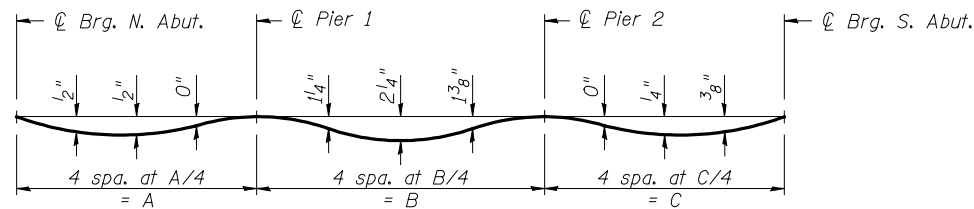


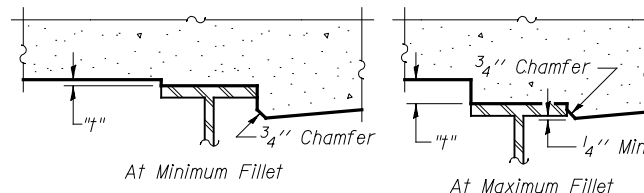
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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 and grinding 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 Deflection and Grinding" shown below, minus slab thickness, equals the fillet heights "t" above top flange 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. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

NOTE: Expected fillet height "t" varies from 2 1/4" (at Abuts. & midspans) to 1" (at Piers).

BEAM 1

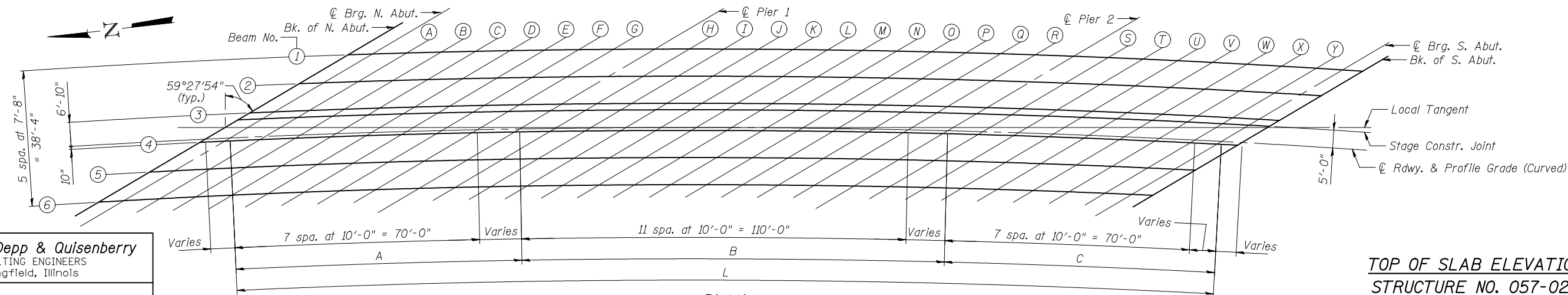
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	625+57.50	-22.17	811.93	811.95
☉ Brg N. Abut.	625+64.22	-22.17	811.96	811.98
A	625+74.14	-22.17	812.00	812.04
B	625+84.06	-22.17	812.04	812.10
C	625+93.98	-22.17	812.08	812.15
D	626+03.91	-22.17	812.11	812.18
E	626+13.83	-22.17	812.15	812.20
F	626+23.75	-22.17	812.19	812.22
G	626+33.67	-22.17	812.23	812.25
☉ Pier 1	626+43.58	-22.17	812.27	812.29
H	626+53.50	-22.17	812.31	812.36
I	626+63.42	-22.17	812.35	812.44
J	626+73.34	-22.17	812.39	812.52
K	626+83.27	-22.17	812.43	812.60
L	626+93.19	-22.17	812.47	812.67
M	627+03.11	-22.17	812.51	812.72
N	627+13.04	-22.17	812.55	812.74
O	627+22.96	-22.17	812.59	812.76
P	627+32.88	-22.17	812.63	812.76
Q	627+42.80	-22.17	812.67	812.75
R	627+52.73	-22.17	812.71	812.76
☉ Pier 2	627+61.27	-22.17	812.74	812.76
S	627+71.19	-22.17	812.78	812.79
T	627+81.12	-22.17	812.82	812.84
U	627+91.04	-22.17	812.86	812.89
V	628+00.96	-22.17	812.90	812.95
W	628+10.89	-22.17	812.94	812.99
X	628+20.81	-22.17	812.98	813.03
Y	628+30.73	-22.17	813.02	813.05
☉ Brg S. Abut.	628+36.84	-22.17	813.04	813.07
Bk. S. Abut.	628+42.57	-22.17	813.07	813.09

