P.G.L. & CL STAGE CONSTRUCTION JOINT

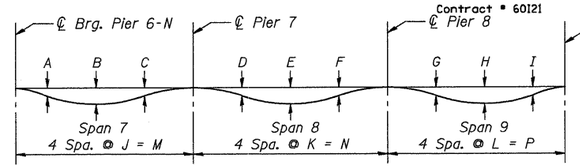
Location	Station	Offset	Theor. Grade Elevations	Theor. Grade Elev. Adj. For Dead Load Deflection
℄ Pier 6	181+46.05	0.00	678.33	678.33
℄ Brg. Pier 6-N	181+47.30	0.00	678.36	678.36
V1	181+57.30	0.00	678.55	678.59
W1	181+67.30	0.00	678.74	678.81
X1	181+77.30	0.00	678.91	679.01
Y1	181+87.30	0.00	679.07	679.20
Z1	181+97.30	0.00	679.23	679.36
A2	182+07.30	0.00	679.37	679.49
B2	182+17.30	0.00	679.50	679.61
C2	182+27.30	0.00	679.63	679.71
D2	182+37.30	0.00	679.74	679.80
E2	182+47.30	0.00	679.84	679.88
F2	182+57.30	0.00	679.93	679.94
G2	---	---	---	---
H2	---	---	---	---
J2	---	---	---	---
℄ Pier 7	182+66.80	0.00	680.01	680.01
K2	182+76.80	0.00	680.08	680.07
L2	182+86.80	0.00	680.14	680.14
M2	182+96.80	0.00	680.19	680.20
N2	183+06.80	0.00	680.23	680.25
P2	183+16.80	0.00	680.26	680.28
R2	183+26.80	0.00	680.28	680.31
S2	183+36.80	0.00	680.29	680.32
T2	183+46.80	0.00	680.28	680.32
U2	183+56.80	0.00	680.27	680.30
V2	183+66.80	0.00	680.25	680.26
W2	183+76.80	0.00	680.22	680.22
X2	183+86.80	0.00	680.17	680.17
Y2	183+96.80	0.00	680.12	680.12
℄ Pier 8	184+02.55	0.00	680.09	680.09
Z2	---	---	---	---
A3	---	---	---	---
B3	---	---	---	---
C3	184+13.94	0.00	680.01	680.02
D3	184+23.94	0.00	679.92	679.97
E3	184+33.94	0.00	679.83	679.90
F3	184+43.94	0.00	679.73	679.82
G3	184+53.94	0.00	679.62	679.73
H3	184+63.94	0.00	679.50	679.62
J3	184+73.94	0.00	679.36	679.49
K3	184+83.94	0.00	679.22	679.34
L3	184+93.94	0.00	679.07	679.17
M3	185+03.94	0.00	678.90	678.97
N3	185+13.94	0.00	678.73	678.76
℄ Brg. Pier 9-S	185+22.05	0.00	678.58	678.58
℄ Pier 9	185+23.30	0.00	678.56	678.56

