

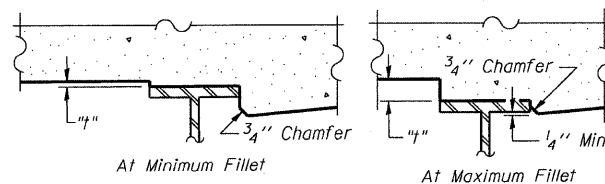
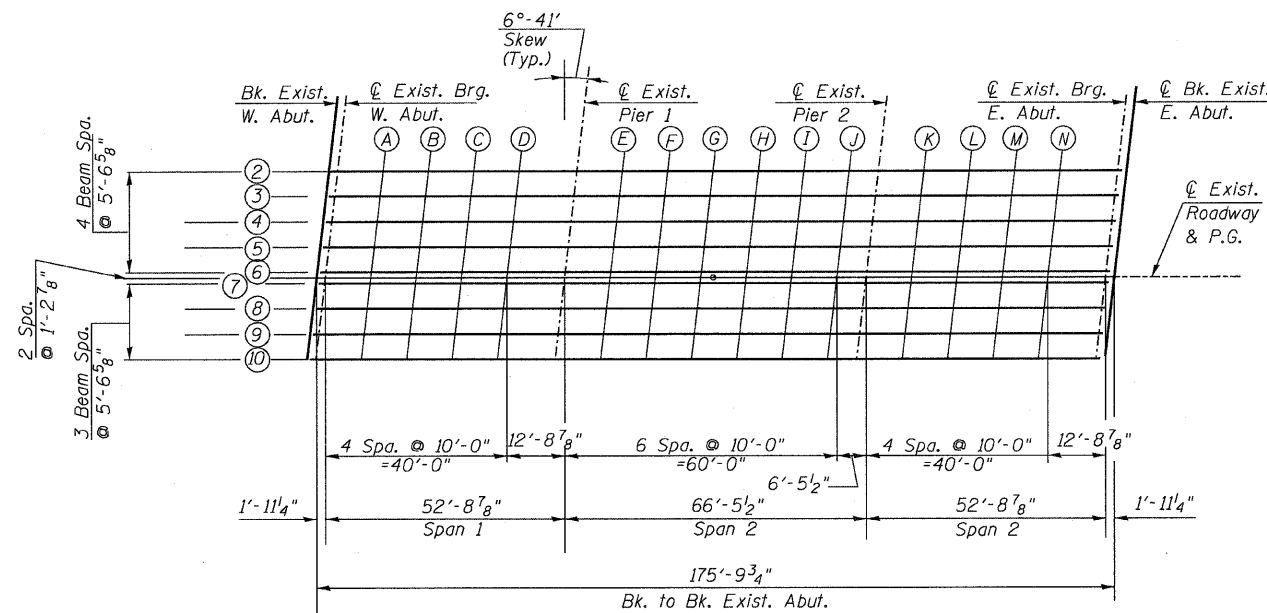
DEAD LOAD DEFLECTION DIAGRAM

(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 here and on Sheet S6.

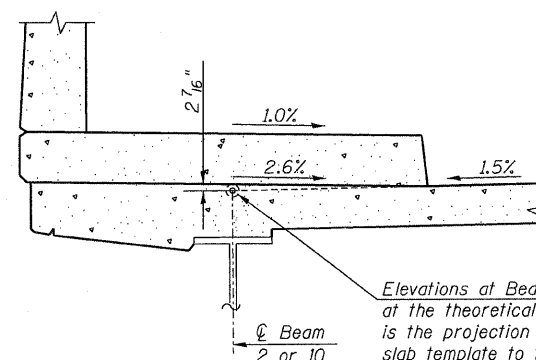
DEAD LOAD DEFLECTION DIAGRAM TABLE

Beams	a	b	c	d	e	f	g	h	i
2 & 10	0 1/4"	0 1/4"	0 1/8"	0 1/4"	0 3/8"	0 1/4"	0 1/8"	0 1/4"	0 1/4"
3-5, 8 & 9	0 1/8"	0 1/8"	0 1/8"	0 1/8"	0 1/4"	0 1/8"	0 1/8"	0 1/8"	0 1/8"
6 & 7	0 1/8"	0 1/8"	0"	0 1/8"	0 1/4"	0 1/8"	0"	0 1/8"	0 1/8"



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" shown here and Sheet S6, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



Elevations at Beams 2 & 10 are given at the theoretical top of slab which is the projection of the roadway slab template to the centerline of beam.

