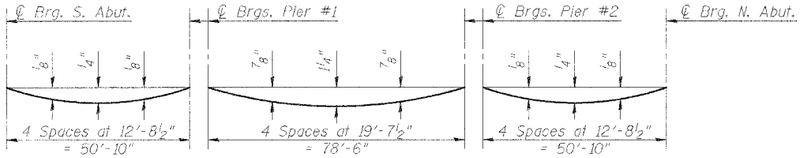
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 315	55-2	MCDONOUGH	1025	483
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
22 SHEETS

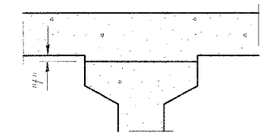
Contract No. 68205



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 Sht. 6 of 22.



To determine "t": After all precast prestressed beams have 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 Deflections" shown below, and on Sht. 6 of 22, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

BEAM #1

19 Ft. Left of Centerline of Structure

Location	Station	Offset from P.G. W.B. (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	494+14.702	32.864	638.872	638.872
℄ Brg. S. Abut.	494+16.165	32.892	638.897	638.897
A	494+26.302	33.072	639.076	639.087
B	494+36.439	33.229	639.255	639.272
C	494+46.577	33.361	639.436	639.453
D	494+56.716	33.470	639.618	639.629
℄ Pier #1	494+68.434	33.566	639.829	639.829
E	494+78.573	33.623	640.012	640.049
F	494+88.713	33.657	640.197	640.269
G	494+98.853	33.667	640.383	640.479
H	495+08.993	33.652	640.570	640.674
I	495+19.133	33.614	640.757	640.853
J	495+29.273	33.552	640.946	641.018
K	495+39.412	33.466	641.136	641.173
℄ Pier #2	495+49.551	33.357	641.327	641.327
L	495+59.689	33.223	641.519	641.529
M	495+69.826	33.066	641.711	641.728
N	495+79.963	32.885	641.905	641.922
O	495+90.098	32.680	642.100	642.112
℄ Brg. N. Abut.	496+01.811	32.413	642.326	642.326
Bk. N. Abut.	496+03.273	32.377	642.354	642.354

BEAM #2

12.667 Ft. Left of Centerline of Structure

Location	Station	Offset from P.G. W.B. (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	494+11.127	26.459	639.075	639.075
℄ Brg. S. Abut.	494+12.588	26.488	639.101	639.101
A	494+22.709	26.677	639.278	639.289
B	494+32.831	26.842	639.457	639.474
C	494+42.953	26.983	639.637	639.654
D	494+53.077	27.101	639.818	639.829
℄ Pier #1	494+64.776	27.206	640.029	640.029
E	494+74.901	27.272	640.212	640.249
F	494+85.025	27.315	640.396	640.468
G	494+95.150	27.333	640.581	640.677
H	495+05.274	27.327	640.767	640.871
I	495+15.399	27.298	640.954	641.050
J	495+25.523	27.245	641.142	641.214
K	495+35.647	27.168	641.331	641.368
℄ Pier #2	495+45.771	27.067	641.522	641.522
L	495+55.894	26.942	641.713	641.723
M	495+66.017	26.794	641.905	641.922
N	495+76.138	26.622	642.098	642.115
O	495+86.259	26.426	642.292	642.304
℄ Brg. N. Abut.	495+97.954	26.169	642.517	642.517
Bk. N. Abut.	495+99.415	26.135	642.546	642.546