GIRDER 1

Location	Station	Offset	Theor. Grade Elevations	Theor. Grade Elev. Adj. For Dead Load Deflection
℄ Pier 6	181+46.05	-46.75	677.40	677.40
℄ Brg. Pier 6-N	181+47.30	-46.75	677.42	677.42
V1	181+57.30	-46.75	677.62	677.67
W1	181+67.30	-46.75	677.80	677.91
X1	181+77.30	-46.75	677.98	678.13
Y1	181+87.30	-46.75	678.14	678.32
Z1	181+97.30	-46.75	678.29	678.49
A2	182+07.30	-46.75	678.44	678.65
B2	182+17.30	-46.75	678.57	678.78
C2	182+27.30	-46.75	678.69	678.89
D2	182+37.30	-46.75	678.80	678.98
E2	182+47.30	-46.75	678.90	679.05
F2	182+57.30	-46.75	678.99	679.10
G2	182+67.30	-46.75	679.08	679.14
H2	182+77.30	-46.75	679.15	679.18
J2	182+87.30	-46.75	679.21	679.21
℄ Pier 7	182+92.71	-46.75	679.23	679.23
K2	183+02.71	-46.75	679.28	679.27
L2	183+12.71	-46.75	679.31	679.31
M2	183+22.71	-46.75	679.33	679.34
N2	183+32.71	-46.75	679.35	679.37
P2	183+42.71	-46.75	679.35	679.39
R2	183+52.71	-46.75	679.34	679.39
S2	183+62.71	-46.75	679.33	679.38
T2	183+72.71	-46.75	679.30	679.35
U2	183+82.71	-46.75	679.26	679.30
V2	183+92.71	-46.75	679.21	679.24
W2	184+02.71	-46.75	679.15	679.17
X2	184+12.71	-46.75	679.08	679.09
Y2	184+22.71	-46.75	679.00	679.00
℄ Pier 8	184+31.16	-46.75	678.92	678.92
Z2	---	---	---	---
A3	---	---	---	---
B3	---	---	---	---
C3	---	---	---	---
D3	---	---	---	---
E3	---	---	---	---
F3	184+43.94	-46.75	678.80	678.81
G3	184+53.94	-46.75	678.68	678.71
H3	184+63.94	-46.75	678.56	678.60
J3	184+73.94	-46.75	678.43	678.48
K3	184+83.94	-46.75	678.29	678.34
L3	184+93.94	-46.75	678.13	678.18
M3	185+03.94	-46.75	677.97	678.01
N3	185+13.94	-46.75	677.79	677.81
℄ Brg. Pier 9-S	185+22.05	-46.75	677.64	677.64
℄ Pier 9	185+23.30	-46.75	677.62	677.62

GIRDER 2

Location	Station	Offset	Theor. Grade Elevations	Theor. Grade Elev. Adj. For Dead Load Deflection
℄ Pier 6	181+46.05	-38.25	677.57	677.57
℄ Brg. Pier 6-N	181+47.30	-38.25	677.59	677.59
V1	181+57.30	-38.25	677.79	677.84
W1	181+67.30	-38.25	677.97	678.08
X1	181+77.30	-38.25	678.15	678.29
Y1	181+87.30	-38.25	678.31	678.48
Z1	181+97.30	-38.25	678.46	678.66
A2	182+07.30	-38.25	678.61	678.81
B2	182+17.30	-38.25	678.74	678.93
C2	182+27.30	-38.25	678.86	679.04
D2	182+37.30	-38.25	678.97	679.13
E2	182+47.30	-38.25	679.07	679.19
F2	182+57.30	-38.25	679.16	679.25
G2	182+67.30	-38.25	679.25	679.30
H2	182+77.30	-38.25	679.32	679.34
J2	---	---	---	---
℄ Pier 7	182+88.00	-38.25	679.38	679.38
K2	182+98.00	-38.25	679.43	679.42
L2	183+08.00	-38.25	679.47	679.46
M2	183+18.00	-38.25	679.50	679.50
N2	183+28.00	-38.25	679.51	679.53
P2	183+38.00	-38.25	679.52	679.55
R2	183+48.00	-38.25	679.52	679.56
S2	183+58.00	-38.25	679.50	679.55
T2	183+68.00	-38.25	679.48	679.53
U2	183+78.00	-38.25	679.45	679.49
V2	183+88.00	-38.25	679.40	679.43
W2	183+98.00	-38.25	679.35	679.37
X2	184+08.00	-38.25	679.28	679.29
Y2	184+18.00	-38.25	679.21	679.21
℄ Pier 8	184+25.96	-38.25	679.14	679.14
Z2	---	---	---	---
A3	---	---	---	---
B3	---	---	---	---
C3	---	---	---	---
D3	---	---	---	---
E3	184+33.94	-38.25	679.07	679.07
F3	184+43.94	-38.25	678.97	678.98
G3	184+53.94	-38.25	678.85	678.89
H3	184+63.94	-38.25	678.73	678.78
J3	184+73.94	-38.25	678.60	678.66
K3	184+83.94	-38.25	678.46	678.52
L3	184+93.94	-38.25	678.30	678.36
M3	185+03.94	-38.25	678.14	678.18
N3	185+13.94	-38.25	677.96	677.98
℄ Brg. Pier 9-S	185+22.05	-38.25	677.81	677.81
℄ Pier 9	185+23.30	-38.25	677.79	677.79



