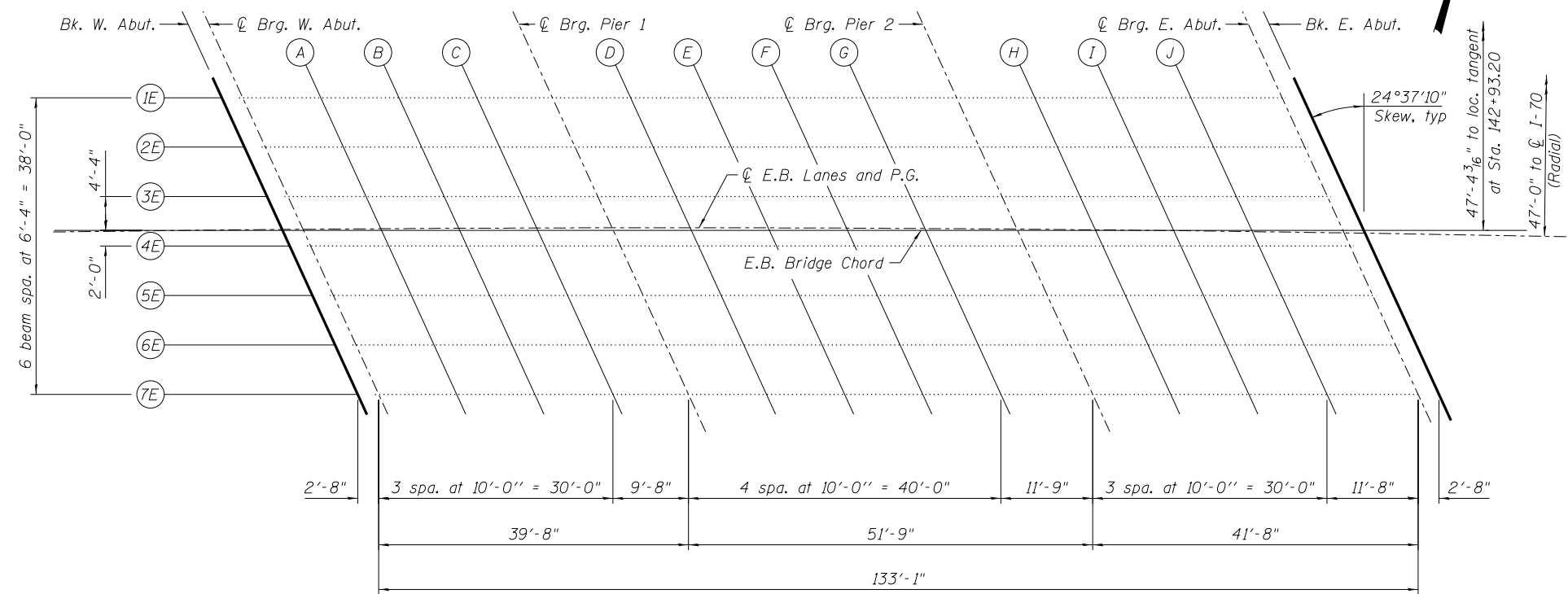
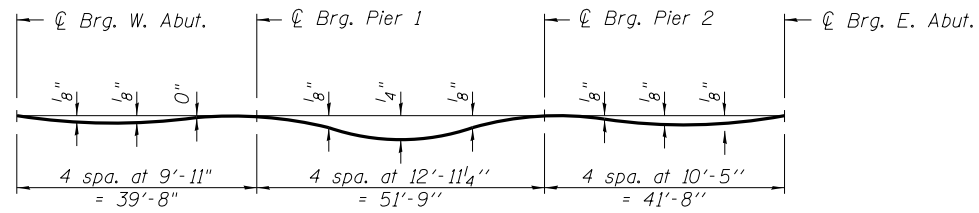


