BEAM 1

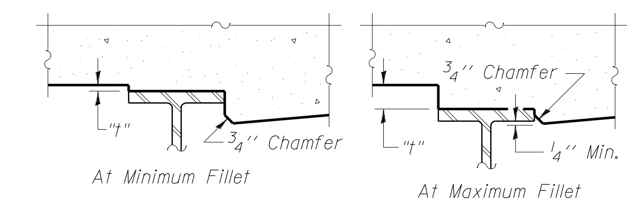
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut.	134+81.35	-16.46	410.20	410.20
℄ Exp. joint	134+83.89	-16.46	410.22	410.22
℄ Brg. S. Abut.	134+85.03	-16.46	410.22	410.22
a	134+95.03	-16.46	410.27	410.29
b	135+05.03	-16.46	410.30	410.33
c	135+15.03	-16.46	410.33	410.36
d	135+25.03	-16.46	410.36	410.37
℄ Pier 1	135+39.03	-16.46	410.38	410.38
e	135+49.03	-16.46	410.39	410.41
f	135+59.03	-16.46	410.40	410.45
g	135+69.03	-16.46	410.40	410.47
h	135+79.03	-16.46	410.39	410.46
i	135+89.03	-16.46	410.38	410.43
j	135+99.03	-16.46	410.36	410.38
℄ Pier 2	136+08.03	-16.46	410.34	410.34
k	136+18.03	-16.46	410.31	410.32
l	136+28.03	-16.46	410.27	410.29
m	136+38.03	-16.46	410.23	410.26
n	136+48.03	-16.46	410.18	410.21
℄ Brg. N. Abut.	136+62.03	-16.46	410.10	410.10
℄ Exp. joint	136+63.15	-16.46	410.09	410.09
Bk. N. Abut.	136+65.69	-16.46	410.08	410.08

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut.	134+76.74	-9.88	410.31	410.31
℄ Exp. joint	134+79.28	-9.88	410.32	410.32
℄ Brg. S. Abut.	134+80.42	-9.88	410.33	410.33
a	134+90.42	-9.88	410.37	410.39
b	135+00.42	-9.88	410.41	410.44
c	135+10.42	-9.88	410.45	410.48
d	135+20.42	-9.88	410.47	410.48
℄ Pier 1	135+34.42	-9.88	410.50	410.50
e	135+44.42	-9.88	410.52	410.54
f	135+54.42	-9.88	410.52	410.57
g	135+64.42	-9.88	410.53	410.60
h	135+74.42	-9.88	410.52	410.59
i	135+84.42	-9.88	410.51	410.56
j	135+94.42	-9.88	410.49	410.51
℄ Pier 2	136+03.42	-9.88	410.47	410.47
k	136+13.42	-9.88	410.45	410.46
l	136+23.42	-9.88	410.41	410.43
m	136+33.42	-9.88	410.37	410.40
n	136+43.42	-9.88	410.33	410.36
℄ Brg. N. Abut.	136+57.42	-9.88	410.25	410.25
℄ Exp. joint	136+58.54	-9.88	410.25	410.25
Bk. N. Abut.	136+61.08	-9.88	410.23	410.23

