

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:

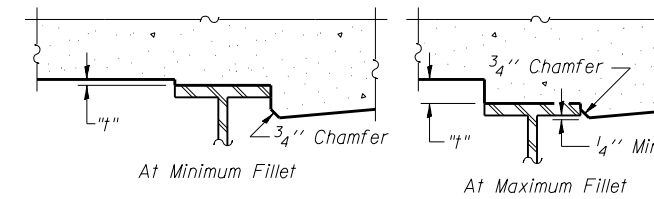
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheets S10 & S11 of S49.

See S8 of S49 for Screed Dimension Layout.

Dead load deflection assumes a continuous West to East deck pour sequence. Contractor's structural Engineer shall evaluate need for retarder in concrete to complete entire pour prior to concrete set.

DEAD LOAD DEFLECTIONS

Location	Girder						
	1	2	3	4	5	6	7
a	1 3/8"	1 1/2"	1 5/8"	1 1/8"	1 1/2"	2 1/8"	2 7/8"
b	1 7/8"	1 7/8"	2"	1 1/2"	2 1/8"	2 7/8"	3 5/8"
c	1 1/8"	1 1/8"	1 1/8"	7/8"	1 1/4"	1 5/8"	2"
d	-1/8"	-1/4"	-1/4"	-1/8"	-1/4"	-3/8"	-1/2"
e	-1/4"	-1/4"	-1/4"	-1/4"	-3/8"	-1/2"	-5/8"
f	-1/8"	-1/8"	-1/4"	-1/8"	-1/4"	-3/8"	-1/2"
g	1/2"	1/2"	1/2"	1/2"	3/4"	1"	1 1/4"
h	3/4"	5/8"	7/8"	3/4"	1 1/8"	1 5/8"	2 1/8"
j	1/2"	5/8"	5/8"	5/8"	7/8"	1 1/4"	1 5/8"



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet S8 of S49. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown below and on sheets S10 & S11 of S49, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT.	107+05.32	-29.00	600.34	600.34
☉ BRG. E. ABUT.	107+11.68	-29.00	600.43	600.43
A	107+22.47	-29.00	600.57	600.60
B	107+33.27	-29.00	600.71	600.78
C	107+44.06	-29.00	600.85	600.95
D	107+54.86	-29.00	601.00	601.12
E	107+65.65	-29.00	601.14	601.29
F	107+76.45	-29.00	601.28	601.43
G	107+87.24	-29.00	601.42	601.58
H	107+98.03	-29.00	601.56	601.71
I	108+08.83	-29.00	601.71	601.83
J	108+19.62	-29.00	601.85	601.95
K	108+30.42	-29.00	601.98	602.05
L	108+41.21	-29.00	602.10	602.14
L'	108+52.00	-29.00	602.22	602.24
☉ PIER 1	108+59.39	-29.00	602.30	602.30
M	108+70.18	-29.00	602.40	602.39
N	108+80.98	-29.00	602.50	602.49
O	108+91.77	-29.00	602.59	602.58
P	109+02.57	-29.00	602.68	602.66
Q	109+13.36	-29.00	602.75	602.74
☉ PIER 2	109+26.10	-29.00	602.84	602.84
R	109+36.89	-29.00	602.90	602.91
S	109+47.69	-29.00	602.95	602.99
T	109+58.48	-29.00	603.00	603.05
U	109+69.28	-29.00	603.04	603.10
V	109+80.07	-29.00	603.07	603.14
W	109+90.87	-29.00	603.10	603.16
X	110+01.66	-29.00	603.11	603.17
Y	110+12.45	-29.00	603.13	603.16
Z	110+23.25	-29.00	603.13	603.14
☉ BRG. W. ABUT.	110+33.10	-29.00	603.13	603.13
BK. W. ABUT.	110+37.10	-29.00	603.12	603.12