BEAM 1E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	142+35.55	30.06 Rt.	555.42	555.42
CL. Brg. W. Abut.	142+38.24	30.09 Rt.	555.40	555.40
A	142+48.29	30.17 Rt.	555.36	555.37
B	142+58.34	30.24 Rt.	555.31	555.32
C	142+68.40	30.30 Rt.	555.26	555.26
CL. Pier 1	142+78.11	30.33 Rt.	555.21	555.21
D	142+88.16	30.35 Rt.	555.16	555.17
E	142+98.22	30.35 Rt.	555.11	555.13
F	143+08.27	30.33 Rt.	555.06	555.08
G	143+18.32	30.29 Rt.	555.02	555.02
CL. Pier 2	143+30.14	30.23 Rt.	554.96	554.96
H	143+40.19	30.16 Rt.	554.91	554.91
I	143+50.24	30.07 Rt.	554.86	554.87
J	143+60.29	29.96 Rt.	554.81	554.82
CL Brg. E. Abut.	143+72.02	29.81 Rt.	554.75	554.75
Bk. E. Abut.	143+74.70	29.77 Rt.	554.74	554.74



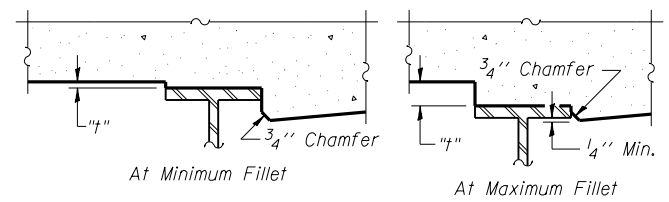
PLAN



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 on sheets S-5 and S-6.



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 on sheets S-5 and S-6, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 2E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	142+38.41	36.42 Rt.	555.23	555.23
CL. Brg. W. Abut.	142+41.10	36.45 Rt.	555.21	555.21
A	142+51.16	36.53 Rt.	555.16	555.17
B	142+61.23	36.59 Rt.	555.12	555.13
C	142+71.29	36.64 Rt.	555.07	555.07
CL. Pier 1	142+81.01	36.67 Rt.	555.02	555.02
D	142+91.08	36.68 Rt.	554.97	554.98
E	143+01.14	36.68 Rt.	554.92	554.94
F	143+11.21	36.65 Rt.	554.87	554.89
G	143+21.27	36.61 Rt.	554.82	554.83
CL. Pier 2	143+33.10	36.54 Rt.	554.77	554.77
H	143+43.16	36.47 Rt.	554.72	554.72
I	143+53.22	36.37 Rt.	554.67	554.68
J	143+63.29	36.26 Rt.	554.62	554.63
CL Brg. E. Abut.	143+75.02	36.10 Rt.	554.56	554.56
Bk. E. Abut.	143+77.71	36.06 Rt.	554.54	554.54

BEAM 3E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	142+41.27	42.78 Rt.	555.03	555.03
CL. Brg. W. Abut.	142+43.96	42.81 Rt.	555.02	555.02
A	142+54.04	42.88 Rt.	554.97	554.98
B	142+64.11	42.94 Rt.	554.92	554.94
C	142+74.19	42.98 Rt.	554.88	554.88
CL. Pier 1	142+83.93	43.01 Rt.	554.83	554.83
D	142+94.0	43.02 Rt.	554.78	554.79
E	143+04.08	43.01 Rt.	554.73	554.75
F	143+14.15	42.98 Rt.	554.68	554.70
G	143+24.23	42.93 Rt.	554.63	554.64
CL. Pier 2	143+36.07	42.86 Rt.	554.57	554.57
H	143+46.14	42.77 Rt.	554.52	554.53
I	143+56.22	42.67 Rt.	554.47	554.49
J	143+66.29	42.55 Rt.	554.42	554.44
CL Brg. E. Abut.	143+78.04	42.39 Rt.	554.37	554.37
Bk. E. Abut.	143+80.73	42.35 Rt.	554.35	554.35

Note:
All offsets are taken from CL I-70.

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E-S 7-1-10



USER NAME = bsauter	DESIGNED - AMK	REVISED -
	CHECKED - MHT	REVISED -
PLOT SCALE = 20:0.0000 "1" / 1"	DRAWN - RD	REVISED -
PLOT DATE = 8/14/2012	CHECKED - MHT	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**E.B. TOP OF SLAB ELEVATIONS 1
SN 018-0047 (W.B.) & 018-0048 (E.B.)**

SHEET NO. S-5 OF S-34 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(18-47B, 18-47HB)BR	CUMBERLAND	147	63
CONTRACT NO. 74466				
ILLINOIS FED. AID PROJECT				