

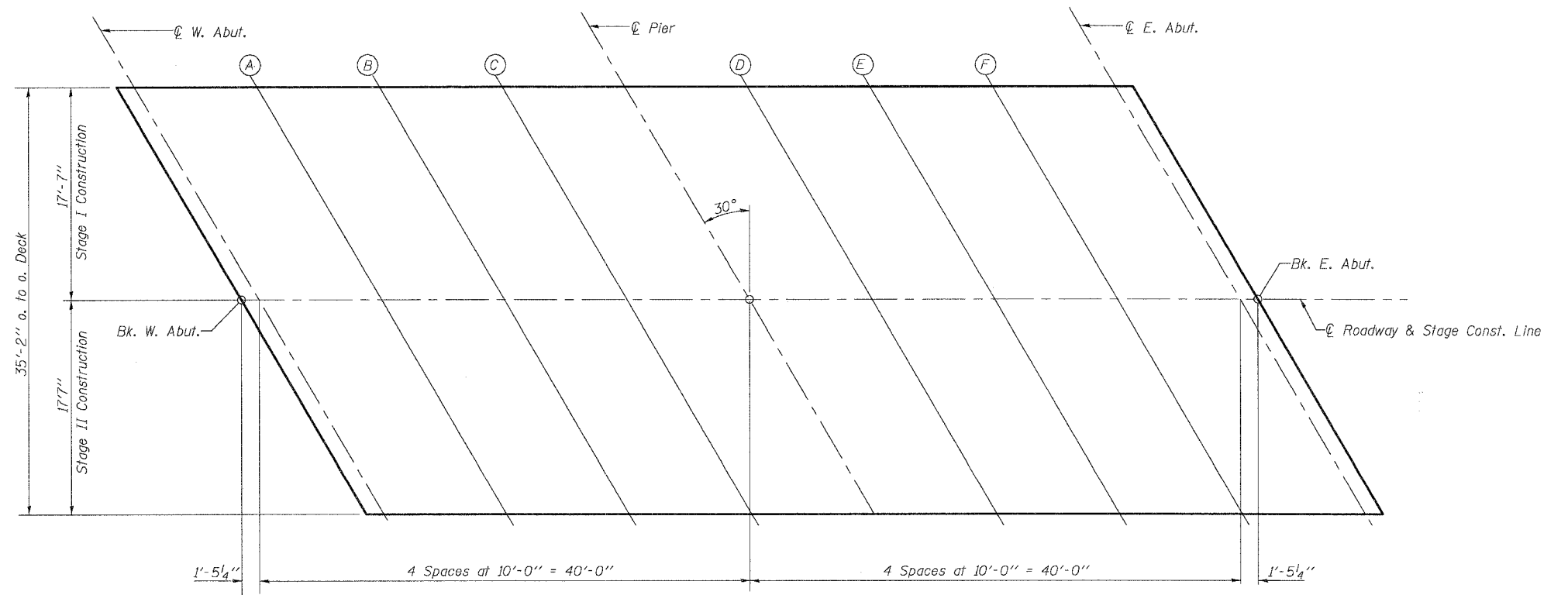
DEAD LOAD DEFLECTION DIAGRAM

(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 as shown below.

PG & STAGED CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	98+17.46	0	467.139	467.139
W. ABUT	98+18.90	0	467.142	467.142
A	98+28.90	0	467.158	467.177
B	98+38.90	0	467.171	467.194
C	98+48.90	0	467.182	467.193
PIER	98+58.90	0	467.190	467.190
D	98+68.90	0	467.196	467.207
E	98+78.90	0	467.199	467.222
F	98+88.90	0	467.200	467.219
E. ABUT.	98+98.90	0	467.198	467.198
BK. E. ABUT.	99+00.34	0	467.197	467.197



PLAN



05/17/2006
-U-As-slab-elev.dgn

ILLINOIS DEPARTMENT OF TRANSPORTATION	
TOP OF SLAB ELEVATIONS	
PROJECT FAP ROUTE 627 (IL 71) OVER UNNAMED STREAM	PROJECT NO. 05025-1
SECTION U-BR	SCALE
LA SALLE COUNTY	DATE 12/17/05
STATION 98+58.9	DRAWN BY TFG
STRUCTURE NUMBER 050-0243	CHECKED BY KPS/BD/MCB
COOMBE-BLOXDORF P.C.	
Engineers / Land Surveyors Springfield, Illinois	
Design Firm License No. 184-002703	4
OF 12 SHTS	