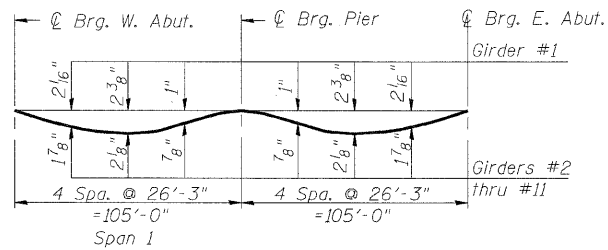


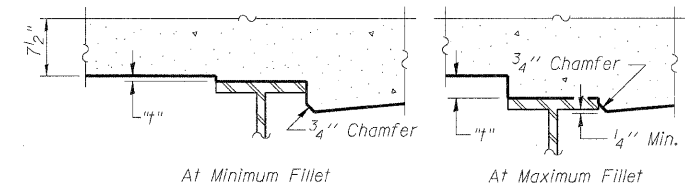
ROUTE NO.	SECTION	COUNTY	15% SHEETS	*REEL	SHEET NO. 6
FAI 57	#	WILL	303	160	28 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #62253



DEAD LOAD DEFLECTION DIAGRAM

Note: (Includes weight of concrete only.)
 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 "t": After all structural steel has 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 Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+40.002	-40.708	803.457	803.457
⊙ Brg. W. Abut.	14036+41.254	-40.708	803.469	803.469
A	14036+51.254	-40.708	803.564	803.643
B	14036+61.254	-40.708	803.650	803.794
C	14036+71.254	-40.708	803.725	803.914
D	14036+81.254	-40.708	803.791	803.999
E	14036+91.254	-40.708	803.847	804.048
F	14037+01.254	-40.708	803.893	804.065
G	14037+11.254	-40.708	803.930	804.055
H	14037+21.254	-40.708	803.956	804.032
I	14037+31.254	-40.708	803.973	804.006
J	14037+41.254	-40.708	803.980	803.988
⊙ Brg. Pier	14037+46.254	-40.708	803.980	803.980
K	14037+56.254	-40.708	803.972	803.988
L	14037+66.254	-40.708	803.955	804.006
M	14037+76.254	-40.708	803.928	804.028
N	14037+86.254	-40.708	803.891	804.041
O	14037+96.254	-40.708	803.844	804.033
P	14038+06.254	-40.708	803.787	803.995
Q	14038+16.254	-40.708	803.721	803.921
R	14038+26.254	-40.708	803.644	803.812
S	14038+36.254	-40.708	803.558	803.670
T	14038+46.254	-40.708	803.462	803.502
⊙ Brg. E. Abut.	14038+51.254	-40.708	803.411	803.411
Bk. E. Abut.	14038+52.506	-40.708	803.398	803.398

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+39.568	-33.208	803.602	803.602
⊙ Brg. W. Abut.	14036+40.820	-33.208	803.615	803.615
A	14036+50.820	-33.208	803.710	803.781
B	14036+60.820	-33.208	803.796	803.926
C	14036+70.820	-33.208	803.872	804.042
D	14036+80.820	-33.208	803.938	804.126
E	14036+90.820	-33.208	803.995	804.176
F	14037+00.820	-33.208	804.042	804.196
G	14037+10.820	-33.208	804.078	804.191
H	14037+20.820	-33.208	804.105	804.173
I	14037+30.820	-33.208	804.123	804.152
J	14037+40.820	-33.208	804.130	804.137
⊙ Brg. Pier	14037+45.820	-33.208	804.130	804.130
K	14037+55.820	-33.208	804.123	804.137
L	14037+65.820	-33.208	804.106	804.152
M	14037+75.820	-33.208	804.079	804.170
N	14037+85.820	-33.208	804.042	804.178
O	14037+95.820	-33.208	803.996	804.166
P	14038+05.820	-33.208	803.940	804.126
Q	14038+15.820	-33.208	803.874	804.054
R	14038+25.820	-33.208	803.798	803.949
S	14038+35.820	-33.208	803.712	803.813
T	14038+45.820	-33.208	803.617	803.652
⊙ Brg. E. Abut.	14038+50.820	-33.208	803.565	803.565
Bk. E. Abut.	14038+52.073	-33.208	803.552	803.552