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	625+43.45	-14.50	811.64	811.66
☉ Brg N. Abut.	625+50.25	-14.50	811.66	811.68
A	625+60.20	-14.50	811.70	811.75
B	625+70.15	-14.50	811.74	811.81
C	625+80.10	-14.50	811.78	811.85
D	625+90.04	-14.50	811.82	811.89
E	625+99.99	-14.50	811.86	811.91
F	626+09.94	-14.50	811.90	811.93
G	626+19.89	-14.50	811.94	811.96
☉ Pier 1	626+30.49	-14.50	811.98	812.00
H	626+40.44	-14.50	812.02	812.07
I	626+50.39	-14.50	812.06	812.15
J	626+60.34	-14.50	812.10	812.23
K	626+70.29	-14.50	812.14	812.31
L	626+80.24	-14.50	812.18	812.38
M	626+90.19	-14.50	812.22	812.43
N	627+00.13	-14.50	812.26	812.46
O	627+10.08	-14.50	812.30	812.47
P	627+20.03	-14.50	812.34	812.47
Q	627+29.98	-14.50	812.38	812.47
R	627+39.93	-14.50	812.42	812.47
☉ Pier 2	627+49.35	-14.50	812.46	812.48
S	627+59.29	-14.50	812.50	812.51
T	627+69.24	-14.50	812.54	812.55
U	627+79.19	-14.50	812.58	812.61
V	627+89.14	-14.50	812.62	812.66
W	627+99.09	-14.50	812.66	812.71
X	628+09.04	-14.50	812.70	812.74
Y	628+18.99	-14.50	812.74	812.77
☉ Brg S. Abut.	628+25.59	-14.50	812.76	812.78
Bk. S. Abut.	628+31.36	-14.50	812.78	812.81

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	625+29.20	-6.83	811.34	811.36
☉ Brg N. Abut.	625+36.08	-6.83	811.37	811.39
A	625+46.05	-6.83	811.41	811.46
B	625+56.03	-6.83	811.45	811.52
C	625+66.00	-6.83	811.49	811.56
D	625+75.98	-6.83	811.53	811.59
E	625+85.96	-6.83	811.57	811.61
F	625+95.93	-6.83	811.61	811.64
G	626+05.91	-6.83	811.65	811.66
☉ Pier 1	626+17.23	-6.83	811.69	811.71
H	626+27.20	-6.83	811.73	811.78
I	626+37.18	-6.83	811.77	811.86
J	626+47.15	-6.83	811.81	811.94
K	626+57.13	-6.83	811.85	812.02
L	626+67.11	-6.83	811.89	812.09
M	626+77.08	-6.83	811.93	812.14
N	626+87.06	-6.83	811.97	812.17
O	626+97.04	-6.83	812.01	812.18
P	627+07.01	-6.83	812.05	812.18
Q	627+16.99	-6.83	812.09	812.18
R	627+26.96	-6.83	812.13	812.18
☉ Pier 2	627+37.28	-6.83	812.17	812.19
S	627+47.25	-6.83	812.21	812.22
T	627+57.23	-6.83	812.25	812.27
U	627+67.20	-6.83	812.29	812.32
V	627+77.18	-6.83	812.33	812.38
W	627+87.16	-6.83	812.37	812.42
X	627+97.13	-6.83	812.41	812.46
Y	628+07.11	-6.83	812.45	812.48
☉ Brg S. Abut.	628+14.20	-6.83	812.48	812.50
Bk. S. Abut.	628+20.03	-6.83	812.50	812.52



PLAN

Note:
For dimensions A, B, C, and L, see sheet 14 of 27.

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0250**

JD Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED: DCD DRAWN: SJS
CHECKED: CMV CHECKED: CMV/DCD

SHEET 5 OF 27	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	55	(57-THB-1)BR	MCLEAN	153	55
		STA. 626+53.70	CONTRACT NO.	70520	
		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

FILE: J:\JDO\10169_IL-D5_1-55NB_McLeon\1-55NB-174EB\0570250-70520-005-slabelev.dgn
 USER: DCD
 PRINT DATE: 08/06/2010 20:56:05 SAVE DATE: 8/5/2010