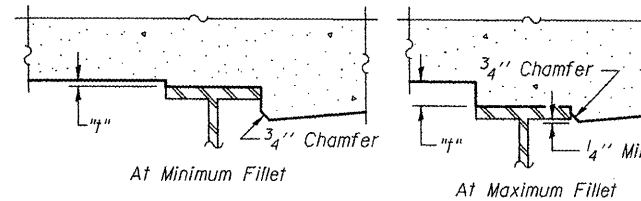
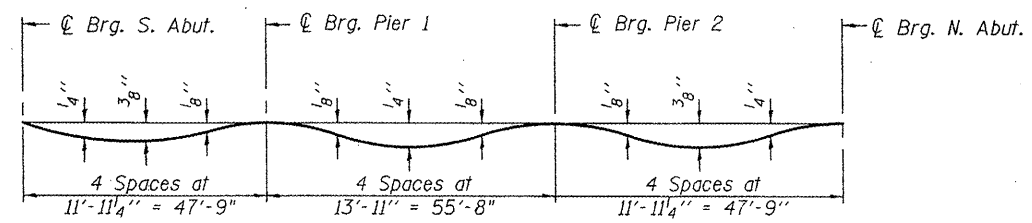


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROUTE NO.	SECTION	COUNTY	SHEET	DATE	SHEET NO.
FAS 1360	65-BR	WOODFORD	39	17	19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		
Contract # 68530					



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.

To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 3 and 4 of 19, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	9.000	693.730	693.730
☉ BRG. S. ABUT.	1116+11.417	9.000	693.730	693.730
A	1116+21.417	9.000	693.730	693.751
B	1116+31.417	9.000	693.730	693.760
C	1116+41.417	9.000	693.730	693.753
D	1116+51.417	9.000	693.730	693.738
☉ BRG. PIER 1	1116+59.167	9.000	693.730	693.730
E	1116+69.167	9.000	693.730	693.736
F	1116+79.167	9.000	693.730	693.747
G	1116+89.167	9.000	693.730	693.750
H	1116+99.167	9.000	693.730	693.743
I	1117+09.167	9.000	693.730	693.732
☉ BRG. PIER 2	1117+14.833	9.000	693.730	693.730
J	1117+24.833	9.000	693.730	693.741
K	1117+34.833	9.000	693.730	693.756
L	1117+44.833	9.000	693.730	693.759
M	1117+54.833	9.000	693.730	693.747
☉ BRG. N. ABUT.	1117+62.583	9.000	693.730	693.730
BK. N. ABUT.	1117+63.833	9.000	693.730	693.730

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. S. ABUT.	1116+10.167	15.000	693.620	693.620
☉ BRG. S. ABUT.	1116+11.417	15.000	693.620	693.620
A	1116+21.417	15.000	693.620	693.641
B	1116+31.417	15.000	693.620	693.650
C	1116+41.417	15.000	693.620	693.644
D	1116+51.417	15.000	693.620	693.628
☉ BRG. PIER 1	1116+59.167	15.000	693.620	693.620
E	1116+69.167	15.000	693.620	693.627
F	1116+79.167	15.000	693.620	693.637
G	1116+89.167	15.000	693.620	693.641
H	1116+99.167	15.000	693.620	693.633
I	1117+09.167	15.000	693.620	693.622
☉ BRG. PIER 2	1117+14.833	15.000	693.620	693.620
J	1117+24.833	15.000	693.620	693.632
K	1117+34.833	15.000	693.620	693.646
L	1117+44.833	15.000	693.620	693.649
M	1117+54.833	15.000	693.620	693.637
☉ BRG. N. ABUT.	1117+62.583	15.000	693.620	693.620
BK. N. ABUT.	1117+63.833	15.000	693.620	693.620

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	-12.000	693.68	693.68
APPR. 1	1115+90.167	-12.000	693.68	693.68
APPR. 2	1116+00.167	-12.000	693.68	693.68
BK. S. ABUT.	1116+10.167	-12.000	693.68	693.68
BK. N. ABUT.	1117+63.833	-12.000	693.68	693.68
APPR. 3	1117+73.833	-12.000	693.68	693.68
APPR. 4	1117+83.833	-12.000	693.68	693.68
END N. APPR.	1117+93.833	-12.000	693.68	693.68

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	0.000	693.870	693.870
APPR. 1	1115+90.167	0.000	693.870	693.870
APPR. 2	1116+00.167	0.000	693.870	693.870
BK. S. ABUT.	1116+10.167	0.000	693.870	693.870
BK. N. ABUT.	1117+63.833	0.000	693.870	693.870
APPR. 3	1117+73.833	0.000	693.870	693.870
APPR. 4	1117+83.833	0.000	693.870	693.870
END N. APPR.	1117+93.833	0.000	693.870	693.870

EAST EDGE OF PAVEMENT

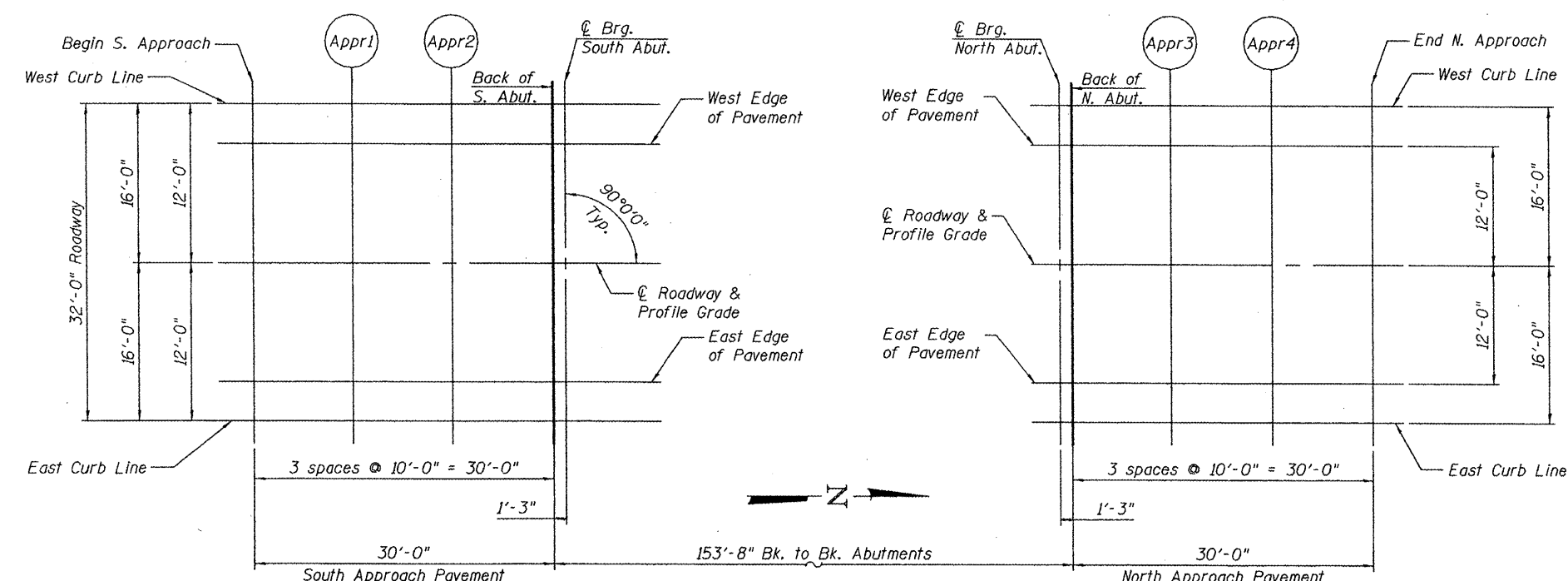
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	12.000	693.68	693.68
APPR. 1	1115+90.167	12.000	693.68	693.68
APPR. 2	1116+00.167	12.000	693.68	693.68
BK. S. ABUT.	1116+10.167	12.000	693.68	693.68
BK. N. ABUT.	1117+63.833	12.000	693.68	693.68
APPR. 3	1117+73.833	12.000	693.68	693.68
APPR. 4	1117+83.833	12.000	693.68	693.68
END N. APPR.	1117+93.833	12.000	693.68	693.68

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	-16.000	693.600	693.600
APPR. 1	1115+90.167	-16.000	693.600	693.600
APPR. 2	1116+00.167	-16.000	693.600	693.600
BK. S. ABUT.	1116+10.167	-16.000	693.600	693.600
BK. N. ABUT.	1117+63.833	-16.000	693.600	693.600
APPR. 3	1117+73.833	-16.000	693.600	693.600
APPR. 4	1117+83.833	-16.000	693.600	693.600
END N. APPR.	1117+93.833	-16.000	693.600	693.600

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BEG. S. APPR.	1115+80.167	16.000	693.600	693.600
APPR. 1	1115+90.167	16.000	693.600	693.600
APPR. 2	1116+00.167	16.000	693.600	693.600
BK. S. ABUT.	1116+10.167	16.000	693.600	693.600
BK. N. ABUT.	1117+63.833	16.000	693.600	693.600
APPR. 3	1117+73.833	16.000	693.600	693.600
APPR. 4	1117+83.833	16.000	693.600	693.600
END N. APPR.	1117+93.833	16.000	693.600	693.600



PLAN OF APPROACH PAVEMENTS

DESIGNED	CTW
CHECKED	CDL
DRAWN	DP
CHECKED	CTW

TOP OF SLAB ELEVATIONS (2 OF 2)
F.A.S. ROUTE 1360 SEC. 65-BR
IL ROUTE 251 OVER PANTHER CREEK
WOODFORD COUNTY
STATION 1116+87.00
STRUCTURE NO. 102-0081