GIRDER #3

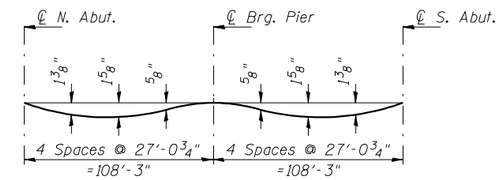
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	-3.708	692.194	692.194
℄ of N Abut.	48+91.750	-3.708	692.208	692.208
A	49+01.750	-3.708	692.311	692.362
B	49+11.750	-3.708	692.405	692.501
C	49+21.750	-3.708	692.488	692.614
D	49+31.750	-3.708	692.562	692.702
E	49+41.750	-3.708	692.625	692.762
F	49+51.750	-3.708	692.679	692.797
G	49+61.750	-3.708	692.722	692.811
H	49+71.750	-3.708	692.756	692.812
I	49+81.750	-3.708	692.779	692.806
J	49+91.750	-3.708	692.793	692.799
℄ Pier	50+00.000	-3.708	692.796	692.796
K	50+10.000	-3.708	692.792	692.801
L	50+20.000	-3.708	692.777	692.809
M	50+30.000	-3.708	692.752	692.814
N	50+40.000	-3.708	692.718	692.812
O	50+50.000	-3.708	692.673	692.795
P	50+60.000	-3.708	692.618	692.757
Q	50+70.000	-3.708	692.553	692.693
R	50+80.000	-3.708	692.479	692.601
S	50+90.000	-3.708	692.394	692.485
T	51+00.000	-3.708	692.299	692.339
℄ of S Abut.	51+08.250	-3.708	692.214	692.214
Bk. of S Abut.	51+09.500	-3.708	692.200	692.200

P.G. & ℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	0.000	692.252	692.252
℄ of N Abut.	48+91.750	0.000	692.266	692.266
A	49+01.750	0.000	692.369	692.420
B	49+11.750	0.000	692.463	692.559
C	49+21.750	0.000	692.546	692.672
D	49+31.750	0.000	692.620	692.760
E	49+41.750	0.000	692.683	692.820
F	49+51.750	0.000	692.737	692.855
G	49+61.750	0.000	692.780	692.869
H	49+71.750	0.000	692.814	692.870
I	49+81.750	0.000	692.837	692.864
J	49+91.750	0.000	692.851	692.857
℄ Pier	50+00.000	0.000	692.854	692.854
K	50+10.000	0.000	692.850	692.859
L	50+20.000	0.000	692.835	692.867
M	50+30.000	0.000	692.810	692.872
N	50+40.000	0.000	692.775	692.870
O	50+50.000	0.000	692.731	692.853
P	50+60.000	0.000	692.676	692.814
Q	50+70.000	0.000	692.611	692.750
R	50+80.000	0.000	692.537	692.658
S	50+90.000	0.000	692.452	692.542
T	51+00.000	0.000	692.357	692.397
℄ of S Abut.	51+08.250	0.000	692.272	692.272
Bk. of S Abut.	51+09.500	0.000	692.258	692.258

GIRDER #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	3.708	692.194	692.194
℄ of N Abut.	48+91.750	3.708	692.208	692.208
A	49+01.750	3.708	692.311	692.362
B	49+11.750	3.708	692.405	692.501
C	49+21.750	3.708	692.488	692.614
D	49+31.750	3.708	692.562	692.702
E	49+41.750	3.708	692.625	692.762
F	49+51.750	3.708	692.679	692.797
G	49+61.750	3.708	692.722	692.811
H	49+71.750	3.708	692.756	692.812
I	49+81.750	3.708	692.779	692.806
J	49+91.750	3.708	692.793	692.799
℄ Pier	50+00.000	3.708	692.796	692.796
K	50+10.000	3.708	692.792	692.801
L	50+20.000	3.708	692.777	692.809
M	50+30.000	3.708	692.752	692.814
N	50+40.000	3.708	692.718	692.812
O	50+50.000	3.708	692.673	692.795
P	50+60.000	3.708	692.618	692.757
Q	50+70.000	3.708	692.553	692.693
R	50+80.000	3.708	692.479	692.601
S	50+90.000	3.708	692.394	692.485
T	51+00.000	3.708	692.299	692.339
℄ of S Abut.	51+08.250	3.708	692.214	692.214
Bk. of S Abut.	51+09.500	3.708	692.200	692.200



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.

