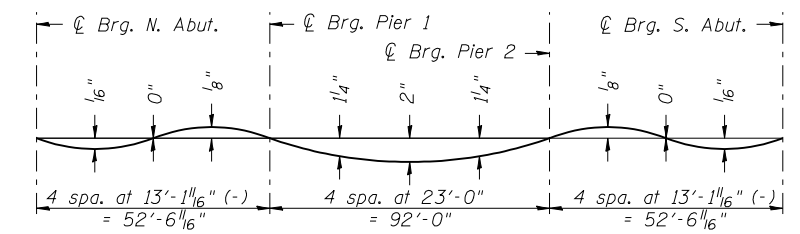
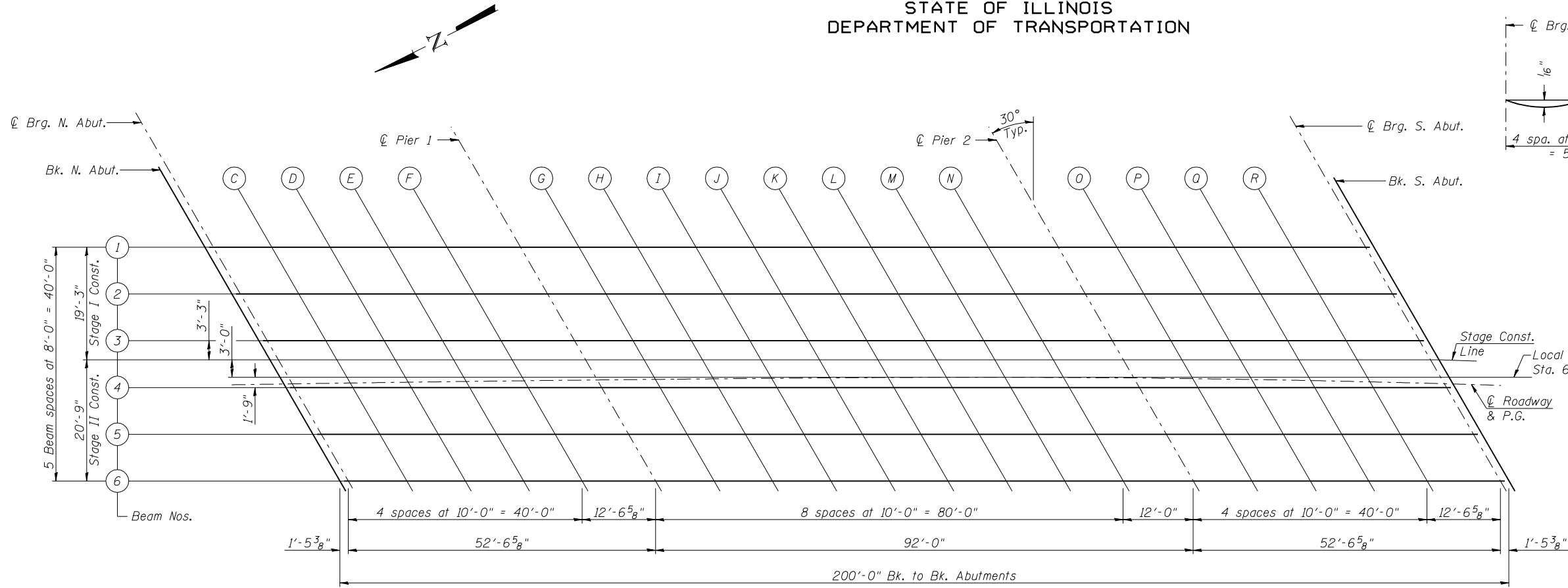


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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 on this sheet and sheet 7 of 26.