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT.	107+13.45	-23.67	600.77	600.77
☉ BRG. E. ABUT.	107+19.54	-23.67	600.85	600.85
A	107+30.18	-23.67	600.99	601.03
B	107+40.82	-23.67	601.13	601.21
C	107+51.46	-23.67	601.27	601.39
D	107+62.10	-23.67	601.41	601.55
E	107+72.73	-23.67	601.55	601.71
F	107+83.37	-23.67	601.69	601.85
G	107+94.01	-23.67	601.83	601.99
H	108+04.65	-23.67	601.97	602.11
I	108+15.29	-23.67	602.11	602.23
J	108+25.93	-23.67	602.24	602.34
K	108+36.57	-23.67	602.37	602.44
L	108+47.21	-23.67	602.49	602.53
L'	108+57.84	-23.67	602.60	602.62
☉ PIER 1	108+63.46	-23.67	602.66	602.66
M	108+74.10	-23.67	602.76	602.75
N	108+84.74	-23.67	602.85	602.84
O	108+95.38	-23.67	602.94	602.92
P	109+06.02	-23.67	603.02	603.01
Q	109+16.65	-23.67	603.10	603.09
☉ PIER 2	109+28.72	-23.67	603.17	603.17
R	109+39.36	-23.67	603.23	603.25
S	109+50.00	-23.67	603.28	603.32
T	109+60.64	-23.67	603.33	603.38
U	109+71.28	-23.67	603.36	603.43
V	109+81.91	-23.67	603.40	603.50
W	109+92.55	-23.67	603.42	603.53
X	110+03.19	-23.67	603.44	603.50
Y	110+13.83	-23.67	603.45	603.49
Z	110+24.47	-23.67	603.45	603.47
☉ BRG. W. ABUT.	110+35.72	-23.67	603.45	603.45
BK. W. ABUT.	110+39.66	-23.67	603.44	603.44

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. E. ABUT.	107+21.13	-18.33	601.19	601.19
☉ BRG. E. ABUT.	107+26.98	-18.33	601.27	601.27
A	107+37.47	-18.33	601.41	601.46
B	107+47.96	-18.33	601.55	601.64
C	107+58.44	-18.33	601.68	601.81
D	107+68.93	-18.33	601.82	601.97
E	107+79.42	-18.33	601.96	602.12
F	107+89.91	-18.33	602.10	602.26
G	108+00.40	-18.33	602.24	602.40
H	108+10.89	-18.33	602.37	602.52
I	108+21.37	-18.33	602.51	602.63
J	108+31.86	-18.33	602.64	602.73
K	108+42.35	-18.33	602.76	602.82
L	108+52.84	-18.33	602.87	602.91
☉ PIER 1	108+67.38	-18.33	603.02	603.02
M	108+77.87	-18.33	603.11	603.10
N	108+88.36	-18.33	603.20	603.18
O	108+98.84	-18.33	603.29	603.27
P	109+09.33	-18.33	603.37	603.35
Q	109+19.82	-18.33	603.44	603.42
☉ PIER 2	109+31.26	-18.33	603.51	603.51
R	109+41.75	-18.33	603.56	603.58
S	109+52.24	-18.33	603.61	603.65
T	109+62.72	-18.33	603.65	603.71
U	109+73.21	-18.33	603.69	603.76
V	109+83.70	-18.33	603.72	603.80
W	109+94.19	-18.33	603.74	603.82
X	110+04.68	-18.33	603.76	603.83
Y	110+15.17	-18.33	603.77	603.82
Z	110+25.65	-18.33	603.77	603.80
☉ BRG. W. ABUT.	110+38.26	-18.33	603.76	603.76
BK. W. ABUT.	110+42.13	-18.33	603.76	603.76

(Sheet 1 of 3)



USER NAME =	DESIGNED - MAH	REVISED
	CHECKED - LDB	REVISED
PLOT SCALE =	DRAWN - DR	REVISED
PLOT DATE =	CHECKED - JMH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 016-1322

SHEET NO. S9 OF S49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0383	0303-474HB-R	COOK	368	201
CONTRACT NO. 60F63				
ILLINOIS FED. AID PROJECT				