

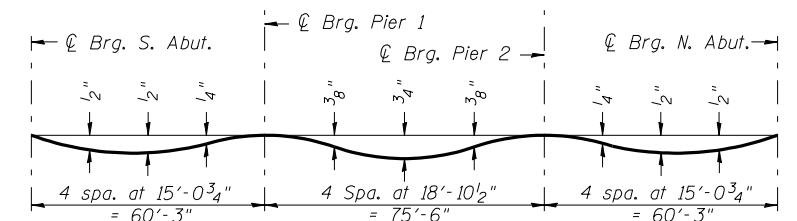
PLAN

BEAM 1

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	125+29.84	-16.46	564.23	564.23
☉ Brg. S. Abut.	125+35.58	-16.46	564.23	564.23
C	125+45.58	-16.46	564.22	564.25
D	125+55.58	-16.46	564.22	564.26
E	125+65.58	-16.46	564.21	564.26
F	125+75.58	-16.46	564.21	564.24
G	125+85.58	-16.46	564.21	564.22
☉ Pier 1	125+95.83	-16.46	564.20	564.20
H	126+05.83	-16.46	564.20	564.21
I	126+15.83	-16.46	564.19	564.23
J	126+25.83	-16.46	564.19	564.24
K	126+35.83	-16.46	564.19	564.25
L	126+45.83	-16.46	564.18	564.23
M	126+55.83	-16.46	564.18	564.20
N	126+65.83	-16.46	564.17	564.18
☉ Pier 2	126+71.33	-16.46	564.17	564.17
O	126+81.33	-16.46	564.17	564.18
P	126+91.33	-16.46	564.16	564.19
Q	127+01.33	-16.46	564.16	564.20
R	127+11.33	-16.46	564.16	564.20
S	127+21.33	-16.46	564.15	564.18
☉ Brg. N. Abut.	127+31.58	-16.46	564.15	564.15
Bk. N. Abut.	127+37.32	-16.46	564.14	564.14

WEST EDGE OF PAVEMENT

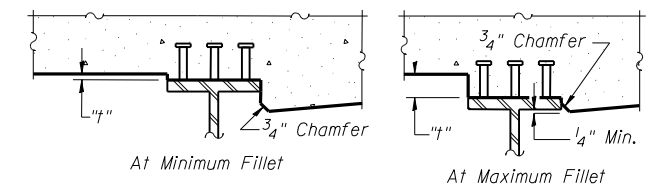
Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	125+36.58	-12.00	564.32	564.32
☉ Brg. S. Abut.	125+42.32	-12.00	564.32	564.32
C	125+52.32	-12.00	564.31	564.34
D	125+62.32	-12.00	564.31	564.35
E	125+72.32	-12.00	564.30	564.35
F	125+82.32	-12.00	564.30	564.33
G	125+92.32	-12.00	564.30	564.31
☉ Pier 1	126+02.57	-12.00	564.29	564.29
H	126+12.57	-12.00	564.29	564.30
I	126+22.57	-12.00	564.28	564.32
J	126+32.57	-12.00	564.28	564.33
K	126+42.57	-12.00	564.28	564.34
L	126+52.57	-12.00	564.27	564.32
M	126+62.57	-12.00	564.27	564.29
N	126+72.57	-12.00	564.26	564.27
☉ Pier 2	126+78.07	-12.00	564.26	564.26
O	126+88.07	-12.00	564.26	564.27
P	126+98.07	-12.00	564.25	564.28
Q	127+08.07	-12.00	564.25	564.29
R	127+18.07	-12.00	564.25	564.29
S	127+28.07	-12.00	564.24	564.27
☉ Brg. N. Abut.	127+38.32	-12.00	564.24	564.24
Bk. N. Abut.	127+44.06	-12.00	564.23	564.24



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 this sheet and on sheet 5 of 20.



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", minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS-1
 ILLINOIS ROUTE 127 OVER
 BEARCAT CREEK
 F.A.P. ROUTE 42 - SECTION 106 (B-1)
 MONTGOMERY COUNTY
 STA. 126+58.45
 STRUCTURE NO. 068-0506

REVISIONS

NAME	DATE

Lin Engineering, Ltd.
 Consulting Engineers
 Chatham, Illinois

Designed By: RKM Checked By: MTH Drawn By: AUF
 Date: 04/2007 File: 068-0506.DGN

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