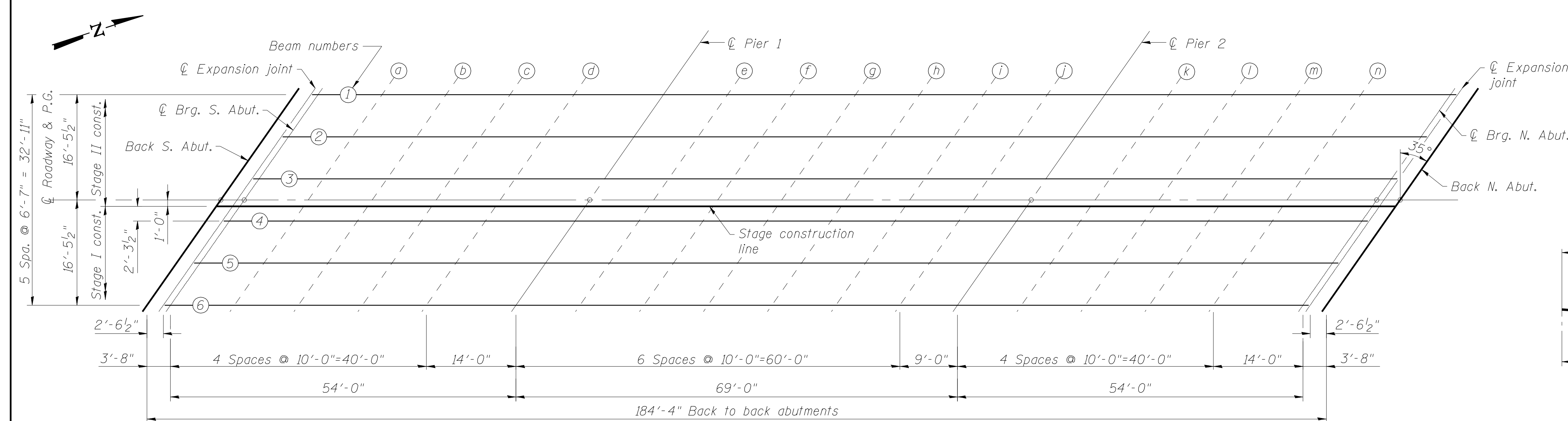
BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S. Abut.	134+72.13	-3.29	410.39	410.39
℄ Exp. joint	134+74.67	-3.29	410.40	410.40
℄ Brg. S. Abut.	134+75.80	-3.29	410.41	410.41
a	134+85.80	-3.29	410.45	410.47
b	134+95.80	-3.29	410.50	410.53
c	135+05.80	-3.29	410.53	410.56
d	135+15.80	-3.29	410.56	410.57
℄ Pier 1	135+29.80	-3.29	410.60	410.60
e	135+39.80	-3.29	410.61	410.63
f	135+49.80	-3.29	410.62	410.67
g	135+59.80	-3.29	410.63	410.70
h	135+69.80	-3.29	410.63	410.70
i	135+79.80	-3.29	410.62	410.67
j	135+89.80	-3.29	410.61	410.63
℄ Pier 2	135+98.80	-3.29	410.59	410.59
k	136+08.80	-3.29	410.56	410.57
l	136+18.80	-3.29	410.53	410.55
m	136+28.80	-3.29	410.49	410.52
n	136+38.80	-3.29	410.45	410.48
℄ Brg. N. Abut.	136+52.80	-3.29	410.38	410.38
℄ Exp. joint	136+53.93	-3.29	410.38	410.38
Bk. N. Abut.	136+56.47	-3.29	410.36	410.36

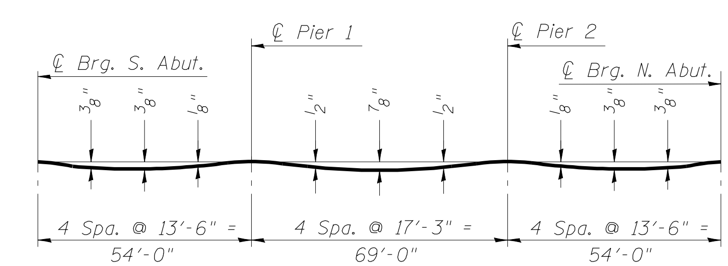


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet and on sheet 6 of 31, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN



Note:
The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection."

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

ESCA CONSULTANTS, INC. CIVIL & STRUCTURAL ENGINEERS	USER NAME = has	DESIGNED - SHL 11/11	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 093-0025	F.A.P. RTE. 332	SECTION (12,B2)B-1	COUNTY WABASH	TOTAL SHEETS 68	SHEET NO. 25
	ESCA PROJECT NO. 933.14	CHECKED - ELH/RDP 01/14	REVISED -					CONTRACT NO. 74219		
	PLOT SCALE = Ø:2 ':' / IN.	DRAWN - HAS 11/11	REVISED -							
	PLOT DATE = 6/10/2014 8:47:45 AM	CHECKED - SHL 11/11	REVISED -		SHEET NO. 5 OF 31 SHEETS	ILLINOIS FED. AID PROJECT				