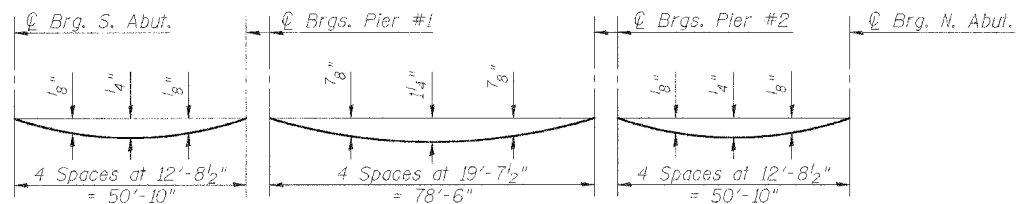


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.P. 315	55-2	MCDONOUGH	1025	481
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	

SHEET NO. 3  
22 SHEETS

Contract No. 68205

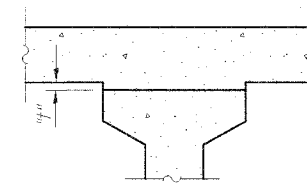


**DEAD LOAD DEFLECTION DIAGRAM**

(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 and on Sht. 4 of 22.



To determine "f": 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 "f" above top flanges of beams.

**FILLET HEIGHTS**

**BEAM #1**

19 Ft. Left of Centerline of Structure

Location	Station	Offset from P.G. E.B. (Left)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	493+71.181	4.879	639.248	639.248
☉ Brg. S. Abut.	493+72.617	4.906	639.273	639.273
A	493+82.569	5.083	639.448	639.459
B	493+92.521	5.237	639.625	639.642
C	494+02.474	5.367	639.802	639.819
D	494+12.428	5.474	639.980	639.991
☉ Pier #1	494+23.932	5.568	640.188	640.188
E	494+33.886	5.624	640.368	640.405
F	494+43.841	5.657	640.549	640.621
G	494+53.795	5.667	640.732	640.828
H	494+63.750	5.653	640.915	641.019
I	494+73.705	5.615	641.099	641.195
J	494+83.659	5.554	641.285	641.357
K	494+93.613	5.470	641.471	641.508
☉ Pier #2	495+03.566	5.362	641.658	641.658
L	495+13.519	5.231	641.846	641.856
M	495+23.472	5.077	642.036	642.053
N	495+33.423	4.899	642.226	642.243
O	495+43.374	4.698	642.417	642.429
☉ Brg. N. Abut.	495+54.872	4.436	642.639	642.639
Bk. N. Abut.	495+56.308	4.401	642.667	642.667

**EAST BOUND P.G.**

Varies to Left of Centerline of Structure

Location	Station	Offset from P.G. E.B.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	493+68.504	0.000	639.404	639.404
☉ Brg. S. Abut.	493+69.923	0.000	639.430	639.430
A	493+79.762	0.000	639.610	639.621
B	493+89.614	0.000	639.791	639.808
C	493+99.478	0.000	639.972	639.989
D	494+09.355	0.000	640.154	640.165
☉ Pier #1	494+20.786	0.000	640.364	640.364
E	494+30.692	0.000	640.545	640.582
F	494+40.610	0.000	640.728	640.800
G	494+50.542	0.000	640.910	641.006
H	494+60.487	0.000	641.093	641.197
I	494+70.446	0.000	641.275	641.371
J	494+80.418	0.000	641.458	641.530
K	494+90.404	0.000	641.642	641.679
☉ Pier #2	495+00.404	0.000	641.825	641.825
L	495+10.418	0.000	642.009	642.019
M	495+20.445	0.000	642.193	642.210
N	495+30.488	0.000	642.378	642.395
O	495+40.544	0.000	642.562	642.574
☉ Brg. N. Abut.	495+52.184	0.000	642.776	642.776
Bk. N. Abut.	495+53.639	0.000	642.803	642.803

