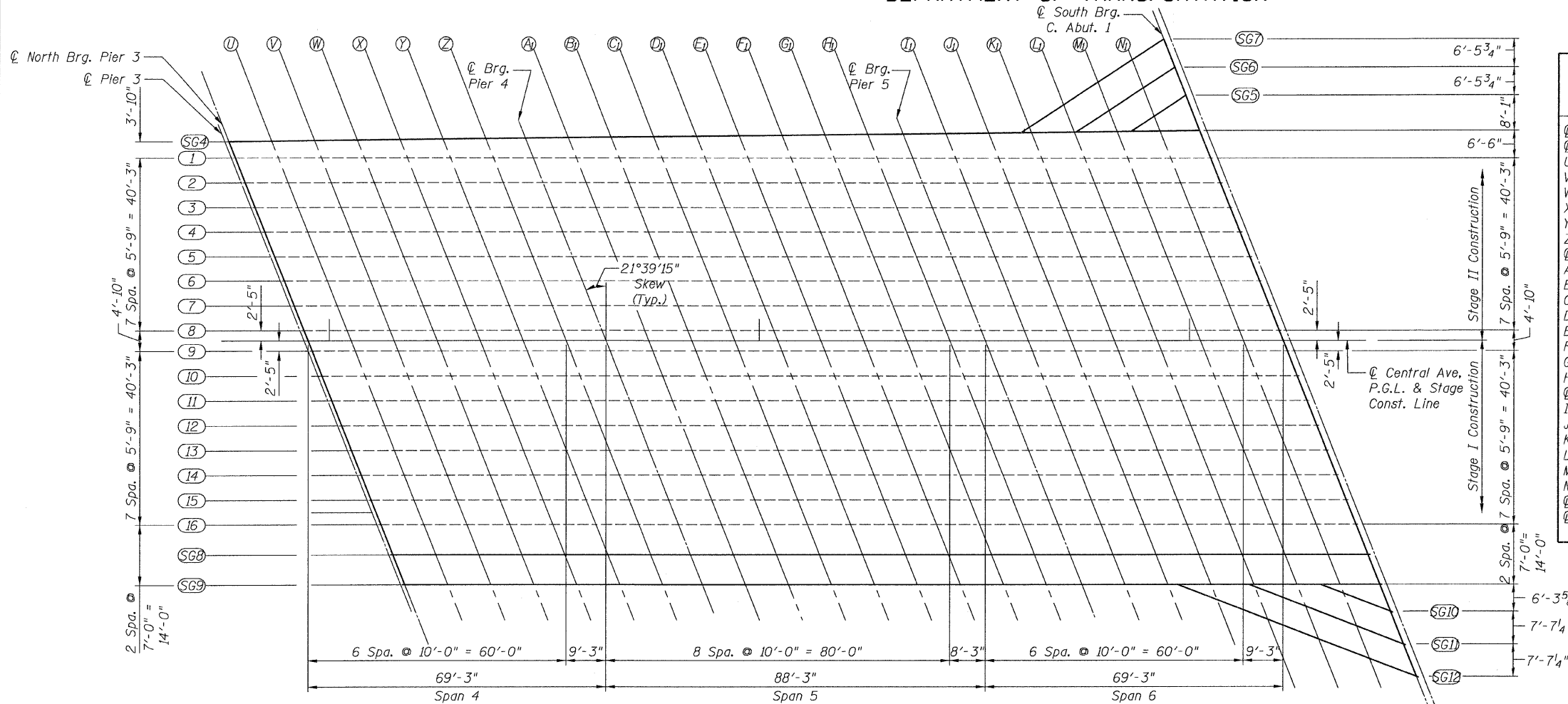
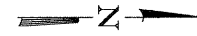
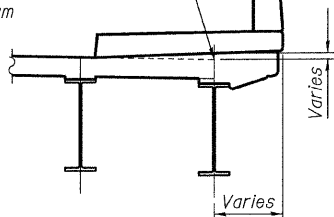


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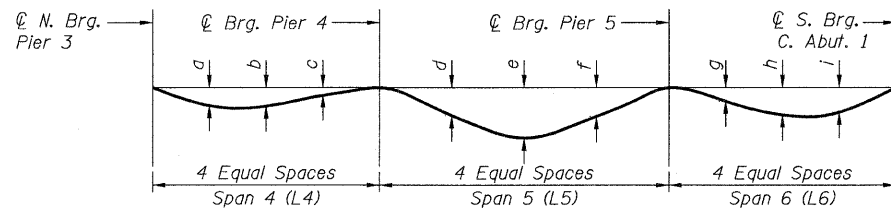


PLAN
(Spans 4, 5 & 6)

Elevations at Beam are given to the theoretical top of slab, which is the projection of the roadway slab template to the ϕ of the beam