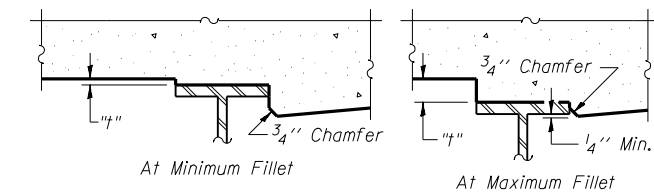
PLAN

BEAM 1

| Location | Station | Offset (ft) | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|-----------------|-----------|-------------|------------------------------|---|
| Bk. N. Abut. | 643+21.53 | -23.61 | 810.15 | 810.17 |
| ☉ Brg. N. Abut. | 643+22.97 | -23.59 | 810.13 | 810.15 |
| C | 643+32.95 | -23.43 | 810.03 | 810.06 |
| D | 643+42.93 | -23.28 | 809.93 | 809.95 |
| E | 643+52.91 | -23.14 | 809.83 | 809.85 |
| ☉ Pier 1 | 643+62.88 | -23.01 | 809.73 | 809.74 |
| F | 643+75.42 | -22.85 | 809.60 | 809.62 |
| G | 643+85.39 | -22.74 | 809.50 | 809.56 |
| H | 643+95.37 | -22.64 | 809.39 | 809.51 |
| I | 644+05.35 | -22.54 | 809.29 | 809.45 |
| J | 644+15.33 | -22.46 | 809.18 | 809.37 |
| K | 644+25.31 | -22.38 | 809.07 | 809.26 |
| L | 644+35.29 | -22.31 | 808.96 | 809.13 |
| M | 644+45.22 | -22.26 | 808.85 | 808.98 |
| N | 644+55.14 | -22.25 | 808.75 | 808.82 |
| ☉ Pier 2 | 644+67.05 | -22.28 | 808.61 | 808.64 |
| O | 644+76.97 | -22.35 | 808.50 | 808.51 |
| P | 644+86.89 | -22.45 | 808.40 | 808.41 |
| Q | 644+96.81 | -22.58 | 808.28 | 808.31 |
| R | 645+06.73 | -22.75 | 808.17 | 808.20 |
| ☉ Brg. S. Abut. | 645+19.19 | -23.01 | 808.03 | 808.06 |
| Bk. S. Abut. | 645+20.62 | -23.04 | 808.02 | 808.04 |

BEAM 2

| Location | Station | Offset (ft) | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding |
|-----------------|-----------|-------------|------------------------------|---|
| Bk. N. Abut. | 643+26.01 | -15.54 | 809.94 | 809.96 |
| ☉ Brg. N. Abut. | 643+27.45 | -15.51 | 809.93 | 809.95 |
| C | 643+37.44 | -15.36 | 809.83 | 809.85 |
| D | 643+47.42 | -15.21 | 809.73 | 809.75 |
| E | 643+57.41 | -15.08 | 809.62 | 809.64 |
| F | 643+67.40 | -14.95 | 809.52 | 809.53 |
| ☉ Pier 1 | 643+79.93 | -14.80 | 809.39 | 809.41 |
| G | 643+89.92 | -14.69 | 809.29 | 809.35 |
| H | 643+99.91 | -14.59 | 809.18 | 809.30 |
| I | 644+09.89 | -14.50 | 809.08 | 809.24 |
| J | 644+19.88 | -14.42 | 808.97 | 809.16 |
| K | 644+29.87 | -14.35 | 808.86 | 809.05 |
| L | 644+39.84 | -14.28 | 808.75 | 808.92 |
| M | 644+49.79 | -14.25 | 808.64 | 808.77 |
| N | 644+59.74 | -14.26 | 808.53 | 808.61 |
| ☉ Pier 2 | 644+71.68 | -14.31 | 808.40 | 808.42 |
| O | 644+81.63 | -14.39 | 808.29 | 808.30 |
| P | 644+91.58 | -14.50 | 808.18 | 808.20 |
| Q | 645+01.53 | -14.65 | 808.07 | 808.09 |
| R | 645+11.47 | -14.84 | 807.96 | 807.99 |
| ☉ Brg. S. Abut. | 645+23.96 | -15.12 | 807.82 | 807.84 |
| Bk. S. Abut. | 645+25.40 | -15.16 | 807.81 | 807.83 |



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on this sheet and sheet 7 of 26, 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 on this sheet and sheet 7 of 26. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

**TOP OF SLAB ELEVATIONS-1
STRUCTURE NO. 057-0249**

Note:
Offsets measured from roadway ☉.

| | | | | | | |
|---------------------------|-------------|-------------|--------------|--------------------|--------------|-----------|
| | SHEET NO. 6 | F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 26 SHEETS | 55 | (57-7HB-2)BR | MCLEAN | 153 | 83 |
| | | | | CONTRACT NO. 70520 | | |
| ILLINOIS FED. AID PROJECT | | | | | | |