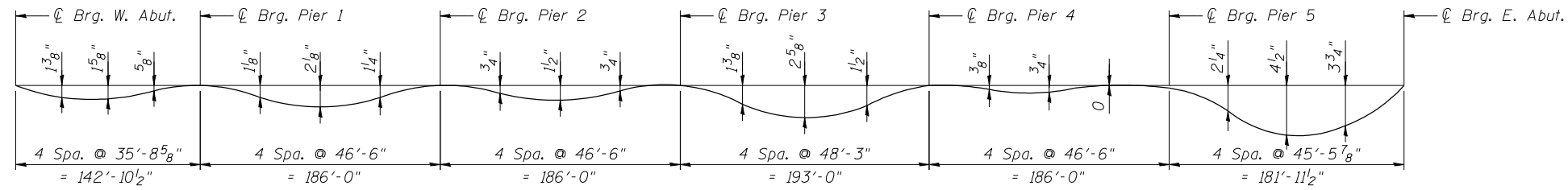
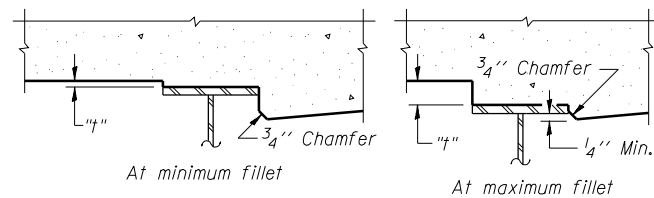


GIRDER 1



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 and grinding as shown on this sheet and on sheets 8 thru 12 of 113.
The deflections are based on the required deck pouring sequence shown on sheet 25 of 113.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheet 6 of 113. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on this sheet and on sheets 8 thru 12 of 113, minus 8/4" deck thickness, equals the fillet heights "t" above top flanges of girders.
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet and on sheets 8 thru 12 of 113. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back W. Abut.	538+26.18	-22.38	496.85	496.87
C Expansion jt.	538+29.19	-22.38	496.86	496.88
W. end of deck	538+29.70	-22.38	496.86	496.88
C Brg. W. Abut.	538+31.10	-22.38	496.87	496.89
1A	538+41.10	-22.38	496.91	496.97
1B	538+51.10	-22.38	496.95	497.04
1C	538+61.10	-22.38	496.99	497.11
1D	538+71.10	-22.38	497.03	497.17
1E	538+81.10	-22.38	497.07	497.23
1F	538+91.10	-22.38	497.11	497.27
1G	539+01.10	-22.38	497.16	497.31
1H	539+11.10	-22.38	497.20	497.34
1I	539+21.10	-22.38	497.24	497.36
1J	539+31.10	-22.38	497.29	497.38
1K	539+41.10	-22.38	497.33	497.40
1L	539+51.10	-22.38	497.38	497.42
1M	539+61.10	-22.38	497.42	497.45
C Brg. Pier 1	539+73.98	-22.38	497.48	497.50
2A	539+83.98	-22.38	497.53	497.55
2B	539+93.98	-22.38	497.57	497.62
2C	540+03.98	-22.38	497.62	497.69
2D	540+13.98	-22.38	497.67	497.76
2E	540+23.98	-22.38	497.72	497.84
2F	540+33.98	-22.38	497.77	497.91
2G	540+43.98	-22.38	497.82	497.99
2H	540+53.98	-22.38	497.87	498.06
2I	540+63.98	-22.38	497.92	498.12
2J	540+73.98	-22.38	497.97	498.17
2K	540+83.98	-22.38	498.02	498.21
2L	540+93.98	-22.38	498.07	498.24
2M	541+03.98	-22.38	498.12	498.27
2N	541+13.98	-22.38	498.17	498.29
2O	541+23.98	-22.38	498.22	498.31
2P	541+33.98	-22.38	498.27	498.33
2Q	541+43.98	-22.38	498.32	498.36
2R	541+53.98	-22.38	498.37	498.40
C Brg. Pier 2	541+59.98	-22.38	498.40	498.42
3A	541+69.98	-22.38	498.45	498.47
3B	541+79.98	-22.38	498.50	498.53
3C	541+89.98	-22.38	498.55	498.59
3D	541+99.98	-22.38	498.59	498.66
3E	542+09.98	-22.38	498.63	498.72
3F	542+19.98	-22.38	498.67	498.78
3G	542+29.98	-22.38	498.71	498.84
3H	542+39.98	-22.38	498.74	498.88
3I	542+49.98	-22.38	498.77	498.91
3J	542+59.98	-22.38	498.80	498.94
3K	542+69.98	-22.38	498.82	498.96
3L	542+79.98	-22.38	498.84	498.96
3M	542+89.98	-22.38	498.86	498.96
3N	542+99.98	-22.38	498.88	498.95
3O	543+09.98	-22.38	498.89	498.94
3P	543+19.98	-22.38	498.90	498.93
3Q	543+29.98	-22.38	498.91	498.93
3R	543+39.98	-22.38	498.91	498.93



USER NAME = has	DESIGNED - ELH/SHL 08/13	REVISED -
ESCA PROJECT NO. 1070.09	CHECKED - RDP 08/13	REVISED -
	DRAWN - DWH/HAS 08/13	REVISED -
PLOT DATE = 1/28/2014 11:11:14 AM	CHECKED - ELH 08/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - WB
STRUCTURE NO. 026-0106**

SHEET NO. 7 OF 113 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	(26-3B-1, 3B-1(3))BR	FAYETTE	277	87
CONTRACT NO. 74175			ILLINOIS FED. AID PROJECT	