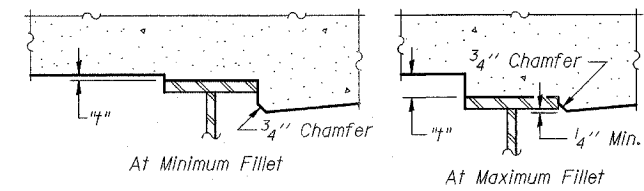


DEAD LOAD DEFLECTION DIAGRAM

(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 below and on Sheets 5 and 7 of 26.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

GIRDER 2

GIRDER 3

LOCAL TANGENT

PROPOSED STRUCTURE

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|---------|------------------------------|--|
| Bk. W. Abut. | 101774.232 | -12.773 | 542.029 | 542.029 |
| ¢ Brg. W. Abut. | 101776.562 | -12.746 | 542.029 | 542.029 |
| A | 101786.551 | -12.634 | 542.027 | 542.064 |
| B | 101796.539 | -12.531 | 542.025 | 542.092 |
| C | 101806.528 | -12.436 | 542.024 | 542.111 |
| D | 101816.517 | -12.350 | 542.023 | 542.121 |
| E | 101826.506 | -12.273 | 542.021 | 542.119 |
| F | 101836.495 | -12.204 | 542.020 | 542.108 |
| G | 101846.484 | -12.145 | 542.019 | 542.090 |
| H | 101856.473 | -12.094 | 542.019 | 542.067 |
| I | 101866.463 | -12.051 | 542.018 | 542.044 |
| J | 101876.452 | -12.018 | 542.017 | 542.025 |
| ¢ Pier | 101886.941 | -11.992 | 542.017 | 542.017 |
| K | 101896.931 | -11.976 | 542.017 | 542.024 |
| L | 101906.920 | -11.969 | 542.017 | 542.041 |
| M | 101916.910 | -11.971 | 542.017 | 542.064 |
| N | 101926.899 | -11.982 | 542.017 | 542.086 |
| O | 101936.889 | -12.001 | 542.017 | 542.105 |
| P | 101946.878 | -12.029 | 542.018 | 542.115 |
| Q | 101956.868 | -12.065 | 542.018 | 542.116 |
| R | 101966.857 | -12.111 | 542.019 | 542.107 |
| S | 101976.846 | -12.165 | 542.020 | 542.086 |
| T | 101986.835 | -12.228 | 542.021 | 542.059 |
| ¢ Brg. E. Abut. | 101997.324 | -12.303 | 542.022 | 542.022 |
| Bk. E. Abut. | 101999.654 | -12.321 | 542.022 | 542.022 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 101774.137 | -4.774 | 541.904 | 541.904 |
| ¢ Brg. W. Abut. | 101776.469 | -4.746 | 541.904 | 541.904 |
| A | 101786.465 | -4.634 | 541.902 | 541.939 |
| B | 101796.460 | -4.531 | 541.901 | 541.967 |
| C | 101806.456 | -4.436 | 541.899 | 541.987 |
| D | 101816.451 | -4.350 | 541.898 | 541.996 |
| E | 101826.447 | -4.273 | 541.897 | 541.994 |
| F | 101836.443 | -4.205 | 541.896 | 541.984 |
| G | 101846.440 | -4.145 | 541.895 | 541.965 |
| H | 101856.436 | -4.094 | 541.894 | 541.942 |
| I | 101866.432 | -4.052 | 541.893 | 541.919 |
| J | 101876.429 | -4.018 | 541.893 | 541.900 |
| ¢ Pier | 101886.925 | -3.992 | 541.892 | 541.892 |
| K | 101896.922 | -3.976 | 541.892 | 541.899 |
| L | 101906.918 | -3.969 | 541.892 | 541.916 |
| M | 101916.915 | -3.971 | 541.892 | 541.939 |
| N | 101926.911 | -3.982 | 541.892 | 541.962 |
| O | 101936.908 | -4.001 | 541.892 | 541.980 |
| P | 101946.904 | -4.029 | 541.893 | 541.990 |
| Q | 101956.900 | -4.065 | 541.893 | 541.992 |
| R | 101966.897 | -4.111 | 541.894 | 541.982 |
| S | 101976.893 | -4.165 | 541.895 | 541.963 |
| T | 101986.889 | -4.228 | 541.896 | 541.934 |
| ¢ Brg. E. Abut. | 101997.385 | -4.303 | 541.897 | 541.897 |
| Bk. E. Abut. | 101999.717 | -4.321 | 541.897 | 541.897 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 101774.090 | -0.805 | 541.843 | 541.843 |
| ¢ Brg. W. Abut. | 101776.423 | -0.778 | 541.842 | 541.842 |
| A | 101786.422 | -0.666 | 541.840 | 541.877 |
| B | 101796.421 | -0.562 | 541.839 | 541.905 |
| C | 101806.420 | -0.467 | 541.837 | 541.925 |
| D | 101816.419 | -0.381 | 541.836 | 541.934 |
| E | 101826.418 | -0.304 | 541.835 | 541.933 |
| F | 101836.418 | -0.236 | 541.834 | 541.922 |
| G | 101846.418 | -0.176 | 541.833 | 541.903 |
| H | 101856.417 | -0.125 | 541.832 | 541.880 |
| I | 101866.417 | -0.083 | 541.831 | 541.857 |
| J | 101876.417 | -0.049 | 541.831 | 541.838 |
| ¢ Pier | 101886.917 | -0.023 | 541.830 | 541.830 |
| K | 101896.917 | -0.007 | 541.830 | 541.837 |
| L | 101906.917 | 0.000 | 541.830 | 541.855 |
| M | 101916.917 | -0.002 | 541.830 | 541.877 |
| N | 101926.917 | -0.013 | 541.830 | 541.900 |
| O | 101936.917 | -0.032 | 541.830 | 541.918 |
| P | 101946.917 | -0.060 | 541.831 | 541.928 |
| Q | 101956.917 | -0.096 | 541.832 | 541.930 |
| R | 101966.917 | -0.142 | 541.832 | 541.920 |
| S | 101976.916 | -0.196 | 541.833 | 541.901 |
| T | 101986.916 | -0.259 | 541.834 | 541.872 |
| ¢ Brg. E. Abut. | 101997.415 | -0.334 | 541.835 | 541.835 |
| Bk. E. Abut. | 101999.748 | -0.352 | 541.835 | 541.835 |