GIRDER 3

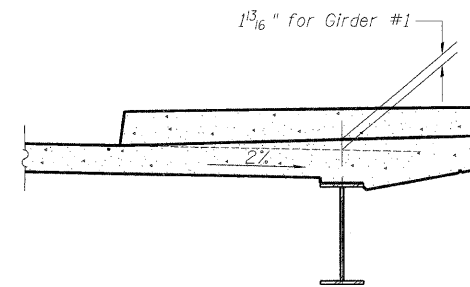
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+39.135	-25.708	803.748	803.748
⊙ Brg. W. Abut.	14036+40.387	-25.708	803.760	803.760
A	14036+50.387	-25.708	803.856	803.927
B	14036+60.387	-25.708	803.943	804.072
C	14036+70.387	-25.708	804.019	804.189
D	14036+80.387	-25.708	804.086	804.273
E	14036+90.387	-25.708	804.143	804.324
F	14037+00.387	-25.708	804.190	804.344
G	14037+10.387	-25.708	804.227	804.340
H	14037+20.387	-25.708	804.254	804.322
I	14037+30.387	-25.708	804.272	804.302
J	14037+40.387	-25.708	804.280	804.287
⊙ Brg. Pier	14037+45.387	-25.708	804.280	804.280
K	14037+55.387	-25.708	804.273	804.287
L	14037+65.387	-25.708	804.257	804.303
M	14037+75.387	-25.708	804.230	804.321
N	14037+85.387	-25.708	804.194	804.330
O	14037+95.387	-25.708	804.148	804.318
P	14038+05.387	-25.708	804.092	804.279
Q	14038+15.387	-25.708	804.027	804.207
R	14038+25.387	-25.708	803.951	804.102
S	14038+35.387	-25.708	803.866	803.967
T	14038+45.387	-25.708	803.771	803.806
⊙ Brg. E. Abut.	14038+50.387	-25.708	803.720	803.720
Bk. E. Abut.	14038+51.639	-25.708	803.707	803.707

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+38.702	-18.208	803.893	803.893
⊙ Brg. W. Abut.	14036+39.954	-18.208	803.906	803.906
A	14036+49.954	-18.208	804.002	804.073
B	14036+59.954	-18.208	804.089	804.219
C	14036+69.954	-18.208	804.166	804.336
D	14036+79.954	-18.208	804.233	804.420
E	14036+89.954	-18.208	804.290	804.471
F	14036+99.954	-18.208	804.338	804.492
G	14037+09.954	-18.208	804.376	804.489
H	14037+19.954	-18.208	804.403	804.471
I	14037+29.954	-18.208	804.422	804.451
J	14037+39.954	-18.208	804.430	804.437
⊙ Brg. Pier	14037+44.954	-18.208	804.430	804.430
K	14037+54.954	-18.208	804.424	804.438
L	14037+64.954	-18.208	804.408	804.454
M	14037+74.954	-18.208	804.382	804.472
N	14037+84.954	-18.208	804.346	804.481
O	14037+94.954	-18.208	804.300	804.470
P	14038+04.954	-18.208	804.245	804.432
Q	14038+14.954	-18.208	804.180	804.360
R	14038+24.954	-18.208	804.105	804.256
S	14038+34.954	-18.208	804.020	804.121
T	14038+44.954	-18.208	803.925	803.961
⊙ Brg. E. Abut.	14038+49.954	-18.208	803.875	803.875
Bk. E. Abut.	14038+51.206	-18.208	803.861	803.861

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14036+38.483	-14.417	803.967	803.967
⊙ Brg. W. Abut.	14036+39.735	-14.417	803.980	803.980
A	14036+49.735	-14.417	804.076	804.147
B	14036+59.735	-14.417	804.163	804.293
C	14036+69.735	-14.417	804.240	804.410
D	14036+79.735	-14.417	804.308	804.495
E	14036+89.735	-14.417	804.365	804.546
F	14036+99.735	-14.417	804.413	804.567
G	14037+09.735	-14.417	804.451	804.564
H	14037+19.735	-14.417	804.479	804.547
I	14037+29.735	-14.417	804.497	804.527
J	14037+39.735	-14.417	804.506	804.513
⊙ Brg. Pier	14037+44.735	-14.417	804.506	804.506
K	14037+54.735	-14.417	804.500	804.514
L	14037+64.735	-14.417	804.484	804.530
M	14037+74.735	-14.417	804.458	804.549
N	14037+84.735	-14.417	804.423	804.558
O	14037+94.735	-14.417	804.377	804.547
P	14038+04.735	-14.417	804.322	804.509
Q	14038+14.735	-14.417	804.257	804.438
R	14038+24.735	-14.417	804.182	804.333
S	14038+34.735	-14.417	804.098	804.198
T	14038+44.735	-14.417	804.003	804.039
⊙ Brg. E. Abut.	14038+49.735	-14.417	803.953	803.953
Bk. E. Abut.	14038+50.987	-14.417	803.940	803.940



SECTION THRU SIDEWALK

TOP OF DECK ELEVATIONS

MANHATTAN-MONEE ROAD (CH-6)
 OVER I-57
 F.A. I-57 SEC. 99(1&2) R 3&9-1HB-1-BR2
 WILL COUNTY STA. 14037+43.90
 STRUCTURE NUMBER 099-4647

DESIGN FIRM REGISTRATION
 No. 184-000450
 1817 SOUTH NEIL STREET
 SUITE 100
 CHAMPAIGN, IL 61820
 PHONE : 217.373.8900
 FAX : 217.373.8923

DRAWING NUMBER
S-6

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: SMM	PROJECT NO: 102230
DRAWN BY: MEW/SLD	DATE: 06/2/2008
CHECKED BY: SLD	
APPROVED BY: SMM	
ACTIVITY	INITIALS