

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEAM - 1

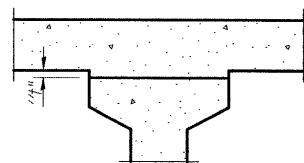
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT	3462+24.91	-20.50	674.95	674.95
Q BRG. W. ABUT	3462+26.16	-20.50	674.95	674.95
A	3462+36.16	-20.50	674.97	674.99
B	3462+46.16	-20.50	675.00	675.02
C	3462+56.16	-20.50	675.02	675.04
D	3462+66.16	-20.50	675.03	675.05
Q W. BRG. PIER 1	3462+77.66	-20.50	675.05	675.05
PIER 1	3462+78.83	-20.50	675.05	675.05
Q E. BRG. PIER 1	3462+80.00	-20.50	675.05	675.05
E	3462+90.00	-20.50	675.07	675.12
F	3463+00.00	-20.50	675.08	675.16
G	3463+10.00	-20.50	675.08	675.19
H	3463+20.00	-20.50	675.09	675.20
I	3463+30.00	-20.50	675.09	675.20
J	3463+40.00	-20.50	675.09	675.17
K	3463+50.00	-20.50	675.09	675.13
Q W. BRG. PIER 2	3463+56.66	-20.50	675.09	675.09
PIER 2	3463+57.83	-20.50	675.09	675.09
Q E. BRG. PIER 2	3463+59.00	-20.50	675.09	675.09
L	3463+69.00	-20.50	675.09	675.14
M	3463+79.00	-20.50	675.08	675.17
N	3463+89.00	-20.50	675.07	675.18
O	3463+99.00	-20.50	675.06	675.17
P	3464+09.00	-20.50	675.05	675.15
Q	3464+19.00	-20.50	675.03	675.11
R	3464+29.00	-20.50	675.01	675.05
Q W. BRG. PIER 3	3464+35.83	-20.50	675.00	675.00
PIER 3	3464+36.83	-20.50	675.00	675.00
Q E. BRG. PIER 3	3464+37.83	-20.50	674.99	674.99
S	3464+47.83	-20.50	674.97	675.02
T	3464+57.83	-20.50	674.95	675.04
U	3464+67.83	-20.50	674.92	675.03
V	3464+77.83	-20.50	674.90	675.01
W	3464+87.83	-20.50	674.86	674.97
X	3464+97.83	-20.50	674.83	674.91
Y	3465+07.83	-20.50	674.80	674.83
Q W. BRG. PIER 4	3465+14.66	-20.50	674.77	674.77
PIER 4	3465+15.83	-20.50	674.77	674.77
Q E. BRG. PIER 4	3465+17.00	-20.50	674.76	674.76
Z	3465+27.00	-20.50	674.73	674.75
AA	3465+37.00	-20.50	674.68	674.73
AB	3465+47.00	-20.50	674.64	674.69
AC	3465+57.00	-20.50	674.60	674.65
AD	3465+67.00	-20.50	674.55	674.58
Q BRG. E. ABUT	3465+80.58	-20.50	674.48	674.48
BK. E. ABUT	3465+81.83	-20.50	674.48	674.48

BEAM - 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT	3462+24.91	-14.33	675.08	675.08
Q BRG. W. ABUT	3462+26.16	-14.33	675.08	675.08
A	3462+36.16	-14.33	675.10	675.12
B	3462+46.16	-14.33	675.12	675.15
C	3462+56.16	-14.33	675.14	675.17
D	3462+66.16	-14.33	675.16	675.18
Q W. BRG. PIER 1	3462+77.66	-14.33	675.18	675.18
PIER 1	3462+78.83	-14.33	675.18	675.18
Q E. BRG. PIER 1	3462+80.00	-14.33	675.18	675.18
E	3462+90.00	-14.33	675.19	675.25
F	3463+00.00	-14.33	675.20	675.29
G	3463+10.00	-14.33	675.21	675.32
H	3463+20.00	-14.33	675.22	675.33
I	3463+30.00	-14.33	675.22	675.32
J	3463+40.00	-14.33	675.22	675.30
K	3463+50.00	-14.33	675.22	675.26
Q W. BRG. PIER 2	3463+56.66	-14.33	675.22	675.22
PIER 2	3463+57.83	-14.33	675.22	675.22
Q E. BRG. PIER 2	3463+59.00	-14.33	675.22	675.22
L	3463+69.00	-14.33	675.21	675.27
M	3463+79.00	-14.33	675.21	675.30
N	3463+89.00	-14.33	675.20	675.31
O	3463+99.00	-14.33	675.19	675.30
P	3464+09.00	-14.33	675.17	675.28
Q	3464+19.00	-14.33	675.16	675.24
R	3464+29.00	-14.33	675.14	675.18
Q W. BRG. PIER 3	3464+35.83	-14.33	675.13	675.13
PIER 3	3464+36.83	-14.33	675.13	675.13
Q E. BRG. PIER 3	3464+37.83	-14.33	675.12	675.12
S	3464+47.83	-14.33	675.10	675.15
T	3464+57.83	-14.33	675.08	675.17
U	3464+67.83	-14.33	675.05	675.16
V	3464+77.83	-14.33	675.02	675.14
W	3464+87.83	-14.33	674.99	675.10
X	3464+97.83	-14.33	674.96	675.04
Y	3465+07.83	-14.33	674.93	674.96
Q W. BRG. PIER 4	3465+14.66	-14.33	674.90	674.90
PIER 4	3465+15.83	-14.33	674.90	674.90
Q E. BRG. PIER 4	3465+17.00	-14.33	674.89	674.89
Z	3465+27.00	-14.33	674.85	674.88
AA	3465+37.00	-14.33	674.81	674.86
AB	3465+47.00	-14.33	674.77	674.82
AC	3465+57.00	-14.33	674.73	674.77
AD	3465+67.00	-14.33	674.68	674.71
Q BRG. E. ABUT	3465+80.58	-14.33	674.61	674.61
BK. E. ABUT	3465+81.83	-14.33	674.60	674.60