PROJECTION UNDER SIDEWALK DETAIL

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	222+82.76	-23.448	618.18	618.18
Centerline Brg. W. Abut.	222+84.70	-23.448	618.11	618.11
A	222+94.70	-23.448	617.75	617.76
B	223+04.70	-23.448	617.39	617.41
C	223+14.70	-23.448	617.03	617.05
D	223+24.70	-23.448	616.67	616.67
Centerline Pier 1	223+37.44	-23.448	616.21	616.21
E	223+47.44	-23.448	615.85	615.85
F	223+57.44	-23.448	615.49	615.51
G	223+67.44	-23.448	615.12	615.15
H	223+77.44	-23.448	614.76	614.79
I	223+87.44	-23.448	614.40	614.42
J	223+97.44	-23.448	614.04	614.05
Centerline Pier 2	224+03.90	-23.448	613.81	613.81
K	224+13.90	-23.448	613.45	613.45
L	224+23.90	-23.448	613.09	613.10
M	224+33.90	-23.448	612.73	612.75
N	224+43.90	-23.448	612.37	612.38
Centerline Brg. E. Abut.	224+56.64	-23.448	611.91	611.91
Bk. E. Abut.	224+58.58	-23.448	611.84	611.84

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	222+82.18	-18.500	618.27	618.27
Centerline Brg. W. Abut.	222+84.12	-18.500	618.20	618.20
A	222+94.12	-18.500	617.84	617.85
B	223+04.12	-18.500	617.48	617.50
C	223+14.12	-18.500	617.12	617.14
D	223+24.12	-18.500	616.76	616.77
Centerline Pier 1	223+36.86	-18.500	616.30	616.30
E	223+46.86	-18.500	615.94	615.95
F	223+56.86	-18.500	615.58	615.60
G	223+66.86	-18.500	615.22	615.24
H	223+76.86	-18.500	614.86	614.88
I	223+86.86	-18.500	614.50	614.51
J	223+96.86	-18.500	614.14	614.14
Centerline Pier 2	224+03.32	-18.500	613.90	613.90
K	224+13.32	-18.500	613.54	613.55
L	224+23.32	-18.500	613.18	613.20
M	224+33.32	-18.500	612.82	612.84
N	224+43.32	-18.500	612.46	612.47
Centerline Brg. E. Abut.	224+56.00	-18.500	612.00	612.00
Bk. E. Abut.	224+58.00	-18.500	611.93	611.93

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	222+82.11	-17.896	618.29	618.29
Centerline Brg. W. Abut.	222+84.05	-17.896	618.22	618.22
A	222+94.05	-17.896	617.86	617.87
B	223+04.05	-17.896	617.49	617.51
C	223+14.05	-17.896	617.13	617.15
D	223+24.05	-17.896	616.77	616.78
Centerline Pier 1	223+36.79	-17.896	616.31	616.31
E	223+46.79	-17.896	615.95	615.96
F	223+56.79	-17.896	615.59	615.61
G	223+66.79	-17.896	615.23	615.25
H	223+76.79	-17.896	614.87	614.89
I	223+86.79	-17.896	614.51	614.52
J	223+96.79	-17.896	614.15	614.15
Centerline Pier 2	224+03.24	-17.896	613.92	613.92
K	224+13.24	-17.896	613.56	613.56
L	224+23.24	-17.896	613.19	613.21
M	224+33.24	-17.896	612.83	612.85
N	224+43.24	-17.896	612.47	612.49
Centerline Brg. E. Abut.	224+55.98	-17.896	612.01	612.01
Bk. E. Abut.	224+57.92	-17.896	611.94	611.94

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	222+81.46	-12.344	618.39	618.39
Centerline Brg. W. Abut.	222+83.40	-12.344	618.32	618.32
A	222+93.40	-12.344	617.96	617.97
B	223+03.40	-12.344	617.60	617.62
C	223+13.40	-12.344	617.24	617.25
D	223+23.40	-12.344	616.88	616.89
Centerline Pier 1	223+36.14	-12.344	616.42	616.42
E	223+46.14	-12.344	616.06	616.07
F	223+56.14	-12.344	615.70	615.71
G	223+66.14	-12.344	615.34	615.36
H	223+76.14	-12.344	614.98	615.00
I	223+86.14	-12.344	614.62	614.63
J	223+96.14	-12.344	614.26	614.26
Centerline Pier 2	224+02.59	-12.344	614.02	614.02
K	224+12.59	-12.344	613.66	613.67
L	224+22.59	-12.344	613.30	613.31
M	224+32.59	-12.344	612.94	612.96
N	224+42.59	-12.344	612.58	612.59
Centerline Brg. E. Abut.	224+55.33	-12.344	612.12	612.12
Bk. E. Abut.	224+57.27	-12.344	612.05	612.05

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
 31 ST. STREET OVER KILBOURN AVE.
 F.A.U. ROUTE 1463 SECTION 159-1010.1B
 COOK COUNTY
 STATION 223+67.45
 STR. NO. 016-0872
 SCALE: VERT. DRAWN BY JHR
 HORIZ. DATE JANUARY 2008 CHECKED BY CLS