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|-----------------|------------|--------|------------------------------|--|
| Bk. W. Abut. | 101774.085 | -0.383 | 541.836 | 541.836 |
| ¢ Brg. W. Abut. | 101776.418 | -0.356 | 541.836 | 541.836 |
| A | 101786.417 | -0.244 | 541.834 | 541.870 |
| B | 101796.417 | -0.140 | 541.832 | 541.899 |
| C | 101806.416 | -0.045 | 541.831 | 541.918 |
| D | 101816.416 | 0.040 | 541.829 | 541.927 |
| E | 101826.415 | 0.118 | 541.828 | 541.926 |
| F | 101836.415 | 0.186 | 541.827 | 541.915 |
| G | 101846.415 | 0.246 | 541.826 | 541.897 |
| H | 101856.415 | 0.297 | 541.825 | 541.874 |
| I | 101866.416 | 0.339 | 541.825 | 541.850 |
| J | 101876.416 | 0.373 | 541.824 | 541.832 |
| ¢ Pier | 101886.916 | 0.399 | 541.824 | 541.824 |
| K | 101896.917 | 0.415 | 541.824 | 541.830 |
| L | 101906.917 | 0.422 | 541.823 | 541.848 |
| M | 101916.917 | 0.420 | 541.823 | 541.871 |
| N | 101926.918 | 0.409 | 541.824 | 541.893 |
| O | 101936.918 | 0.390 | 541.824 | 541.911 |
| P | 101946.918 | 0.362 | 541.824 | 541.922 |
| Q | 101956.918 | 0.326 | 541.825 | 541.923 |
| R | 101966.919 | 0.280 | 541.826 | 541.914 |
| S | 101976.919 | 0.226 | 541.826 | 541.894 |
| T | 101986.919 | 0.163 | 541.827 | 541.866 |
| ¢ Brg. E. Abut. | 101997.419 | 0.088 | 541.829 | 541.829 |
| Bk. E. Abut. | 101999.751 | 0.070 | 541.829 | 541.829 |

Work this sheet with Sheets 5 and 7 of 26.

| | | | |
|---|---|------------------------|-------------|
| SHEET TITLE | | TOP OF SLAB ELEVATIONS | |
| PROJECT | IL RTE. 32/33 OVER LITTLE WABASH RIVER OVERFLOW F.A.P. RTE. 774 SECTION 107BY-1 EFFINGHAM COUNTY STATION 1018+86.92 STRUCTURE NO. 025-0077 | PROJECT NO. | 02017 |
| SCALE | | DATE | |
| DRAWN BY | TFG | CHECKED BY | KPS/CME/MCB |
| COOMBE-BLOXDORF P.C. Engineers/Land Surveyors Springfield, Illinois Design Firm License No. 184-002703 | | DRAWING NO. | 6 |
| | | OF 26 SHTS | |