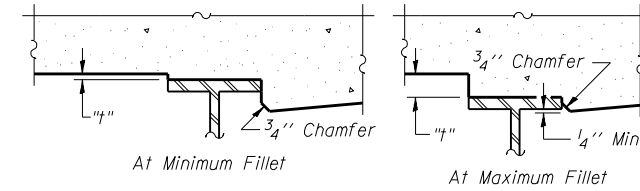


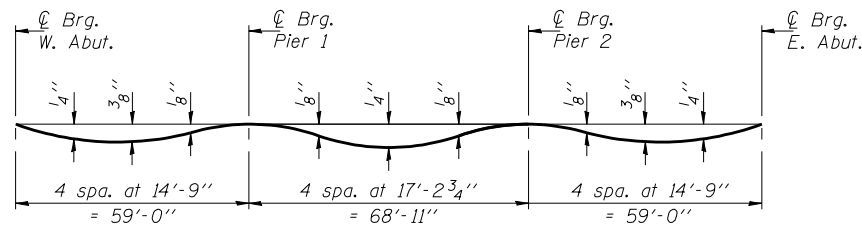
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



| ROUTE NO.             | SECTION      | COUNTY   | TOTAL SHEETS      | SHEET NO. |
|-----------------------|--------------|----------|-------------------|-----------|
| FAI 74                | (57-22) BR-2 | McLEAN   | 42                | 14        |
| FED. ROAD DIST. NO. 7 |              | ILLINOIS | FED. AID PROJECT- |           |

SHEET NO. 3  
23 SHEETS

Contract No. 70671



**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 "t": 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 Deflections and Grinding" shown below and on shts. 4 & 5 of 23, minus 8 1/4" deck thickness, equals the fillet heights "t" above top flanges of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below and on sheets 4 & 5 of 23. For grinding the deck, see Special Provisions.

**FILLET HEIGHTS**

**BEAM 1**

| Location          | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding |
|-------------------|-----------|--------|------------------------------|---|
| BK. W. ABUT.      | 103804.25 | 16.02  | 756.82                       | 756.84  |
| EXP. JT.          | 103805.83 | 16.02  | 756.81                       | 756.83  |
| CL. BRG. W. ABUT. | 103806.54 | 16.02  | 756.81                       | 756.83  |
| A                 | 103816.54 | 16.02  | 756.74                       | 756.76  |
| B                 | 103826.54 | 16.02  | 756.67                       | 756.71  |
| C                 | 103836.54 | 16.02  | 756.61                       | 756.65  |
| D                 | 103846.54 | 16.02  | 756.55                       | 756.58  |
| E                 | 103856.54 | 16.02  | 756.50                       | 756.52  |
| CL. BRG. PIER 1   | 103865.54 | 16.02  | 756.45                       | 756.47  |
| F                 | 103875.54 | 16.02  | 756.40                       | 756.43  |
| G                 | 103885.54 | 16.02  | 756.36                       | 756.40  |
| H                 | 103895.54 | 16.02  | 756.32                       | 756.36  |
| I                 | 103905.54 | 16.02  | 756.28                       | 756.33  |
| J                 | 103915.54 | 16.02  | 756.25                       | 756.29  |
| K                 | 103925.54 | 16.02  | 756.22                       | 756.26  |
| CL. BRG. PIER 2   | 103934.46 | 16.02  | 756.2                        | 756.22  |
| L                 | 103944.46 | 16.02  | 756.18                       | 756.20  |
| M                 | 103954.46 | 16.02  | 756.16                       | 756.18  |
| N                 | 103964.46 | 16.02  | 756.15                       | 756.17  |
| O                 | 103974.46 | 16.02  | 756.14                       | 756.16  |
| P                 | 103984.46 | 16.02  | 756.13                       | 756.15  |
| CL. BRG. E. ABUT. | 103993.46 | 16.02  | 756.13                       | 756.15  |
| EXP. JT.          | 103994.17 | 16.02  | 756.13                       | 756.15  |
| BK. E. ABUT.      | 103995.75 | 16.02  | 756.13                       | 756.15  |