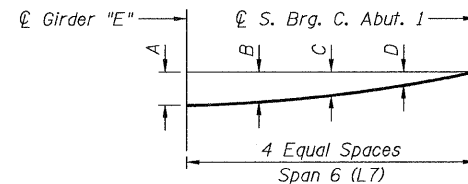
SECTION THRU PARAPET



DEAD LOAD DEFLECTION DIAGRAM
(includes weight of concrete only)

Girder	a	b	c	d	e	f	g	h	i	L4	L5	L6
SG4	1/4"	3/8"	1/2"	3/4"	1"	1 1/4"	1 1/2"	1 3/4"	2"	68'-11 1/2"	87'-10 1/8"	68'-11 1/8"
I	1/4"	3/8"	1/2"	3/4"	1"	1 1/4"	1 1/2"	1 3/4"	2"	69'-3"	88'-3"	69'-3"
2-16	1/4"	3/8"	1/2"	3/4"	1"	1 1/4"	1 1/2"	1 3/4"	2"	69'-3"	88'-3"	69'-3"
SG8	1/4"	3/8"	1/2"	3/4"	1"	1 1/4"	1 1/2"	1 3/4"	2"	69'-3"	88'-3"	69'-3"
SG9	3/8"	1/2"	3/4"	1"	1 1/4"	1 1/2"	1 3/4"	2"	2 1/4"	69'-3"	88'-3"	69'-3"

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.



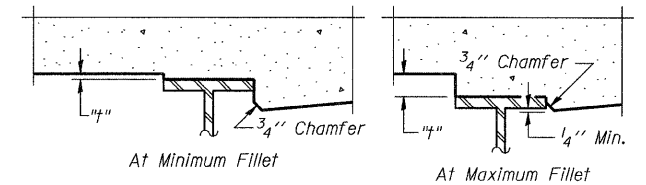
DEAD LOAD DEFLECTION DIAGRAM
(GIRDERS SG5 THRU SG7 AND SG10 THRU SG12)
(includes weight of concrete only)

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.

Girder	A	B	C	D	E	L7
SG5	5/8"	1/2"	3/8"	1/4"	SG4	15'-2 1/8"
SG6	5/8"	5/8"	3/8"	1/4"	SG4	27'-4 1/4"
SG7	3/4"	5/8"	3/8"	1/4"	SG4	39'-6 1/4"
SG10	1/2"	3/8"	1/4"	1/8"	SG9	17'-5 3/8"
SG11	1/2"	1/2"	3/4"	3/8"	SG9	38'-6 3/8"
SG12	1/2"	1"	1/2"	1/2"	SG9	59'-7 1/8"

P.G.L. - SPANS 4, 5 & 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS
ϕ Pier 3	015+94.11	0.00	620.92	620.92
ϕ N. Brg. Pier 3	015+95.05	0.00	620.95	620.95
U	016+05.05	0.00	621.30	621.32
V	016+15.05	0.00	621.65	621.68
W	016+25.05	0.00	622.00	622.03
X	016+35.05	0.00	622.35	622.37
Y	016+45.05	0.00	622.70	622.71
Z	016+55.05	0.00	623.04	623.04
ϕ Brg. Pier 4	016+64.30	0.00	623.34	623.34
A1	016+74.30	0.00	623.67	623.68
B1	016+84.30	0.00	623.98	624.00
C1	016+94.30	0.00	624.29	624.32
D1	017+04.30	0.00	624.59	624.63
E1	017+14.30	0.00	624.88	624.92
F1	017+24.30	0.00	625.16	625.19
G1	017+34.30	0.00	625.44	625.46
H1	017+44.30	0.00	625.71	625.71
ϕ Brg. Pier 5	017+52.55	0.00	625.92	625.92
I1	017+62.55	0.00	626.18	626.18
J1	017+72.55	0.00	626.42	626.44
K1	017+82.55	0.00	626.66	626.69
L1	017+92.55	0.00	626.89	626.92
M1	018+02.55	0.00	627.12	627.14
N1	018+12.55	0.00	627.33	627.34
ϕ S. Brg. C. Abut. 1	018+21.80	0.00	627.52	627.52
ϕ C. Abut. 1	018+23.42	0.00	627.56	627.56



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

FILLET HEIGHTS

**TOP OF SLAB ELEVATIONS
LAYOUT SPANS 4, 5 & 6
STRUCTURE NO. 016-3241**

TYLIN INTERNATIONAL	DESIGNED - SP, EKH	REVISIONS		SHEET NO. 7	F.A.I. RTE. 55	SECTION 0711.2R & 1011.1BR	COUNTY COOK	TOTAL SHEETS 200	SHEET NO. 11
	CHECKED - AMD,	NAME	DATE						
	DRAWN - SP, EKH								
	CHECKED - AMD,								
	DATE - 08/02/10			26 SHEETS		CONTRACT NO. 60L39			
FED. ROAD DIST. NO. 1 ILLINOIS							FED. AID PROJECT		

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