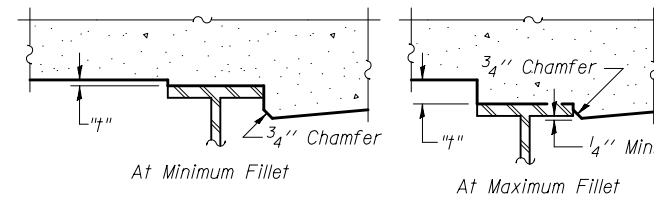


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

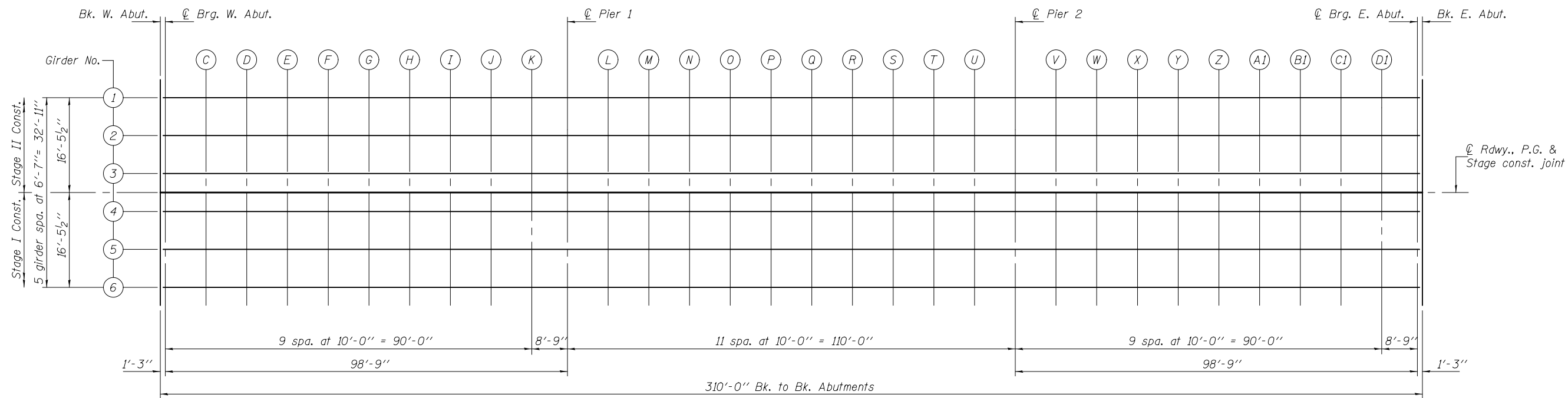
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 6, 7, & 8 of 30.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 6, 7, & 8 of 30, minus the 8 1/4" slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 6, 7, & 8 of 30. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

DESIGNED - Michael D. Rolape	EXAMINED - <i>Thomas J. Domagalicki</i>	DATE -
CHECKED - Nicholas R. Barnett	ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl P. Long</i>	
CHECKED - MDR/NRB	ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0244**

SHEET NO. 5 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
315	121 BR-2	MCLEAN	144	53
CONTRACT NO. 70552				
ILLINOIS FED. AID PROJECT				