**BEAM 2**

| Location          | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding |
|-------------------|-----------|--------|------------------------------|---|
| BK. W. ABUT.      | 103804.25 | 8.81   | 756.96                       | 756.98  |
| EXP. JT.          | 103805.83 | 8.81   | 756.94                       | 756.96  |
| CL. BRG. W. ABUT. | 103806.54 | 8.81   | 756.94                       | 756.96  |
| A                 | 103816.54 | 8.81   | 756.87                       | 756.90  |
| B                 | 103826.54 | 8.81   | 756.80                       | 756.84  |
| C                 | 103836.54 | 8.81   | 756.74                       | 756.78  |
| D                 | 103846.54 | 8.81   | 756.68                       | 756.72  |
| E                 | 103856.54 | 8.81   | 756.63                       | 756.66  |
| CL. BRG. PIER 1   | 103865.54 | 8.81   | 756.58                       | 756.60  |
| F                 | 103875.54 | 8.81   | 756.54                       | 756.57  |
| G                 | 103885.54 | 8.81   | 756.49                       | 756.53  |
| H                 | 103895.54 | 8.81   | 756.45                       | 756.50  |
| I                 | 103905.54 | 8.81   | 756.42                       | 756.46  |
| J                 | 103915.54 | 8.81   | 756.39                       | 756.43  |
| K                 | 103925.54 | 8.81   | 756.36                       | 756.39  |
| CL. BRG. PIER 2   | 103934.46 | 8.81   | 756.33                       | 756.35  |
| L                 | 103944.46 | 8.81   | 756.31                       | 756.33  |
| M                 | 103954.46 | 8.81   | 756.30                       | 756.32  |
| N                 | 103964.46 | 8.81   | 756.28                       | 756.30  |
| O                 | 103974.46 | 8.81   | 756.27                       | 756.29  |
| P                 | 103984.46 | 8.81   | 756.26                       | 756.28  |
| CL. BRG. E. ABUT. | 103993.46 | 8.81   | 756.26                       | 756.28  |
| EXP. JT.          | 103994.17 | 8.81   | 756.26                       | 756.28  |
| BK. E. ABUT.      | 103995.75 | 8.81   | 756.26                       | 756.28  |

**BEAM 3**

| Location          | Station   | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding |
|-------------------|-----------|--------|------------------------------|---|
| BK. W. ABUT.      | 103804.25 | 1.60   | 757.07                       | 757.09  |
| EXP. JT.          | 103805.83 | 1.60   | 757.06                       | 757.08  |
| CL. BRG. W. ABUT. | 103806.54 | 1.60   | 757.05                       | 757.07  |
| A                 | 103816.54 | 1.60   | 756.98                       | 757.01  |
| B                 | 103826.54 | 1.60   | 756.92                       | 756.95  |
| C                 | 103836.54 | 1.60   | 756.85                       | 756.89  |
| D                 | 103846.54 | 1.60   | 756.80                       | 756.83  |
| E                 | 103856.54 | 1.60   | 756.74                       | 756.77  |
| CL. BRG. PIER 1   | 103865.54 | 1.60   | 756.70                       | 756.72  |
| F                 | 103875.54 | 1.60   | 756.65                       | 756.68  |
| G                 | 103885.54 | 1.60   | 756.61                       | 756.64  |
| H                 | 103895.54 | 1.60   | 756.57                       | 756.61  |
| I                 | 103905.54 | 1.60   | 756.53                       | 756.58  |
| J                 | 103915.54 | 1.60   | 756.50                       | 756.54  |
| K                 | 103925.54 | 1.60   | 756.47                       | 756.50  |
| CL. BRG. PIER 2   | 103934.46 | 1.60   | 756.45                       | 756.47  |
| L                 | 103944.46 | 1.60   | 756.43                       | 756.45  |
| M                 | 103954.46 | 1.60   | 756.41                       | 756.43  |
| N                 | 103964.46 | 1.60   | 756.39                       | 756.41  |
| O                 | 103974.46 | 1.60   | 756.38                       | 756.40  |
| P                 | 103984.46 | 1.60   | 756.38                       | 756.40  |
| CL. BRG. E. ABUT. | 103993.46 | 1.60   | 756.37                       | 756.39  |
| EXP. JT.          | 103994.17 | 1.60   | 756.37                       | 756.39  |
| BK. E. ABUT.      | 103995.75 | 1.60   | 756.37                       | 756.39  |

|          |            |
|----------|------------|
| DESIGNED | DHC        |
| CHECKED  | CCC        |
| DRAWN    | h.t. duong |
| CHECKED  | DHC/CCC    |

Aug. 2, 2007  
EXAMINED *Thomas J. Domagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**TOP OF SLAB ELEVATIONS**  
**F.A.I. RT. 74 - SEC. (57-22)BR-2**  
**McLEAN COUNTY**  
**STATION 1039+00**  
**STRUCTURE NO. 057-0126 (W.B.)**