GIRDER #5

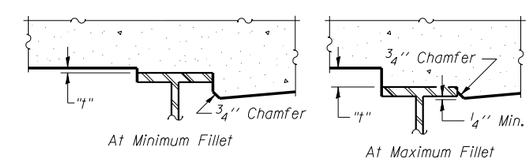
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	11.125	692.078	692.078
℄ of N Abut.	48+91.750	11.125	692.092	692.092
A	49+01.750	11.125	692.195	692.246
B	49+11.750	11.125	692.289	692.386
C	49+21.750	11.125	692.372	692.499
D	49+31.750	11.125	692.446	692.586
E	49+41.750	11.125	692.509	692.646
F	49+51.750	11.125	692.563	692.681
G	49+61.750	11.125	692.606	692.695
H	49+71.750	11.125	692.640	692.696
I	49+81.750	11.125	692.663	692.690
J	49+91.750	11.125	692.677	692.683
℄ Pier	50+00.000	11.125	692.680	692.680
K	50+10.000	11.125	692.676	692.685
L	50+20.000	11.125	692.661	692.693
M	50+30.000	11.125	692.636	692.698
N	50+40.000	11.125	692.602	692.696
O	50+50.000	11.125	692.557	692.679
P	50+60.000	11.125	692.502	692.641
Q	50+70.000	11.125	692.438	692.577
R	50+80.000	11.125	692.363	692.485
S	50+90.000	11.125	692.278	692.369
T	51+00.000	11.125	692.183	692.223
℄ of S Abut.	51+08.250	11.125	692.098	692.098
Bk. of S Abut.	51+09.500	11.125	692.084	692.084

WEST LONGITUDINAL BONDED CONSTRUCTION JOINT (OPTIONAL)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	13.000	692.044	692.044
℄ of N Abut.	48+91.750	13.000	692.057	692.057
A	49+01.750	13.000	692.161	692.212
B	49+11.750	13.000	692.254	692.351
C	49+21.750	13.000	692.338	692.464
D	49+31.750	13.000	692.411	692.552
E	49+41.750	13.000	692.475	692.612
F	49+51.750	13.000	692.528	692.646
G	49+61.750	13.000	692.572	692.661
H	49+71.750	13.000	692.605	692.662
I	49+81.750	13.000	692.629	692.656
J	49+91.750	13.000	692.642	692.649
℄ Pier	50+00.000	13.000	692.646	692.646
K	50+10.000	13.000	692.641	692.650
L	50+20.000	13.000	692.627	692.658
M	50+30.000	13.000	692.602	692.664
N	50+40.000	13.000	692.567	692.662
O	50+50.000	13.000	692.522	692.645
P	50+60.000	13.000	692.468	692.606
Q	50+70.000	13.000	692.403	692.542
R	50+80.000	13.000	692.328	692.450
S	50+90.000	13.000	692.244	692.334
T	51+00.000	13.000	692.149	692.188
℄ of S Abut.	51+08.250	13.000	692.063	692.063
Bk. of S Abut.	51+09.500	13.000	692.050	692.050

GIRDER #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.500	18.542	691.928	691.928
℄ of N Abut.	48+91.750	18.542	691.942	691.942
A	49+01.750	18.542	692.045	692.097
B	49+11.750	18.542	692.139	692.236
C	49+21.750	18.542	692.222	692.349
D	49+31.750	18.542	692.296	692.437
E	49+41.750	18.542	692.359	692.497
F	49+51.750	18.542	692.413	692.532
G	49+61.750	18.542	692.456	692.546
H	49+71.750	18.542	692.490	692.547
I	49+81.750	18.542	692.513	692.541
J	49+91.750	18.542	692.527	692.533
℄ Pier	50+00.000	18.542	692.531	692.531
K	50+10.000	18.542	692.526	692.535
L	50+20.000	18.542	692.511	692.543
M	50+30.000	18.542	692.486	692.549
N	50+40.000	18.542	692.452	692.547
O	50+50.000	18.542	692.407	692.530
P	50+60.000	18.542	692.352	692.491
Q	50+70.000	18.542	692.288	692.427
R	50+80.000	18.542	692.213	692.335
S	50+90.000	18.542	692.128	692.219
T	51+00.000	18.542	692.034	692.073
℄ of S Abut.	51+08.250	18.542	691.948	691.948
Bk. of S Abut.	51+09.500	18.542	691.934	691.934



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

LIN ENGINEERING, LTD.
210 W. Chestnut
(217) 483-4168
Chatham, Illinois 62629
FAX (217) 483-4706

Designed By: MTH | Checked By: STD | Drawn By: JMD
Date: 11/02 | File: 010277.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS
FAS RTE 518 (IL 49S) & FAP RTE 836 (C.H.22)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-1) BR
CHAMPAIGN COUNTY
STA. 1000+88.67 (I-74)
STA. 50+00.00 (IL 49S & C.H. 22)
STRUCTURE NO. 010-0277