BEAM #3

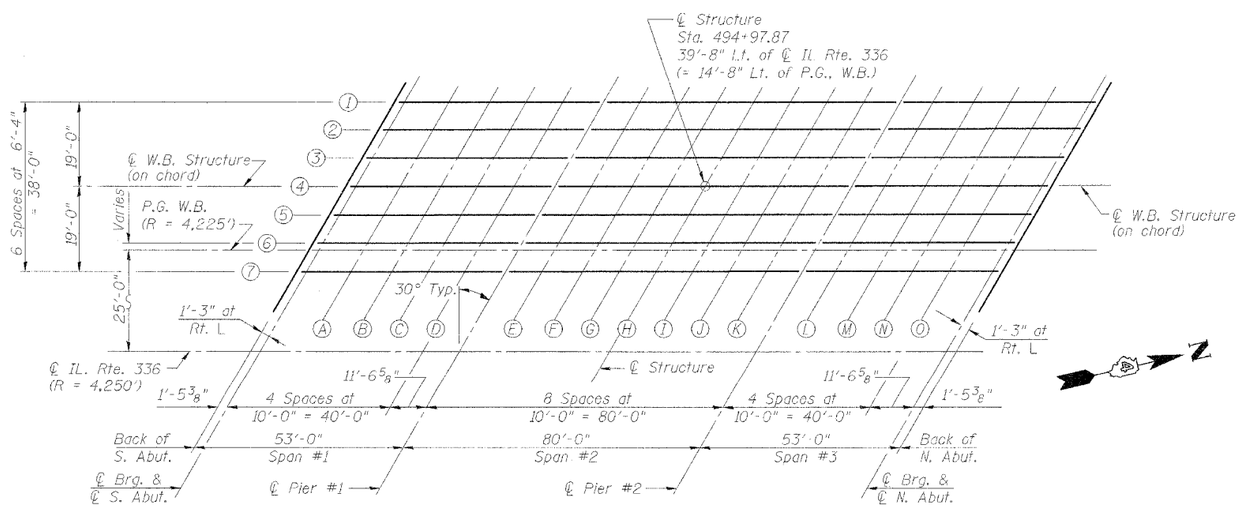
6.333 Ft. Left of Centerline of Structure

Location	Station	Offset from P.G. W.B. (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	494+07.563	20.051	639.279	639.279
℄ Brg. S. Abut.	494+09.021	20.081	639.304	639.304
A	494+19.127	20.278	639.481	639.492
B	494+29.233	20.452	639.660	639.677
C	494+39.340	20.601	639.839	639.856
D	494+49.448	20.727	640.019	640.030
℄ Pier #1	494+61.130	20.843	640.229	640.229
E	494+71.239	20.917	640.411	640.448
F	494+81.348	20.968	640.595	640.667
G	494+91.457	20.995	640.779	640.875
H	495+01.567	20.998	640.965	641.069
I	495+11.676	20.978	641.151	641.247
J	495+21.785	20.933	641.339	641.411
K	495+31.894	20.865	641.527	641.564
℄ Pier #2	495+42.003	20.773	641.717	641.717
L	495+52.111	20.658	641.907	641.917
M	495+62.218	20.518	642.099	642.116
N	495+72.325	20.355	642.291	642.308
O	495+82.431	20.168	642.484	642.496
℄ Brg. N. Abut.	495+94.109	19.922	642.709	642.709
Bk. N. Abut.	495+95.567	19.889	642.737	642.737

BEAM #4

On Centerline of Structure

Location	Station	Offset from P.G. W.B. (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	494+04.009	13.640	639.483	639.483
℄ Brg. S. Abut.	494+05.465	13.671	639.508	639.508
A	494+15.555	13.877	639.685	639.696
B	494+25.646	14.059	639.862	639.879
C	494+35.738	14.217	640.041	640.058
D	494+45.830	14.351	640.221	640.232
℄ Pier #1	494+57.494	14.477	640.430	640.430
E	494+67.588	14.560	640.611	640.648
F	494+77.682	14.619	640.794	640.866
G	494+87.776	14.655	640.978	641.074
H	494+97.870	14.667	641.163	641.267
I	495+07.964	14.655	641.349	641.445
J	495+18.058	14.619	641.536	641.608
K	495+28.152	14.560	641.723	641.760
℄ Pier #2	495+38.246	14.477	641.912	641.912
L	495+48.339	14.370	642.102	642.112
M	495+58.431	14.239	642.293	642.310
N	495+68.523	14.085	642.485	642.502
O	495+78.614	13.907	642.677	642.689
℄ Brg. N. Abut.	495+90.275	13.671	642.901	642.901
Bk. N. Abut.	495+91.731	13.640	642.929	642.929



WEST BOUND PLAN

SN 055-0061

WEST BOUND DECK ELEVATIONS
IL. ROUTE 336 OVER
TRIBUTARY TO
KILLJORDAN CREEK
F.A.P. ROUTE 315 SECT. 55-2
McDONOUGH COUNTY
STATION 494+75.00
STRUCTURE NO. 055-0061 (WB)

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL

STS CONSULTANTS
111 NE Jefferson Ave.
Peoria, Illinois 61602
Ph(309)676-8464
FAX(309)676-5445
IL Design Firm Reg. No. 184-001518

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