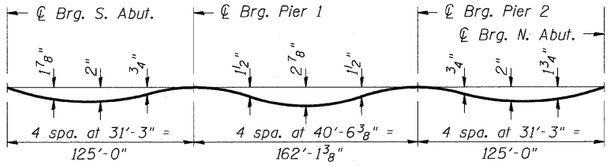
GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1677+17.25	-43.63	440.78	440.78
℄ Exp. Jt.	1677+19.34	-43.63	440.85	440.85
℄ Brg. S. Abut.	1677+20.50	-43.63	440.89	440.89
A	1677+30.50	-43.63	441.23	441.29
B	1677+40.50	-43.63	441.56	441.67
C	1677+50.50	-43.63	441.88	442.03
D	1677+60.50	-43.63	442.19	442.37
E	1677+70.50	-43.63	442.50	442.68
F	1677+80.50	-43.63	442.79	442.96
G	1677+90.50	-43.63	443.07	443.22
H	1678+00.50	-43.63	443.35	443.46
I	1678+10.50	-43.63	443.61	443.69
J	1678+20.50	-43.63	443.87	443.91
K	1678+30.50	-43.63	444.12	444.14
℄ Brg. Pier 1	1678+45.50	-43.63	444.47	444.47
L	1678+55.50	-43.63	444.70	444.71
M	1678+65.50	-43.63	444.91	444.95
N	1678+75.50	-43.63	445.12	445.20
O	1678+85.50	-43.63	445.32	445.44
P	1678+95.50	-43.63	445.50	445.67
Q	1679+05.50	-43.63	445.68	445.88
R	1679+15.50	-43.63	445.85	446.08
S	1679+25.50	-43.63	446.02	446.25
T	1679+35.50	-43.63	446.17	446.39
U	1679+45.50	-43.63	446.31	446.52
V	1679+55.50	-43.63	446.44	446.62
W	1679+65.50	-43.63	446.57	446.70
X	1679+75.50	-43.63	446.68	446.77
Y	1679+85.50	-43.63	446.79	446.84
Z	1679+95.50	-43.63	446.89	446.91
AA	1680+07.61	-43.63	446.99	446.99
℄ Brg. Pier 2	1680+17.61	-43.63	447.07	447.08
AB	1680+27.61	-43.63	447.14	447.17
AC	1680+37.61	-43.63	447.20	447.26
AD	1680+47.61	-43.63	447.25	447.34
AE	1680+57.61	-43.63	447.29	447.42
AF	1680+67.61	-43.63	447.32	447.48
AG	1680+77.61	-43.63	447.35	447.52
AH	1680+87.61	-43.63	447.36	447.53
AI	1680+97.61	-43.63	447.36	447.52
AJ	1681+07.61	-43.63	447.35	447.48
AK	1681+17.61	-43.63	447.34	447.42
AL	1681+32.61	-43.63	447.29	447.29
℄ Brg. N. Abut.	1681+33.89	-43.63	447.29	447.29
℄ Exp. Jt.	1681+36.20	-43.63	447.28	447.28
Bk. N. Abut.				

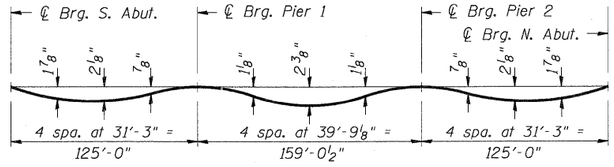


DEAD LOAD DEFLECTION DIAGRAM - GIRDER 1

(Includes weight of concrete only.)

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1677+17.25	-37.04	440.91	440.91
℄ Exp. Jt.	1677+19.34	-37.04	440.99	440.99
℄ Brg. S. Abut.	1677+20.50	-37.04	441.03	441.03
A	1677+30.50	-37.04	441.36	441.43
B	1677+40.50	-37.04	441.69	441.81
C	1677+50.50	-37.04	442.01	442.17
D	1677+60.50	-37.04	442.33	442.51
E	1677+70.50	-37.04	442.63	442.82
F	1677+80.50	-37.04	442.92	443.10
G	1677+90.50	-37.04	443.20	443.36
H	1678+00.50	-37.04	443.48	443.60
I	1678+10.50	-37.04	443.74	443.83
J	1678+20.50	-37.04	444.00	444.05
K	1678+30.50	-37.04	444.25	444.27
℄ Brg. Pier 1	1678+45.50	-37.04	444.60	444.60
L	1678+55.50	-37.04	444.83	444.84
M	1678+65.50	-37.04	445.04	445.08
N	1678+75.50	-37.04	445.25	445.31
O	1678+85.50	-37.04	445.45	445.55
P	1678+95.50	-37.04	445.64	445.77
Q	1679+05.50	-37.04	445.82	445.98
R	1679+15.50	-37.04	445.99	446.17
S	1679+25.50	-37.04	446.15	446.34
T	1679+35.50	-37.04	446.30	446.48
U	1679+45.50	-37.04	446.44	446.60
V	1679+55.50	-37.04	446.58	446.71
W	1679+65.50	-37.04	446.70	446.80
X	1679+75.50	-37.04	446.82	446.88
Y	1679+85.50	-37.04	446.92	446.95
Z	1679+95.50	-37.04	447.02	447.03
AA	1680+04.54	-37.04	447.10	447.10
℄ Brg. Pier 2	1680+14.54	-37.04	447.18	447.19
AB	1680+24.54	-37.04	447.25	447.29
AC	1680+34.54	-37.04	447.31	447.38
AD	1680+44.54	-37.04	447.37	447.47
AE	1680+54.54	-37.04	447.41	447.56
AF	1680+64.54	-37.04	447.45	447.62
AG	1680+74.54	-37.04	447.47	447.66
AH	1680+84.54	-37.04	447.49	447.68
AI	1680+94.54	-37.04	447.49	447.67
AJ	1681+04.54	-37.04	447.49	447.63
AK	1681+14.54	-37.04	447.48	447.57
AL	1681+29.54	-37.04	447.44	447.44
℄ Brg. N. Abut.	1681+30.82	-37.04	447.44	447.44
℄ Exp. Jt.	1681+33.13	-37.04	447.43	447.43
Bk. N. Abut.				

