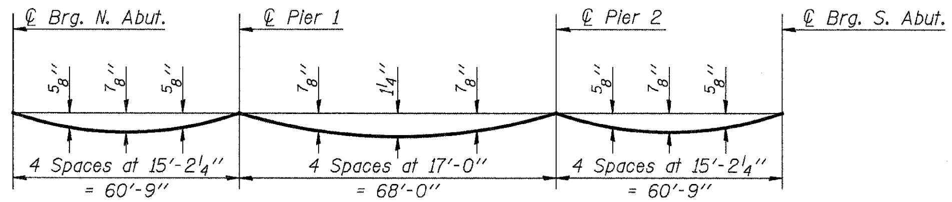
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	(123)BR-3	LIVINGSTON	354	126
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 66601

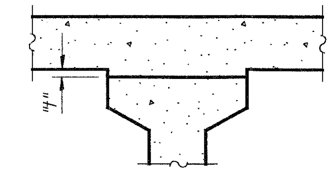
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 "t": After all precast prestressed beams have 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 Deflections" shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	-16.667	655.775	655.775
℄ Brg. N. Abut.	948+30.250	-16.667	655.778	655.778
A	948+40.250	-16.667	655.801	655.840
B	948+50.250	-16.667	655.823	655.884
C	948+60.250	-16.667	655.841	655.910
D	948+70.250	-16.667	655.857	655.919
E	948+80.250	-16.667	655.870	655.910
℄ Pier 1	948+91.000	-16.667	655.881	655.881
F	949+01.000	-16.667	655.889	655.941
G	949+11.000	-16.667	655.894	655.981
H	949+21.000	-16.667	655.896	655.999
I	949+31.000	-16.667	655.896	655.997
J	949+41.000	-16.667	655.893	655.974
K	949+51.000	-16.667	655.888	655.931
℄ Pier 2	949+59.000	-16.667	655.881	655.881
L	949+69.000	-16.667	655.871	655.909
M	949+79.000	-16.667	655.858	655.919
N	949+89.000	-16.667	655.842	655.912
O	949+99.000	-16.667	655.824	655.886
P	950+09.000	-16.667	655.803	655.843
℄ Brg. E. Abut.	950+19.750	-16.667	655.778	655.778
Bk. E. Abut.	950+21.000	-16.667	655.775	655.775

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	-10.000	655.898	655.898
℄ Brg. N. Abut.	948+30.250	-10.000	655.901	655.901
A	948+40.250	-10.000	655.925	655.963
B	948+50.250	-10.000	655.946	656.007
C	948+60.250	-10.000	655.964	656.034
D	948+70.250	-10.000	655.980	656.043
E	948+80.250	-10.000	655.993	656.034
℄ Pier 1	948+91.000	-10.000	656.005	656.005
F	949+01.000	-10.000	656.012	656.065
G	949+11.000	-10.000	656.017	656.104
H	949+21.000	-10.000	656.020	656.123
I	949+31.000	-10.000	656.020	656.120
J	949+41.000	-10.000	656.017	656.098
K	949+51.000	-10.000	656.011	656.054
℄ Pier 2	949+59.000	-10.000	656.005	656.005
L	949+69.000	-10.000	655.994	656.032
M	949+79.000	-10.000	655.981	656.042
N	949+89.000	-10.000	655.966	656.035
O	949+99.000	-10.000	655.947	656.010
P	950+09.000	-10.000	655.927	655.967
℄ Brg. E. Abut.	950+19.750	-10.000	655.901	655.901
Bk. E. Abut.	950+21.000	-10.000	655.898	655.898

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	-3.333	655.998	655.998
℄ Brg. N. Abut.	948+30.250	-3.333	656.001	656.001
A	948+40.250	-3.333	656.025	656.063
B	948+50.250	-3.333	656.046	656.107
C	948+60.250	-3.333	656.064	656.134
D	948+70.250	-3.333	656.080	656.143
E	948+80.250	-3.333	656.093	656.134
℄ Pier 1	948+91.000	-3.333	656.105	656.105
F	949+01.000	-3.333	656.112	656.165
G	949+11.000	-3.333	656.117	656.204
H	949+21.000	-3.333	656.120	656.223
I	949+31.000	-3.333	656.120	656.220
J	949+41.000	-3.333	656.117	656.198
K	949+51.000	-3.333	656.111	656.154
℄ Pier 2	949+59.000	-3.333	656.105	656.105
L	949+69.000	-3.333	656.094	656.132
M	949+79.000	-3.333	656.081	656.142
N	949+89.000	-3.333	656.066	656.135
O	949+99.000	-3.333	656.047	656.110
P	950+09.000	-3.333	656.027	656.067
℄ Brg. E. Abut.	950+19.750	-3.333	656.001	656.001
Bk. E. Abut.	950+21.000	-3.333	655.998	655.998

PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	0.000	656.048	656.048
℄ Brg. N. Abut.	948+30.250	0.000	656.051	656.051
A	948+40.250	0.000	656.075	656.113
B	948+50.250	0.000	656.096	656.157
C	948+60.250	0.000	656.114	656.184
D	948+70.250	0.000	656.130	656.193
E	948+80.250	0.000	656.143	656.184
℄ Pier 1	948+91.000	0.000	656.155	656.155
F	949+01.000	0.000	656.162	656.215
G	949+11.000	0.000	656.167	656.254
H	949+21.000	0.000	656.170	656.273
I	949+31.000	0.000	656.170	656.270
J	949+41.000	0.000	656.167	656.248
K	949+51.000	0.000	656.161	656.204
℄ Pier 2	949+59.000	0.000	656.155	656.155
L	949+69.000	0.000	656.144	656.182
M	949+79.000	0.000	656.131	656.192
N	949+89.000	0.000	656.116	656.185
O	949+99.000	0.000	656.097	656.160
P	950+09.000	0.000	656.077	656.117
℄ Brg. E. Abut.	950+19.750	0.000	656.051	656.051
Bk. E. Abut.	950+21.000	0.000	656.048	656.048

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	1.000	656.033	656.033
℄ Brg. N. Abut.	948+30.250	1.000	656.036	656.036
A	948+40.250	1.000	656.060	656.098
B	948+50.250	1.000	656.081	656.142
C	948+60.250	1.000	656.099	656.169
D	948+70.250	1.000	656.115	656.178
E	948+80.250	1.000	656.128	656.169
℄ Pier 1	948+91.000	1.000	656.140	656.140
F	949+01.000	1.000	656.147	656.200
G	949+11.000	1.000	656.152	656.239
H	949+21.000	1.000	656.155	656.258
I	949+31.000	1.000	656.155	656.255
J	949+41.000	1.000	656.152	656.233
K	949+51.000	1.000	656.146	656.189
℄ Pier 2	949+59.000	1.000	656.140	656.140
L	949+69.000	1.000	656.129	656.167
M	949+79.000	1.000	656.116	656.177
N	949+89.000	1.000	656.101	656.170
O	949+99.000	1.000	656.082	656.145
P	950+09.000	1.000	656.062	656.102
℄ Brg. E. Abut.	950+19.750	1.000	656.036	656.036
Bk. E. Abut.	950+21.000	1.000	656.033	656.033

BEAM 4

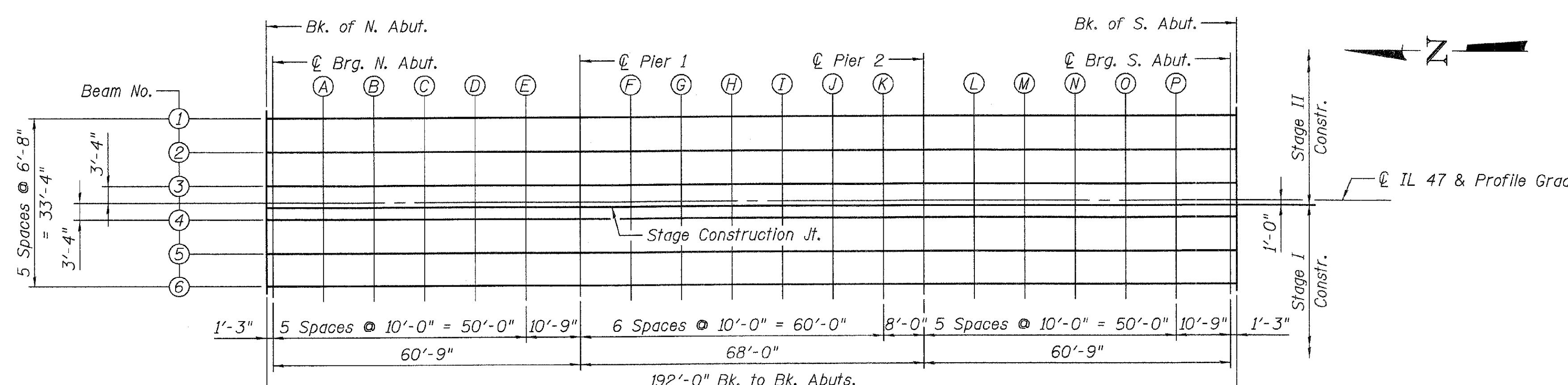
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	3.333	655.998	655.998
℄ Brg. N. Abut.	948+30.250	3.333	656.001	656.001
A	948+40.250	3.333	656.025	656.063
B	948+50.250	3.333	656.046	656.107
C	948+60.250	3.333	656.064	656.134
D	948+70.250	3.333	656.080	656.143
E	948+80.250	3.333	656.093	656.134
℄ Pier 1	948+91.000	3.333	656.105	656.105
F	949+01.000	3.333	656.112	656.165
G	949+11.000	3.333	656.117	656.204
H	949+21.000	3.333	656.120	656.223
I	949+31.000	3.333	656.120	656.220
J	949+41.000	3.333	656.117	656.198
K	949+51.000	3.333	656.111	656.154
℄ Pier 2	949+59.000	3.333	656.105	656.105
L	949+69.000	3.333	656.094	656.132
M	949+79.000	3.333	656.081	656.142
N	949+89.000	3.333	656.066	656.135
O	949+99.000	3.333	656.047	656.110
P	950+09.000	3.333	656.027	656.067
℄ Brg. E. Abut.	950+19.750	3.333	656.001	656.001
Bk. E. Abut.	950+21.000	3.333	655.998	655.998

