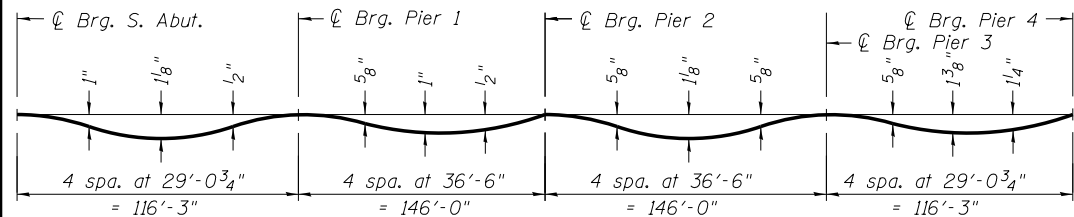


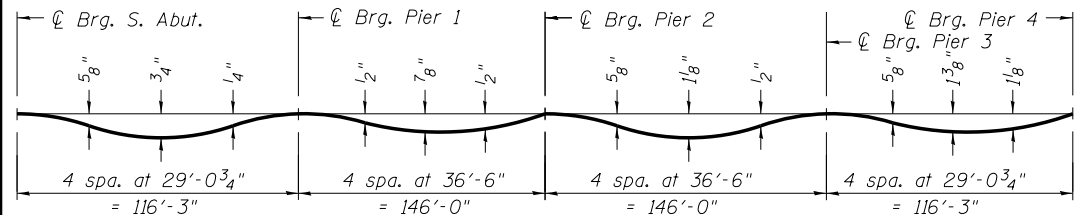
GIRDER 1



DEAD LOAD DEFLECTION DIAGRAM (GIRDER 1)

(Includes weight of concrete only)

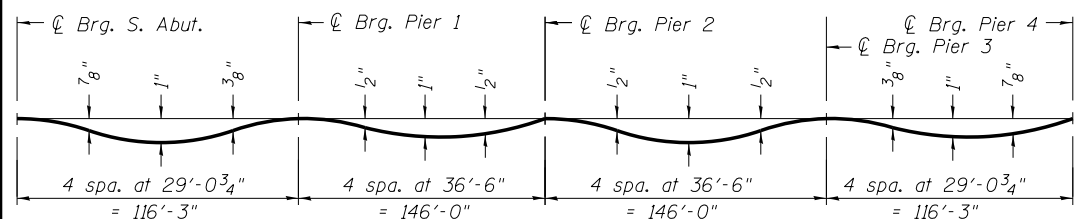
Note: The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on this sheet.



DEAD LOAD DEFLECTION DIAGRAM (GIRDER 2)

(Includes weight of concrete only)

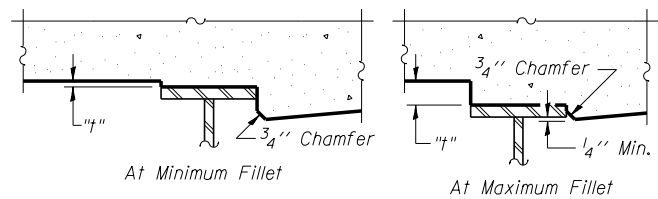
Note: The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on this sheet.



DEAD LOAD DEFLECTION DIAGRAM (GIRDER 3 THRU GIRDER 7)

(Includes weight of concrete only)

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" as shown on sheets SE8 and SE9.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheets SE7 thru SE9. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets SE7 thru SE9, minus slab thickness, equals the fillet heights "t" above top flange of beams.

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+17.71	-24.50	619.54	619.54
CL Brg. S. Abut.	48+20.25	-24.50	619.54	619.54
1A	48+30.25	-24.70	619.53	619.57
1B	48+40.25	-24.90	619.53	619.59
1C	48+50.24	-25.10	619.53	619.61
1D	48+60.24	-25.30	619.52	619.62
1E	48+70.24	-25.50	619.52	619.62
1F	48+80.24	-25.70	619.52	619.61
1G	48+90.24	-25.90	619.53	619.60
1H	49+00.23	-26.10	619.53	619.59
1J	49+10.23	-26.30	619.54	619.57
1K	49+20.23	-26.50	619.55	619.56
1L	49+30.23	-26.70	619.55	619.56
CL Brg. Pier 1	49+36.50	-26.82	619.56	619.56
2A	49+46.50	-27.02	619.57	619.58
2B	49+56.50	-27.22	619.59	619.60
2C	49+66.49	-27.42	619.60	619.63
2D	49+76.49	-27.62	619.62	619.67
2E	49+86.49	-27.82	619.63	619.70
2F	49+96.49	-28.02	619.65	619.73
2G	50+06.49	-28.22	619.67	619.76
2H	50+16.48	-28.42	619.70	619.78
2J	50+26.48	-28.62	619.72	619.80
2K	50+36.48	-28.82	619.75	619.81
2L	50+46.48	-29.02	619.77	619.82
2M	50+56.48	-29.22	619.80	619.83
2N	50+66.47	-29.42	619.83	619.84
2P	50+76.47	-29.62	619.86	619.87
CL Brg. Pier 2	50+82.50	-29.74	619.88	619.88
3A	50+92.50	-29.94	619.92	619.92
3B	51+02.50	-30.14	619.95	619.97
3C	51+12.49	-30.34	619.99	620.03
3D	51+22.49	-30.54	620.03	620.09
3E	51+32.49	-30.74	620.07	620.15
3F	51+42.49	-30.94	620.11	620.20
3G	51+52.49	-31.14	620.16	620.25
3H	51+62.48	-31.34	620.20	620.29
3J	51+72.48	-31.54	620.25	620.33
3K	51+82.48	-31.74	620.30	620.36
3L	51+92.48	-31.94	620.34	620.39
3M	52+02.48	-32.00	620.40	620.43
3N	52+12.48	-32.00	620.46	620.47
3P	52+22.48	-32.00	620.51	620.52
CL Brg. Pier 3	52+28.50	-32.00	620.55	620.55
4A	52+38.50	-32.00	620.61	620.62
4B	52+48.50	-32.00	620.67	620.70
4C	52+58.50	-32.00	620.74	620.79
4D	52+68.50	-32.00	620.80	620.88
4E	52+78.50	-32.00	620.87	620.97
4F	52+88.50	-32.00	620.94	621.06
4G	52+98.50	-32.00	621.01	621.13
4H	53+08.50	-32.00	621.08	621.20
4J	53+18.50	-32.00	621.15	621.25
4K	53+28.50	-32.00	621.23	621.29
4L	53+38.50	-32.00	621.30	621.33
CL Brg. Pier 4S	53+44.75	-32.00	621.35	621.35
CL Pier 4	53+45.50	-32.00	621.36	621.36