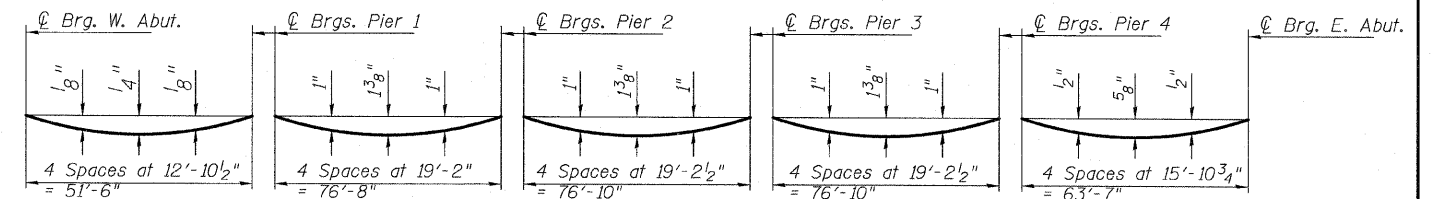
BEAM - 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT	3462+24.91	-8.17	675.18	675.18
Q BRG. W. ABUT	3462+26.16	-8.17	675.19	675.19
A	3462+36.16	-8.17	675.21	675.23
B	3462+46.16	-8.17	675.23	675.26
C	3462+56.16	-8.17	675.25	675.28
D	3462+66.16	-8.17	675.27	675.29
Q W. BRG. PIER 1	3462+77.66	-8.17	675.29	675.29
PIER 1	3462+78.83	-8.17	675.29	675.29
Q E. BRG. PIER 1	3462+80.00	-8.17	675.29	675.29
E	3462+90.00	-8.17	675.30	675.35
F	3463+00.00	-8.17	675.31	675.40
G	3463+10.00	-8.17	675.32	675.43
H	3463+20.00	-8.17	675.33	675.44
I	3463+30.00	-8.17	675.33	675.43
J	3463+40.00	-8.17	675.33	675.41
K	3463+50.00	-8.17	675.33	675.37
Q W. BRG. PIER 2	3463+56.66	-8.17	675.33	675.33
PIER 2	3463+57.83	-8.17	675.33	675.33
Q E. BRG. PIER 2	3463+59.00	-8.17	675.33	675.33
L	3463+69.00	-8.17	675.32	675.37
M	3463+79.00	-8.17	675.32	675.40
N	3463+89.00	-8.17	675.31	675.42
O	3463+99.00	-8.17	675.30	675.41
P	3464+09.00	-8.17	675.28	675.39
Q	3464+19.00	-8.17	675.27	675.34
R	3464+29.00	-8.17	675.25	675.29
Q W. BRG. PIER 3	3464+35.83	-8.17	675.24	675.24
PIER 3	3464+36.83	-8.17	675.23	675.23
Q E. BRG. PIER 3	3464+37.83	-8.17	675.23	675.23
S	3464+47.83	-8.17	675.21	675.26
T	3464+57.83	-8.17	675.19	675.27
U	3464+67.83	-8.17	675.16	675.27
V	3464+77.83	-8.17	675.13	675.25
W	3464+87.83	-8.17	675.10	675.21
X	3464+97.83	-8.17	675.07	675.15
Y	3465+07.83	-8.17	675.03	675.07
Q W. BRG. PIER 4	3465+14.66	-8.17	675.01	675.01
PIER 4	3465+15.83	-8.17	675.01	675.01
Q E. BRG. PIER 4	3465+17.00	-8.17	675.00	675.00
Z	3465+27.00	-8.17	674.96	674.99
AA	3465+37.00	-8.17	674.92	674.97
AB	3465+47.00	-8.17	674.88	674.93
AC	3465+57.00	-8.17	674.83	674.88
AD	3465+67.00	-8.17	674.79	674.82
Q BRG. E. ABUT	3465+80.58	-8.17	674.72	674.72
BK. E. ABUT	3465+81.83	-8.17	674.71	674.71



To determine "t": 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, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

Note: (Includes weight of concrete, excluding beams).  
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.

TOP OF SLAB ELEVATIONS - 2  
STRUCTURE NO. 006-0171 WB

DESIGNED - SP
CHECKED - PDF
DRAWN - SP
CHECKED - PDF

SHEET NO. 10	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	80	*	BUREAU	344	104
59 SHEETS	FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
			CONTRACT NO. 66908		

TYLIN INTERNATIONAL