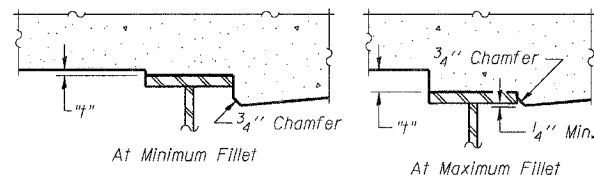


**DEAD LOAD DEFLECTION DIAGRAM**

(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 below and on Sheets 5 and 7 of 26.



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

**FILLET HEIGHTS**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 26 SHEETS
F.A.P. RTE. 774	107BY-1	EFFINGHAM	344	272	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			
<b>CONTRACT NO. 94827</b>					

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	101774.232	-12.773	542.029	542.029
€ Brg. W. Abut.	101776.562	-12.746	542.029	542.029
A	101786.551	-12.634	542.027	542.064
B	101796.539	-12.531	542.025	542.092
C	101806.528	-12.436	542.024	542.111
D	101816.517	-12.350	542.023	542.121
E	101826.506	-12.273	542.021	542.119
F	101836.495	-12.204	542.020	542.108
G	101846.484	-12.145	542.019	542.090
H	101856.473	-12.094	542.019	542.067
I	101866.463	-12.051	542.018	542.044
J	101876.452	-12.018	542.017	542.025
€ Pier	101886.941	-11.992	542.017	542.017
K	101896.931	-11.976	542.017	542.024
L	101906.920	-11.969	542.017	542.041
M	101916.910	-11.971	542.017	542.064
N	101926.899	-11.982	542.017	542.086
O	101936.889	-12.001	542.017	542.105
P	101946.878	-12.029	542.018	542.115
Q	101956.868	-12.065	542.018	542.116
R	101966.857	-12.111	542.019	542.107
S	101976.846	-12.165	542.020	542.088
T	101986.835	-12.228	542.021	542.059
€ Brg. E. Abut.	101997.324	-12.303	542.022	542.022
Bk. E. Abut.	101999.654	-12.321	542.022	542.022

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	101774.137	-4.774	541.904	541.904
€ Brg. W. Abut.	101776.469	-4.746	541.904	541.904
A	101786.465	-4.634	541.902	541.939
B	101796.460	-4.531	541.901	541.967
C	101806.456	-4.436	541.899	541.987
D	101816.451	-4.350	541.898	541.996
E	101826.447	-4.273	541.897	541.994
F	101836.443	-4.205	541.896	541.984
G	101846.440	-4.145	541.895	541.965
H	101856.436	-4.094	541.894	541.942
I	101866.432	-4.052	541.893	541.919
J	101876.429	-4.018	541.893	541.900
€ Pier	101886.925	-3.992	541.892	541.892
K	101896.922	-3.976	541.892	541.899
L	101906.918	-3.969	541.892	541.916
M	101916.915	-3.971	541.892	541.939
N	101926.911	-3.982	541.892	541.962
O	101936.908	-4.001	541.892	541.980
P	101946.904	-4.029	541.893	541.990
Q	101956.900	-4.065	541.893	541.992
R	101966.897	-4.111	541.894	541.982
S	101976.893	-4.165	541.895	541.963
T	101986.889	-4.228	541.896	541.934
€ Brg. E. Abut.	101997.385	-4.303	541.897	541.897
Bk. E. Abut.	101999.717	-4.321	541.897	541.897

**LOCAL TANGENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	101774.090	-0.805	541.843	541.843
€ Brg. W. Abut.	101776.423	-0.778	541.842	541.842
A	101786.422	-0.666	541.840	541.877
B	101796.421	-0.562	541.839	541.905
C	101806.420	-0.467	541.837	541.925
D	101816.419	-0.381	541.836	541.934
E	101826.418	-0.304	541.835	541.933
F	101836.418	-0.236	541.834	541.922
G	101846.418	-0.176	541.833	541.903
H	101856.417	-0.125	541.832	541.880
I	101866.417	-0.083	541.831	541.857
J	101876.417	-0.049	541.831	541.838
€ Pier	101886.917	-0.023	541.830	541.830
K	101896.917	-0.007	541.830	541.837
L	101906.917	0.000	541.830	541.855
M	101916.917	-0.002	541.830	541.877
N	101926.917	-0.013	541.830	541.900
O	101936.917	-0.032	541.830	541.918
P	101946.917	-0.060	541.831	541.928
Q	101956.917	-0.096	541.832	541.930
R	101966.917	-0.142	541.832	541.920
S	101976.916	-0.196	541.833	541.901
T	101986.916	-0.259	541.834	541.872
€ Brg. E. Abut.	101997.415	-0.334	541.835	541.835
Bk. E. Abut.	101999.748	-0.352	541.835	541.835

**€ PROPOSED STRUCTURE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	101774.085	-0.383	541.836	541.836
€ Brg. W. Abut.	101776.418	-0.356	541.836	541.836
A	101786.417	-0.244	541.834	541.870
B	101796.417	-0.140	541.832	541.899
C	101806.416	-0.045	541.831	541.918
D	101816.416	0.040	541.829	541.927
E	101826.415	0.118	541.828	541.926
F	101836.415	0.186	541.827	541.915
G	101846.415	0.246	541.826	541.897
H	101856.415	0.297	541.825	541.874
I	101866.416	0.339	541.825	541.850
J	101876.416	0.373	541.824	541.832
€ Pier	101886.916	0.399	541.824	541.824
K	101896.917	0.415	541.824	541.830
L	101906.917	0.422	541.823	541.848
M	101916.917	0.420	541.823	541.871
N	101926.918	0.409	541.824	541.893
O	101936.918	0.390	541.824	541.911
P	101946.918	0.362	541.824	541.922
Q	101956.918	0.326	541.825	541.923
R	101966.919	0.280	541.826	541.914
S	101976.919	0.226	541.826	541.894
T	101986.919	0.163	541.827	541.866
€ Brg. E. Abut.	101997.419	0.088	541.829	541.829
Bk. E. Abut.	101999.751	0.070	541.829	541.829

Work this sheet with Sheets 5 and 7 of 26.

SHEET TITLE		TOP OF SLAB ELEVATIONS	
PROJECT	IL RTE. 32/33 OVER LITTLE WABASH RIVER OVERFLOW F.A.P. RTE. 774 SECTION 107BY-1 EFFINGHAM COUNTY STATION 1018+86.92 STRUCTURE NO. 025-0077	PROJECT NO.	02017
SCALE		DATE	
DRAWN BY	TFG	CHECKED BY	KPS/CME/MCB
DRAWING NO.			
<b>COOMBE-BLOXDORF P.C.</b> Engineers / Land Surveyors Springfield, Illinois Design Firm License No. 184-002703		6 OF 26 SHTS	

DATE PLOTTED: 02/24/09 09:02:28 AM