**BEAM #2**

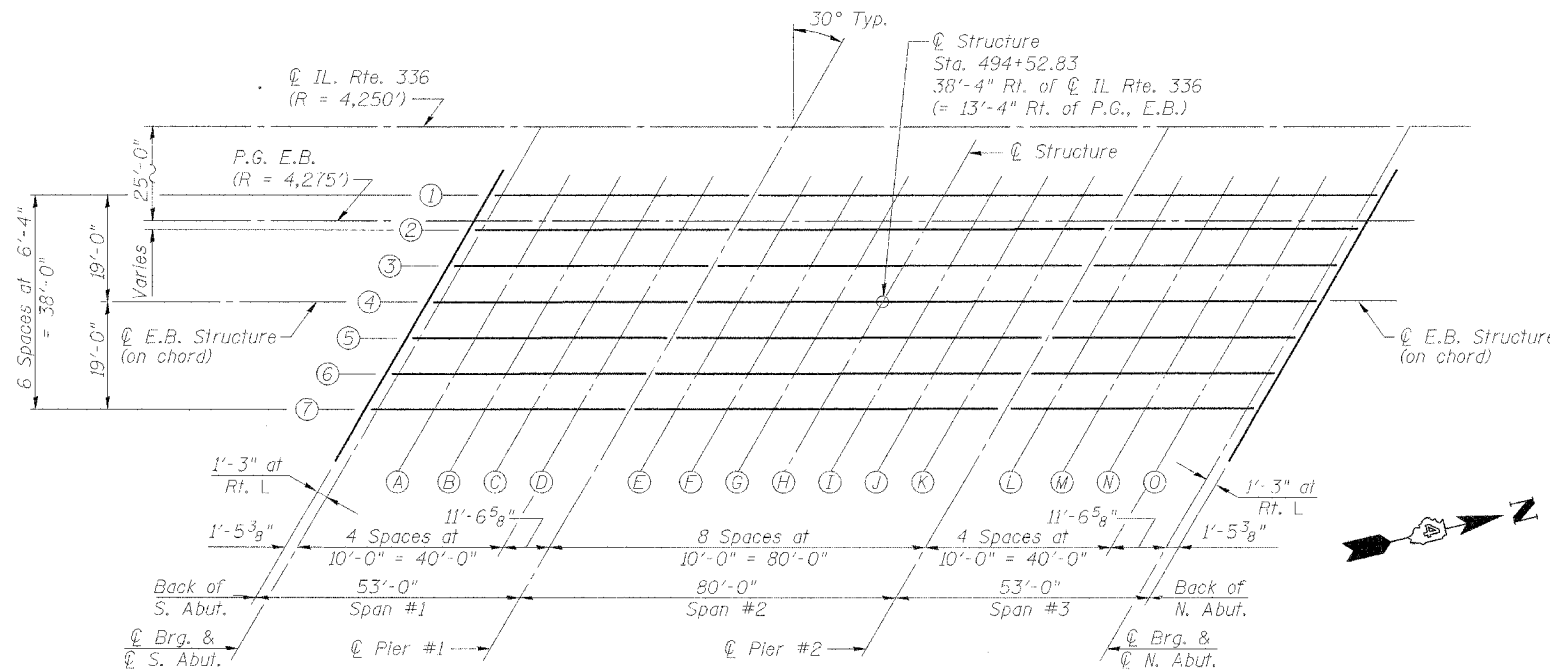
12.667 Ft. Left of Centerline of Structure

Location	Station	Offset from P.G. E.B. (Right)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	493+67.669	1.525	639.452	639.452
☉ Brg. S. Abut.	493+69.103	1.496	639.478	639.478
A	493+79.040	1.311	639.652	639.663
B	493+88.977	1.149	639.828	639.845
C	493+98.915	1.010	640.005	640.022
D	494+08.854	0.895	640.182	640.193
☉ Pier #1	494+20.340	0.791	640.389	640.389
E	494+30.280	0.726	640.568	640.605
F	494+40.219	0.685	640.749	640.821
G	494+50.159	0.667	640.931	641.027
H	494+60.099	0.673	641.114	641.218
I	494+70.039	0.701	641.297	641.393
J	494+79.979	0.754	641.482	641.554
K	494+89.918	0.829	641.668	641.705
☉ Pier #2	494+99.857	0.928	641.854	641.854
L	495+09.796	1.050	642.042	642.052
M	495+19.734	1.196	642.231	642.248
N	495+29.671	1.365	642.420	642.437
O	495+39.607	1.558	642.611	642.623
☉ Brg. N. Abut.	495+51.089	1.809	642.832	642.832
Bk. N. Abut.	495+52.523	1.843	642.860	642.860

**BEAM #3**

6.333 Ft. Left of Centerline of Structure

Location	Station	Offset from P.G. E.B. (Right)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	493+64.167	7.932	639.657	639.657
☉ Brg. S. Abut.	493+65.599	7.902	639.682	639.682
A	493+75.521	7.709	639.856	639.867
B	493+85.443	7.538	640.031	640.048
C	493+95.366	7.391	640.207	640.224
D	494+05.290	7.268	640.384	640.395
☉ Pier #1	494+16.759	7.154	640.590	640.590
E	494+26.684	7.081	640.769	640.806
F	494+36.609	7.031	640.949	641.021
G	494+46.534	7.005	641.131	641.227
H	494+56.459	7.002	641.313	641.417
I	494+66.384	7.022	641.496	641.592
J	494+76.310	7.065	641.680	641.752
K	494+86.234	7.132	641.865	641.902
☉ Pier #2	494+96.159	7.223	642.051	642.051
L	495+06.083	7.336	642.238	642.248
M	495+16.006	7.473	642.426	642.443
N	495+25.929	7.633	642.615	642.632
O	495+35.851	7.817	642.805	642.817
☉ Brg. N. Abut.	495+47.316	8.058	643.025	643.025
Bk. N. Abut.	495+48.748	8.091	643.053	643.053



**EAST BOUND PLAN**

SN 055-0060

DESIGNED	P.J.L.
CHECKED	LLV
DRAWN	MGM
CHECKED	P.J.L.

**EAST BOUND DECK ELEVATIONS**  
IL. ROUTE 336 OVER  
TRIBUTARY TO  
KILLJORDAN CREEK  
F.A.P. ROUTE 315 SECT. 55-2  
MCDONOUGH COUNTY  
STATION 494+75.00  
STRUCTURE NO. 055-0060 (EB)

**STS CONSULTANTS**  
111 NE Jefferson Ave.  
Peoria, Illinois 61602  
Ph(309)676-8484  
FAX(309)676-5445  
IL Design Firm Reg. No. 184-001518