DEAD LOAD DEFLECTION DIAGRAM

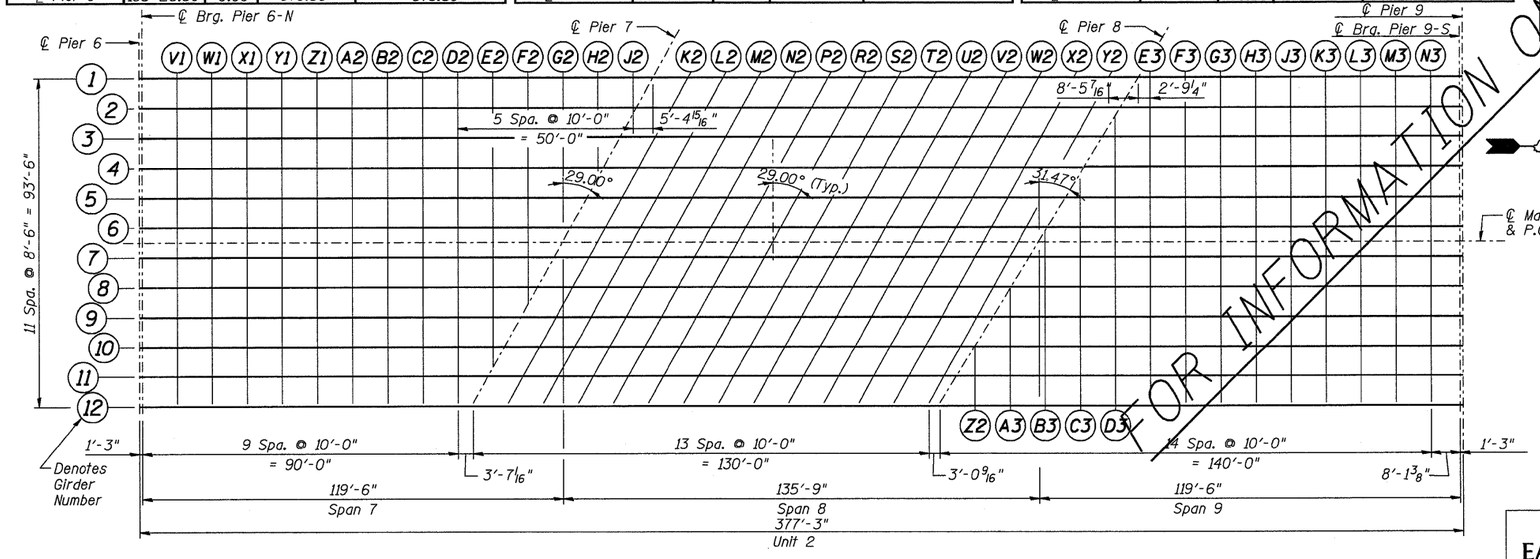
(Includes weight of concrete only)

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. All elevations and offsets are in feet.

