

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	114+03.50	-29.167	646.635	646.635
⊕ Brg.	114+04.75	-29.167	646.643	646.643
a	114+14.75	-29.167	646.697	646.740
b	114+24.75	-29.167	646.746	646.831
c	114+34.75	-29.167	646.788	646.894
d	114+44.75	-29.167	646.824	646.936
e	114+54.75	-29.167	646.855	646.965
f	114+64.75	-29.167	646.879	646.962
g	114+74.75	-29.167	646.897	646.952
h	114+84.75	-29.167	646.910	646.942
i	114+94.75	-29.167	646.916	646.927
⊕ Brg. Pier	115+00.00	-29.167	646.917	646.917
j	115+10.00	-29.167	646.914	646.935
k	115+20.00	-29.167	646.905	646.947
m	115+30.00	-29.167	646.890	646.957
n	115+40.00	-29.167	646.868	646.964
p	115+50.00	-29.167	646.841	646.956
q	115+60.00	-29.167	646.808	646.917
r	115+70.00	-29.167	646.769	646.871
s	115+80.00	-29.167	646.723	646.788
t	115+90.00	-29.167	646.672	646.694
⊕ Brg.	115+95.25	-29.167	646.643	646.643
Bk. North Abut.	115+96.50	-29.167	646.635	646.635

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	114+03.50	-20.833	646.791	646.791
⊕ Brg.	114+04.75	-20.833	646.798	646.798
a	114+14.75	-20.833	646.853	646.896
b	114+24.75	-20.833	646.901	646.987
c	114+34.75	-20.833	646.944	647.049
d	114+44.75	-20.833	646.980	647.092
e	114+54.75	-20.833	647.011	647.121
f	114+64.75	-20.833	647.035	647.117
g	114+74.75	-20.833	647.053	647.108
h	114+84.75	-20.833	647.066	647.098
i	114+94.75	-20.833	647.072	647.083
⊕ Brg. Pier	115+00.00	-20.833	647.073	647.073
j	115+10.00	-20.833	647.070	647.091
k	115+20.00	-20.833	647.060	647.103
m	115+30.00	-20.833	647.045	647.113
n	115+40.00	-20.833	647.024	647.120
p	115+50.00	-20.833	646.997	647.112
q	115+60.00	-20.833	646.964	647.073
r	115+70.00	-20.833	646.924	647.027
s	115+80.00	-20.833	646.879	646.944
t	115+90.00	-20.833	646.828	646.850
⊕ Brg.	115+95.25	-20.833	646.798	646.798
Bk. North Abut.	115+96.50	-20.833	646.791	646.791

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	114+03.50	-12.500	646.916	646.916
⊕ Brg.	114+04.75	-12.500	646.923	646.923
a	114+14.75	-12.500	646.978	647.021
b	114+24.75	-12.500	647.026	647.112
c	114+34.75	-12.500	647.069	647.174
d	114+44.75	-12.500	647.105	647.217
e	114+54.75	-12.500	647.136	647.246
f	114+64.75	-12.500	647.160	647.242
g	114+74.75	-12.500	647.178	647.233
h	114+84.75	-12.500	647.191	647.223
i	114+94.75	-12.500	647.197	647.208
⊕ Brg. Pier	115+00.00	-12.500	647.198	647.198
j	115+10.00	-12.500	647.195	647.216
k	115+20.00	-12.500	647.185	647.228
m	115+30.00	-12.500	647.170	647.238
n	115+40.00	-12.500	647.149	647.245
p	115+50.00	-12.500	647.122	647.237
q	115+60.00	-12.500	647.089	647.198
r	115+70.00	-12.500	647.049	647.152
s	115+80.00	-12.500	647.004	647.069
t	115+90.00	-12.500	646.953	646.975
⊕ Brg.	115+95.25	-12.500	646.923	646.923
Bk. North Abut.	115+96.50	-12.500	646.916	646.916