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+17.71	-20.25	619.63	619.63
CL Brg. S. Abut.	48+20.25	-20.25	619.63	619.63
1A	48+30.25	-20.35	619.62	619.65
1B	48+40.25	-20.45	619.62	619.66
1C	48+50.25	-20.55	619.62	619.68
1D	48+60.25	-20.65	619.62	619.69
1E	48+70.25	-20.75	619.62	619.69
1F	48+80.25	-20.85	619.62	619.69
1G	48+90.25	-20.95	619.63	619.68
1H	49+00.25	-21.05	619.63	619.67
1J	49+10.25	-21.15	619.64	619.66
1K	49+20.25	-21.25	619.65	619.66
1L	49+30.24	-21.35	619.66	619.67
CL Brg. Pier 1	49+36.50	-21.41	619.67	619.67
2A	49+46.50	-21.51	619.68	619.69
2B	49+56.50	-21.61	619.70	619.72
2C	49+66.50	-21.71	619.71	619.75
2D	49+76.50	-21.81	619.73	619.78
2E	49+86.50	-21.91	619.75	619.81
2F	49+96.50	-22.01	619.77	619.85
2G	50+06.50	-22.11	619.80	619.87
2H	50+16.50	-22.21	619.82	619.89
2J	50+26.50	-22.31	619.85	619.91
2K	50+36.50	-22.41	619.87	619.93
2L	50+46.49	-22.51	619.90	619.94
2M	50+56.49	-22.61	619.93	619.96
2N	50+66.49	-22.71	619.97	619.97
2P	50+76.49	-22.81	620.00	620.00
CL Brg. Pier 2	50+82.50	-22.87	620.02	620.02
3A	50+92.50	-22.97	620.06	620.06
3B	51+02.50	-23.07	620.09	620.12
3C	51+12.50	-23.17	620.13	620.17
3D	51+22.50	-23.27	620.17	620.23
3E	51+32.50	-23.37	620.22	620.29
3F	51+42.50	-23.47	620.26	620.35
3G	51+52.50	-23.57	620.31	620.40
3H	51+62.50	-23.67	620.35	620.44
3J	51+72.50	-23.77	620.40	620.48
3K	51+82.50	-23.87	620.45	620.52
3L	51+92.50	-23.97	620.50	620.55
3M	52+02.50	-24.00	620.56	620.59
3N	52+12.50	-24.00	620.62	620.63
3P	52+22.50	-24.00	620.67	620.68
CL Brg. Pier 3	52+28.50	-24.00	620.71	620.71
4A	52+38.50	-24.00	620.77	620.78
4B	52+48.50	-24.00	620.83	620.86
4C	52+58.50	-24.00	620.90	620.95
4D	52+68.50	-24.00	620.96	621.04
4E	52+78.50	-24.00	621.03	621.13
4F	52+88.50	-24.00	621.10	621.21
4G	52+98.50	-24.00	621.17	621.28
4H	53+08.50	-24.00	621.24	621.35
4J	53+18.50	-24.00	621.31	621.40
4K	53+28.50	-24.00	621.39	621.45
4L	53+38.50	-24.00	621.46	621.49
CL Brg. Pier 4S	53+44.75	-24.00	621.51	621.51
CL Pier 4	53+45.50	-24.00	621.52	621.52

NOTE:

Offset measured from SB IL-171 & P.G.L.

benesch
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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
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312-565-0450 Job No. 10093

FILE NAME = 0160483.60J16.007.TOS.Elev.1.dgn

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PLOT DATE = 12/20/2013
CHECKED - AJK

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (1 OF 3)
STRUCTURE NO. 016-0483

SHEET NO. SE7 OF SE46 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
372	2013-038B-R	COOK	821	491
CONTRACT NO.			60J16	

ILLINOIS FED. AID PROJECT

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