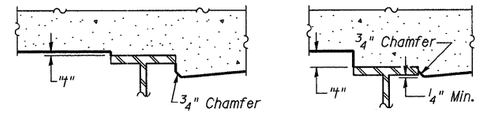
DEAD LOAD DEFLECTION VARIABLES

Girder #	A	B	C	D	E	F	G	H	I
1	-2"	-2 1/2"	-1 3/8"	-0 1/8"	-0 5/8"	-0 3/8"	-0 3/8"	-0 5/8"	-0 1/2"
2	-1 7/8"	-2 3/8"	-1 1/4"	-0 1/8"	-0 1/2"	-0 3/8"	-0 3/8"	-0 3/4"	-0 5/8"
3	-1 3/4"	-2 1/8"	-1 1/8"	-0 1/8"	-0 1/2"	-0 1/4"	-0 3/8"	-0 3/4"	-0 5/8"
4	-1 5/8"	-2"	-1"	-0 1/8"	-0 1/2"	-0 1/4"	-0 1/2"	-1"	-0 3/4"
5	-1 1/2"	-1 3/4"	-0 7/8"	-0 1/8"	-0 1/2"	-0 1/4"	-0 5/8"	-1 1/8"	-1"
6	-1 1/4"	-1 5/8"	-0 3/4"	-0 1/8"	-0 1/2"	-0 1/8"	-0 3/4"	-1 3/8"	-1 1/8"
7	-1 1/8"	-1 3/8"	-0 3/4"	-0 1/8"	-0 3/8"	-0 1/8"	-0 7/8"	-1 5/8"	-1 3/8"
8	-1"	-1 1/4"	-0 5/8"	-0 1/8"	-0 3/8"	-0 1/8"	-1"	-1 7/8"	-1 1/2"
9	-0 7/8"	-1"	-0 1/2"	-0 1/8"	-0 3/8"	-0 1/8"	-1 1/8"	-2 1/8"	-1 3/4"
10	-0 3/4"	-0 7/8"	-0 1/2"	-0 1/4"	-0 3/8"	-0"	-1 1/4"	-2 3/8"	-1 7/8"
11	-0 5/8"	-0 3/4"	-0 3/8"	-0 1/4"	-0 3/8"	-0"	-1 3/8"	-2 5/8"	-2 1/8"
12	-0 5/8"	-0 3/4"	-0 3/8"	-0 1/4"	-0 1/2"	-0 1/8"	-1 1/2"	-2 7/8"	-2 1/4"

Girder #	J	K	L	M	N	P
1	36'-4 1/4"	34'-7 3/8"	22'-8 5/8"	145'-4 15/16"	138'-5 7/16"	90'-10 5/8"
2	35'-2 1/8"	34'-5 1/8"	24'-0 1/4"	140'-8 1/16"	137'-11 1/2"	96'-1 1/16"
3	32'-9 13/16"	34'-4 3/8"	25'-3 1/8"	135'-11 1/8"	137'-5 5/8"	101'-3 1/2"
4	31'-7 1/16"	34'-2 15/16"	26'-7 1/2"	131'-3 3/8"	136'-11 3/4"	106'-5 15/16"
5	30'-5 5/16"	34'-1 1/16"	27'-11 1/16"	126'-6 13/16"	136'-5 13/16"	111'-8 3/8"
6	29'-10 1/2"	33'-11 1/4"	29'-2 1/16"	121'-10 1/4"	135'-11 15/16"	116'-10 15/16"
7	29'-3 7/16"	33'-10 1/2"	30'-6 5/16"	117'-1 3/4"	135'-6 1/16"	122'-1 3/16"
8	28'-1 5/16"	33'-9 1/16"	31'-9 15/16"	112'-5 3/16"	135'-0 3/16"	127'-3 5/8"
9	26'-11 13/16"	33'-7 9/16"	33'-1 1/2"	107'-8 5/8"	134'-6 1/4"	132'-6 1/16"
10	25'-9"	33'-6 1/8"	34'-5 1/8"	103'-0 1/8"	134'-0 3/8"	137'-8 1/2"
11	24'-6 7/8"	33'-4 5/8"	35'-8 1/4"	98'-3 9/16"	133'-6 1/2"	142'-10 15/16"
12	23'-4 3/4"	33'-3 1/8"	37'-0 3/8"	93'-7 1/16"	133'-0 9/16"	148'-1 3/8"



PLAN (UNIT 2)



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown left. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown here and on Sheets S9-S11, minus slab thickness, equals the fillet heights "t" above top flange of girders.

Note:

1. Work this sheet with Sheets S8-S11.

REVISIONS	
NAME	DATE

EARTH TECH | AECOM

ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II

FAP 330 US 12/45 (MANNHEIM RD.) OVER SOO LINE RR & FRANKLIN AVE.
STRUCTURE NO. 016-2815
SECTION 465 (HB & VB) F — COOK COUNTY
STA. 183+33.30 — DRAWN BY JHR
DATE 6/2009 — CHECKED BY DEV

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
330	465 (HB&VB) F	COOK	31	9
STA. 173+50	TO	STA. 195+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract # 60121 — SHEET NO. S8 of S30

6/23/2009 — 08SlabE13_St09.dgn