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	10.000	655.898	655.898
℄ Brg. N. Abut.	948+30.250	10.000	655.901	655.901
A	948+40.250	10.000	655.925	655.963
B	948+50.250	10.000	655.946	656.007
C	948+60.250	10.000	655.964	656.034
D	948+70.250	10.000	655.980	656.043
E	948+80.250	10.000	655.993	656.034
℄ Pier 1	948+91.000	10.000	656.005	656.005
F	949+01.000	10.000	656.012	656.065
G	949+11.000	10.000	656.017	656.104
H	949+21.000	10.000	656.020	656.123
I	949+31.000	10.000	656.020	656.120
J	949+41.000	10.000	656.017	656.098
K	949+51.000	10.000	656.011	656.054
℄ Pier 2	949+59.000	10.000	656.005	656.005
L	949+69.000	10.000	655.994	656.032
M	949+79.000	10.000	655.981	656.042
N	949+89.000	10.000	655.966	656.035
O	949+99.000	10.000	655.947	656.010
P	950+09.000	10.000	655.927	655.967
℄ Brg. E. Abut.	950+19.750	10.000	655.901	655.901
Bk. E. Abut.	950+21.000	10.000	655.898	655.898

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	948+29.000	16.667	655.775	655.775
℄ Brg. N. Abut.	948+30.250	16.667	655.778	655.778
A	948+40.250	16.667	655.801	655.840
B	948+50.250	16.667	655.823	655.884
C	948+60.250	16.667	655.841	655.910
D	948+70.250	16.667	655.857	655.919
E	948+80.250	16.667	655.870	655.910
℄ Pier 1	948+91.000	16.667	655.881	655.881
F	949+01.000	16.667	655.889	655.941
G	949+11.000	16.667	655.894	655.981
H	949+21.000	16.667	655.896	655.999
I	949+31.000	16.667	655.896	655.997
J	949+41.000	16.667	655.893	655.974
K	949+51.000	16.667	655.888	655.931
℄ Pier 2	949+59.000	16.667	655.881	655.881
L	949+69.000	16.667	655.871	655.909
M	949+79.000	16.667	655.858	655.919
N	949+89.000	16.667	655.842	655.912
O	949+99.000	16.667	655.824	655.886
P	950+09.000	16.667	655.803	655.843
℄ Brg. E. Abut.	950+19.750	16.667	655.778	655.778
Bk. E. Abut.	950+21.000	16.667	655.775	655.775



PLAN

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED: CDB	DRAWN: P. Ray
CHECKED: DCD	CHECKED: CDB/DCD

PI-E   10-22-04

TOP OF SLAB ELEVATIONS

ILLINOIS 47 OVER
NORTH FORK VERMILION RIVER
FAP ROUTE 326 SECTION (123)BR-3
LIVINGSTON COUNTY
STATION 949+25.00
STRUCTURE NO. 053-0179

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