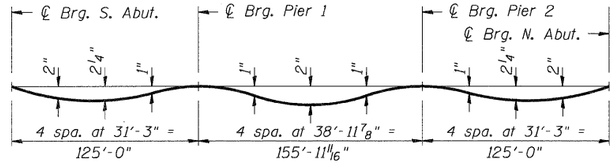


DEAD LOAD DEFLECTION DIAGRAM - GIRDER 2

(Includes weight of concrete only.)

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1677+17.25	-30.46	441.05	441.05
℄ Exp. Jt.	1677+19.34	-30.46	441.12	441.12
℄ Brg. S. Abut.	1677+20.50	-30.46	441.16	441.16
A	1677+30.50	-30.46	441.50	441.56
B	1677+40.50	-30.46	441.83	441.94
C	1677+50.50	-30.46	442.15	442.31
D	1677+60.50	-30.46	442.46	442.65
E	1677+70.50	-30.46	442.76	442.96
F	1677+80.50	-30.46	443.05	443.24
G	1677+90.50	-30.46	443.34	443.50
H	1678+00.50	-30.46	443.61	443.75
I	1678+10.50	-30.46	443.88	443.97
J	1678+20.50	-30.46	444.13	444.19
K	1678+30.50	-30.46	444.38	444.41
℄ Brg. Pier 1	1678+45.50	-30.46	444.73	444.73
L	1678+55.50	-30.46	444.96	444.97
M	1678+65.50	-30.46	445.18	445.20
N	1678+75.50	-30.46	445.38	445.43
O	1678+85.50	-30.46	445.58	445.66
P	1678+95.50	-30.46	445.77	445.88
Q	1679+05.50	-30.46	445.95	446.09
R	1679+15.50	-30.46	446.12	446.27
S	1679+25.50	-30.46	446.28	446.44
T	1679+35.50	-30.46	446.43	446.58
U	1679+45.50	-30.46	446.57	446.70
V	1679+55.50	-30.46	446.71	446.81
W	1679+65.50	-30.46	446.83	446.90
X	1679+75.50	-30.46	446.95	446.99
Y	1679+85.50	-30.46	447.05	447.07
Z	1679+95.50	-30.46	447.15	447.16
AA	1680+01.47	-30.46	447.21	447.21
℄ Brg. Pier 2	1680+11.47	-30.46	447.29	447.30
AB	1680+21.47	-30.46	447.36	447.41
AC	1680+31.47	-30.46	447.43	447.51
AD	1680+41.47	-30.46	447.48	447.60
AE	1680+51.47	-30.46	447.53	447.68
AF	1680+61.47	-30.46	447.57	447.75
AG	1680+71.47	-30.46	447.60	447.79
AH	1680+81.47	-30.46	447.62	447.81
AI	1680+91.47	-30.46	447.63	447.81
AJ	1681+01.47	-30.46	447.63	447.77
AK	1681+11.47	-30.46	447.62	447.71
AL	1681+26.47	-30.46	447.59	447.59
℄ Brg. N. Abut.	1681+27.75	-30.46	447.59	447.59
℄ Exp. Jt.	1681+30.06	-30.46	447.58	447.58
Bk. N. Abut.				



DEAD LOAD DEFLECTION DIAGRAM - GIRDER 3

(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 above.

FILE NAME = $FILEL$	USER NAME = $USERS	DESIGNED - TCG	REVISED -	
		DRAWN - TCG	REVISED -	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - JLR	REVISED -	
	PLOT DATE = $DATE$	DATE - 05/13/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL 3 OVER
TRRA & ST. CLAIR AVENUE

TOP OF SLAB ELEVATIONS
2 OF 5

SCALE: | SHEET NO. SB-5 OF SB-63 | STA. 1679+16.65 TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
998	82-2-1HVB-1	ST. CLAIR	345	197
	SN 082-0329	CONTRACT NO. 76D05		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		