13.77	2.58	629.03	629.01
AG	1714+23.77	2.58	629.24	629.23
☉ Pier 9	1714+31.70	2.58	629.39	629.39
AH	1714+41.70	2.58	629.57	629.60
AI	1714+51.70	2.58	629.74	629.80
AJ	1714+61.70	2.58	629.89	629.98
AK	1714+71.70	2.58	629.99	630.13
AL	1714+81.70	2.58	630.14	630.25
AM	1714+91.70	2.58	630.25	630.35
AN	1715+01.70	2.58	630.34	630.41
AO	1715+11.70	2.58	630.42	630.44
☉ Brg. Pier 10 S	1715+17.08	2.58	630.45	630.45
☉ Pier 10	1715+17.91	2.58	630.46	630.46



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-6. 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-12 thru S-13 of S-83.

DEAD LOAD DEFLECTION TABLE

	Span 7			Span 8			Span 9			Span 10						
	a	b	c	L1	d	e	f	L2	g	h	i	L3	j	k	l	L4
Girder 1	7/8"	7/8"	3/8"	102'-2 1/2"	3/4"	1 3/8"	7/8"	142'-4 1/16"	0	1/8"	1/8"	94'-7 7/16"	3/8"	3/4"	5/8"	82'-6 9/16"
Girder 2	7/8"	7/8"	1/4"	103'-6 7/8"	1"	1 3/4"	1 1/8"	144'-3 5/16"	- 1/8"	- 1/8"	- 1/8"	95'-10 7/16"	1/2"	7/8"	3/4"	83'-7 13/16"
Girder 3	7/8"	7/8"	1/4"	104'-11 3/16"	1 1/4"	2 1/8"	1 3/8"	146'-1 7/8"	- 1/4"	- 1/4"	- 1/4"	97'-1 7/16"	5/8"	1 1/8"	7/8"	84'-9"
Girder 4	1"	7/8"	1/8"	106'-3 1/2"	1 1/2"	2 3/4"	1 3/4"	148'-0 7/16"	- 3/8"	- 3/8"	- 1/4"	98'-4 7/16"	3/4"	1 3/8"	1"	85'-10 3/16"

2/26/06 PM

12/7/2012

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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 VI - UNIT 3
STRUCTURE NO. 016-2437

SHEET NO. S-13 OF S-83 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2012-060-BR	COOK	285	176
CONTRACT NO. 60V61				
ILLINOIS FED. AID PROJECT				