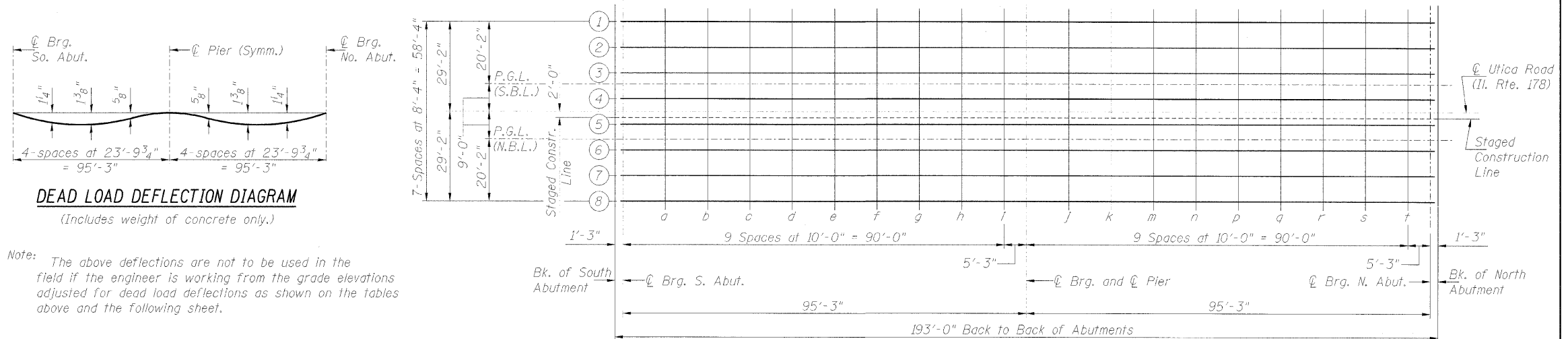
**PROFILE GRADE LINE (S.B.L.)**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	114+03.50	-9.000	646.969	646.969
⊕ Brg.	114+04.75	-9.000	646.976	646.976
a	114+14.75	-9.000	647.030	647.073
b	114+24.75	-9.000	647.079	647.164
c	114+34.75	-9.000	647.121	647.227
d	114+44.75	-9.000	647.158	647.270
e	114+54.75	-9.000	647.188	647.298
f	114+64.75	-9.000	647.213	647.295
g	114+74.75	-9.000	647.231	647.286
h	114+84.75	-9.000	647.243	647.276
i	114+94.75	-9.000	647.249	647.260
⊕ Brg. Pier	115+00.00	-9.000	647.250	647.250
j	115+10.00	-9.000	647.247	647.268
k	115+20.00	-9.000	647.238	647.281
m	115+30.00	-9.000	647.223	647.291
n	115+40.00	-9.000	647.202	647.297
p	115+50.00	-9.000	647.174	647.290
q	115+60.00	-9.000	647.141	647.250
r	115+70.00	-9.000	647.102	647.205
s	115+80.00	-9.000	647.057	647.122
t	115+90.00	-9.000	647.005	647.028
⊕ Brg.	115+95.25	-9.000	646.976	646.976
Bk. North Abut.	115+96.50	-9.000	646.969	646.969

Note: Offsets are from ⊕ Utica Road (Il. Rte. 178)

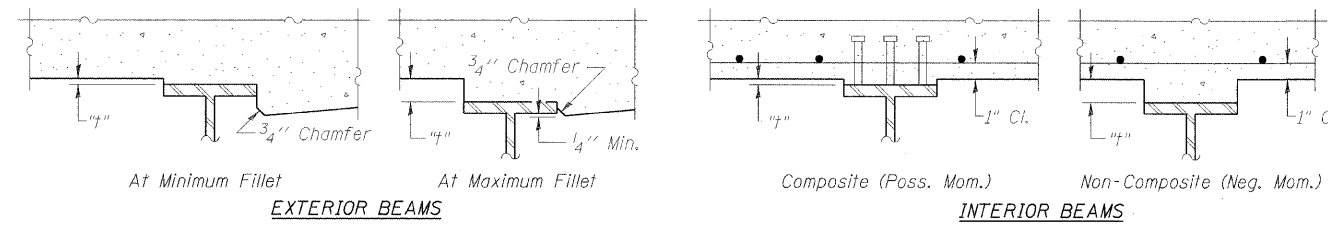
**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South Abut.	114+03.50	-4.167	647.041	647.041
⊕ Brg.	114+04.75	-4.167	647.048	647.048
a	114+14.75	-4.167	647.103	647.146
b	114+24.75	-4.167	647.151	647.237
c	114+34.75	-4.167	647.194	647.299
d	114+44.75	-4.167	647.230	647.342
e	114+54.75	-4.167	647.261	647.371
f	114+64.75	-4.167	647.285	647.367
g	114+74.75	-4.167	647.303	647.358
h	114+84.75	-4.167	647.316	647.348
i	114+94.75	-4.167	647.322	647.333
⊕ Brg. Pier	115+00.00	-4.167	647.323	647.323
j	115+10.00	-4.167	647.320	647.341
k	115+20.00	-4.167	647.310	647.353
m	115+30.00	-4.167	647.295	647.363
n	115+40.00	-4.167	647.274	647.370
p	115+50.00	-4.167	647.247	647.362
q	115+60.00	-4.167	647.214	647.323
r	115+70.00	-4.167	647.174	647.277
s	115+80.00	-4.167	647.129	647.194
t	115+90.00	-4.167	647.078	647.100
⊕ Brg.	115+95.25	-4.167	647.048	647.048
Bk. North Abut.	115+96.50	-4.167	647.041	647.041



**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 the tables above and the following sheet.



**EXTERIOR BEAMS**

**INTERIOR BEAMS**

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

**FILLET HEIGHTS**

**DIAGRAMMATIC PLAN**

TOP of SLAB ELEVATIONS (Sheet 1)  
UTICA ROAD (IL. RTE. 178) over F.A.I. ROUTE 80  
SECTION 50-3HBK  
LaSALLE COUNTY  
STATION 115+00.00  
STRUCTURE NO. 050-0248

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JOB NO.  
05S2015  
DATE  
10/12/09

LAYOUT: JMW 11/16/05  
 DRAWN: RCD 1/15/07  
 REVIEWED: JAT 1/16/07  
 CAPW-E:\p05\15-10\FP-00.dgn