

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+46.69	27.54	725.32	725.32
☉ Brg. S. Abut.	19+47.94	27.55	725.33	725.33
A	19+58.00	27.62	725.36	725.37
B	19+68.06	27.68	725.40	725.40
C	19+78.12	27.72	725.43	725.43
☉ Brg. Pier 2	19+83.49	27.74	725.45	725.45
D	19+93.55	27.76	725.49	725.49
E	20+03.61	27.77	725.52	725.54
F	20+13.65	27.77	725.56	725.57
G	20+23.71	27.76	725.59	725.60
☉ Brg. Pier 1	20+31.59	27.74	725.62	725.62
H	20+41.65	27.70	725.65	725.66
I	20+51.71	27.65	725.69	725.70
J	20+61.77	27.59	725.73	725.73
☉ Brg. N. Abut.	20+67.13	27.55	725.75	725.75
Bk. N. Abut.	20+68.39	27.54	725.75	725.75

BEAM 2

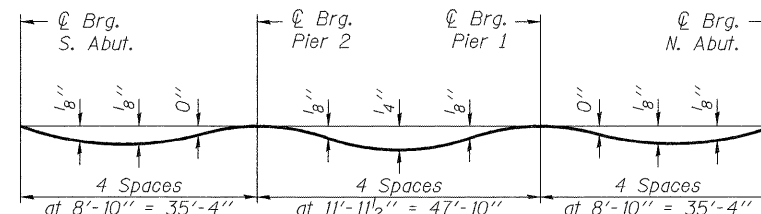
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+46.74	21.30	725.42	725.42
☉ Brg. S. Abut.	19+47.99	21.30	725.43	725.43
A	19+58.04	21.37	725.46	725.47
B	19+68.09	21.43	725.49	725.50
C	19+78.15	21.47	725.53	725.53
☉ Brg. Pier 2	19+83.51	21.49	725.55	725.55
D	19+93.56	21.51	725.58	725.59
E	20+03.61	21.52	725.62	725.64
F	20+13.64	21.52	725.65	725.67
G	20+23.70	21.51	725.69	725.69
☉ Brg. Pier 1	20+31.57	21.49	725.72	725.72
H	20+41.62	21.45	725.75	725.76
I	20+51.67	21.40	725.79	725.80
J	20+61.73	21.34	725.82	725.83
☉ Brg. N. Abut.	20+67.09	21.30	725.84	725.84
Bk. N. Abut.	20+68.34	21.30	725.85	725.85

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+46.78	15.05	725.52	725.52
☉ Brg. S. Abut.	19+48.04	15.05	725.52	725.52
A	19+58.08	15.12	725.56	725.56
B	19+68.13	15.18	725.59	725.60
C	19+78.17	15.22	725.63	725.63
☉ Brg. Pier 2	19+83.53	15.24	725.65	725.65
D	19+93.57	15.26	725.68	725.69
E	20+03.62	15.27	725.72	725.73
F	20+13.64	15.27	725.75	725.77
G	20+23.68	15.26	725.79	725.79
☉ Brg. Pier 1	20+31.55	15.24	725.81	725.81
H	20+41.60	15.20	725.85	725.85
I	20+51.64	15.15	725.89	725.89
J	20+61.68	15.09	725.92	725.93
☉ Brg. N. Abut.	20+67.04	15.05	725.94	725.94
Bk. N. Abut.	20+68.30	15.05	725.95	725.95

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+46.83	8.80	725.62	725.62
☉ Brg. S. Abut.	19+48.08	8.81	725.62	725.62
A	19+58.12	8.87	725.66	725.66
B	19+68.16	8.93	725.69	725.70
C	19+78.19	8.97	725.72	725.73
☉ Brg. Pier 2	19+83.55	8.99	725.74	725.74
D	19+93.58	9.01	725.78	725.79
E	20+03.62	9.02	725.81	725.83
F	20+13.63	9.02	725.85	725.86
G	20+23.67	9.01	725.88	725.89
☉ Brg. Pier 1	20+31.53	8.99	725.91	725.91
H	20+41.57	8.95	725.95	725.95
I	20+51.61	8.90	725.98	725.99
J	20+61.64	8.84	726.02	726.02
☉ Brg. N. Abut.	20+66.99	8.81	726.04	726.04
Bk. N. Abut.	20+68.25	8.80	726.04	726.04

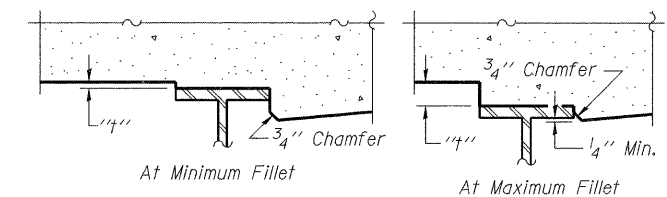


DEAD LOAD DEFLECTION DIAGRAM

(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 as shown below.



To determine "f": 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" shown below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS-2
NORTHBOUND ILLINOIS ROUTE 394 OVER PLUM CREEK
STATION 20+07.55

DESIGNED	SK/GMK/LCM
CHECKED	GBC/GMK/SMK
DRAWN	RR/LCM/SK
CHECKED	GBC/GMK/SMK

Note:

The stations provided in these tables are measured along the ☉ Survey F.A.P. 332.

The offsets provided in these tables are measured from the Northbound Profile Grade Line.



SHEET NO. 5	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	2002-113R	WILL	242	150
26 SHEETS	SN-099-0147		CONTRACT NO. 62542		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT		