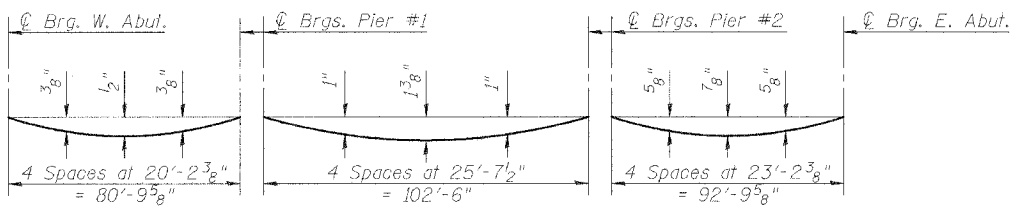


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

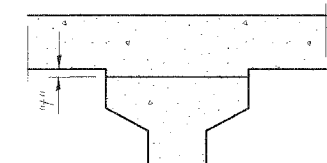
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 315	55-2	MCDONOUGH	1025	459
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		22 SHEETS

Contract No. 58205



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 "h": 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 and on sht. 4 of 22, minus slab thickness, equals the fillet heights "h" above top flanges of beams.

FILLET HEIGHTS

BEAM #1

P.G.

BEAM #2

BEAM #3

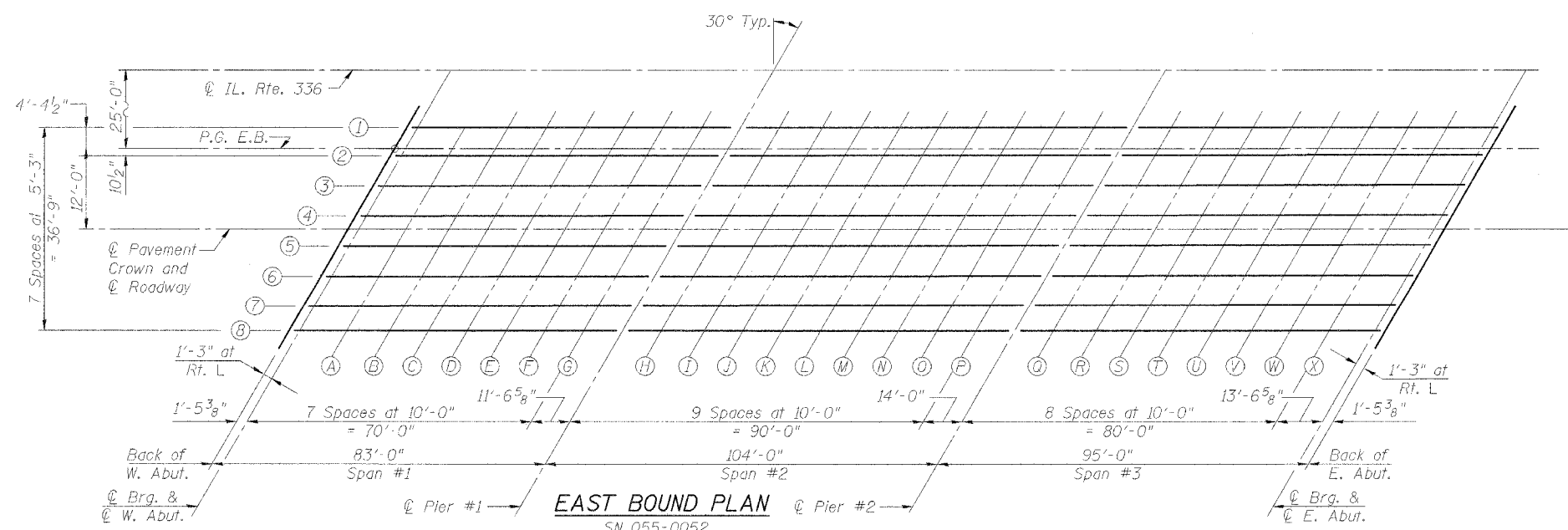
Location	Station	Offset (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	152+71.186	4.375	700.142	700.142
W. Abut.	152+72.629	4.375	700.158	700.158
A	152+82.629	4.375	700.268	700.285
B	152+92.629	4.375	700.374	700.406
C	153+02.629	4.375	700.478	700.520
D	153+12.629	4.375	700.580	700.625
E	153+22.629	4.375	700.678	700.720
F	153+32.629	4.375	700.774	700.807
G	153+42.629	4.375	700.868	700.887
Pier #1	153+54.186	4.375	700.973	700.973
H	153+64.186	4.375	701.061	701.096
I	153+74.186	4.375	701.146	701.213
J	153+84.186	4.375	701.229	701.321
K	153+94.186	4.375	701.309	701.418
L	154+04.186	4.375	701.386	701.502
M	154+14.186	4.375	701.461	701.574
N	154+24.186	4.375	701.533	701.633
O	154+34.186	4.375	701.603	701.680
P	154+44.186	4.375	701.670	701.718
Pier #2	154+58.186	4.375	701.759	701.759
Q	154+68.186	4.375	701.820	701.846
R	154+78.186	4.375	701.878	701.927
S	154+88.186	4.375	701.934	702.000
T	154+98.186	4.375	701.987	702.063
U	155+08.186	4.375	702.037	702.115
V	155+18.186	4.375	702.085	702.156
W	155+28.186	4.375	702.130	702.186
X	155+38.186	4.375	702.172	702.207
E. Abut.	155+51.743	4.375	702.226	702.226
Bk. E. Abut.	155+53.186	4.375	702.231	702.231

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	152+68.660	0	700.205	700.205
W. Abut.	152+70.103	0	700.222	700.222
A	152+80.103	0	700.331	700.349
B	152+90.103	0	700.439	700.470
C	153+00.103	0	700.543	700.585
D	153+10.103	0	700.645	700.690
E	153+20.103	0	700.745	700.787
F	153+30.103	0	700.842	700.875
G	153+40.103	0	700.936	700.955
Pier #1	153+51.660	0	701.041	701.041
H	153+61.660	0	701.130	701.165
I	153+71.660	0	701.216	701.282
J	153+81.660	0	701.299	701.391
K	153+91.660	0	701.380	701.489
L	154+01.660	0	701.458	701.574
M	154+11.660	0	701.534	701.647
N	154+21.660	0	701.606	701.706
O	154+31.660	0	701.677	701.754
P	154+41.660	0	701.744	701.792
Pier #2	154+55.660	0	701.835	701.835
Q	154+65.660	0	701.896	701.922
R	154+75.660	0	701.955	702.003
S	154+85.660	0	702.011	702.077
T	154+95.660	0	702.065	702.141
U	155+05.660	0	702.116	702.194
V	155+15.660	0	702.164	702.235
W	155+25.660	0	702.210	702.266
X	155+35.660	0	702.253	702.288
E. Abut.	155+49.210	0	702.307	702.307
Bk. E. Abut.	155+50.660	0	702.313	702.313

Location	Station	Offset (Right)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	152+68.155	0.875	700.214	700.214
W. Abut.	152+69.598	0.875	700.230	700.230
A	152+79.598	0.875	700.340	700.357
B	152+89.598	0.875	700.447	700.479
C	152+99.598	0.875	700.552	700.593
D	153+09.598	0.875	700.654	700.699
E	153+19.598	0.875	700.753	700.796
F	153+29.598	0.875	700.850	700.883
G	153+39.598	0.875	700.945	700.964
Pier #1	153+51.155	0.875	701.051	701.051
H	153+61.155	0.875	701.139	701.174
I	153+71.155	0.875	701.225	701.292
J	153+81.155	0.875	701.309	701.401
K	153+91.155	0.875	701.390	701.499
L	154+01.155	0.875	701.468	701.584
M	154+11.155	0.875	701.544	701.657
N	154+21.155	0.875	701.617	701.716
O	154+31.155	0.875	701.687	701.764
P	154+41.155	0.875	701.755	701.803
Pier #2	154+55.155	0.875	701.845	701.845
Q	154+65.155	0.875	701.907	701.932
R	154+75.155	0.875	701.966	702.014
S	154+85.155	0.875	702.022	702.088
T	154+95.155	0.875	702.076	702.152
U	155+05.155	0.875	702.127	702.205
V	155+15.155	0.875	702.175	702.247
W	155+25.155	0.875	702.221	702.278
X	155+35.155	0.875	702.264	702.300
E. Abut.	155+48.711	0.875	702.319	702.319
Bk. E. Abut.	155+50.155	0.875	702.324	702.324

Location	Station	Offset (Right)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	152+65.124	6.125	700.262	700.262
W. Abut.	152+66.567	6.125	700.278	700.278
A	152+76.567	6.125	700.389	700.406
B	152+86.567	6.125	700.497	700.529
C	152+96.567	6.125	700.602	700.644
D	153+06.567	6.125	700.705	700.750
E	153+16.567	6.125	700.806	700.848
F	153+26.567	6.125	700.903	700.936
G	153+36.567	6.125	700.998	701.018
Pier #1	153+48.124	6.125	701.105	701.105
H	153+58.124	6.125	701.195	701.229
I	153+68.124	6.125	701.282	701.348
J	153+78.124	6.125	701.366	701.458
K	153+88.124	6.125	701.447	701.556
L	153+98.124	6.125	701.526	701.643
M	154+08.124	6.125	701.603	701.716
N	154+18.124	6.125	701.677	701.776
O	154+28.124	6.125	701.748	701.825
P	154+38.124	6.125	701.817	701.864
Pier #2	154+52.124	6.125	701.908	701.908
Q	154+62.124	6.125	701.970	701.996
R	154+72.124	6.125	702.030	702.079
S	154+82.124	6.125	702.087	702.153
T	154+92.124	6.125	702.142	702.218
U	155+02.124	6.125	702.194	702.272
V	155+12.124	6.125	702.243	702.314
W	155+22.124	6.125	702.290	702.346
X	155+32.124	6.125	702.334	702.369
E. Abut.	155+45.680	6.125	702.389	702.389
Bk. E. Abut.	155+47.124	6.125	702.395	702.395

DESIGNED	PJL
CHECKED	LLV
DRAWN	MGM
CHECKED	PJL



EAST BOUND DECK ELEVATIONS
IL. ROUTE 336 OVER
BURLINGTON NORTHERN
SANTA FE RAILROAD
F.A.P. ROUTE 315 SECT. 55-2
McDONOUGH COUNTY
STATION 154+56.74
STRUCTURE NO. 055-0052 (EB)

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