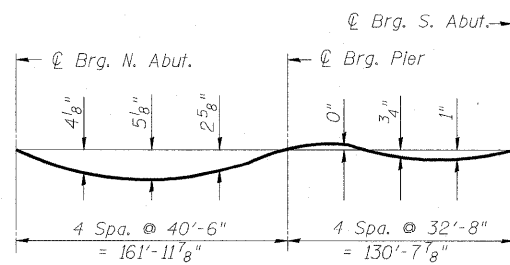
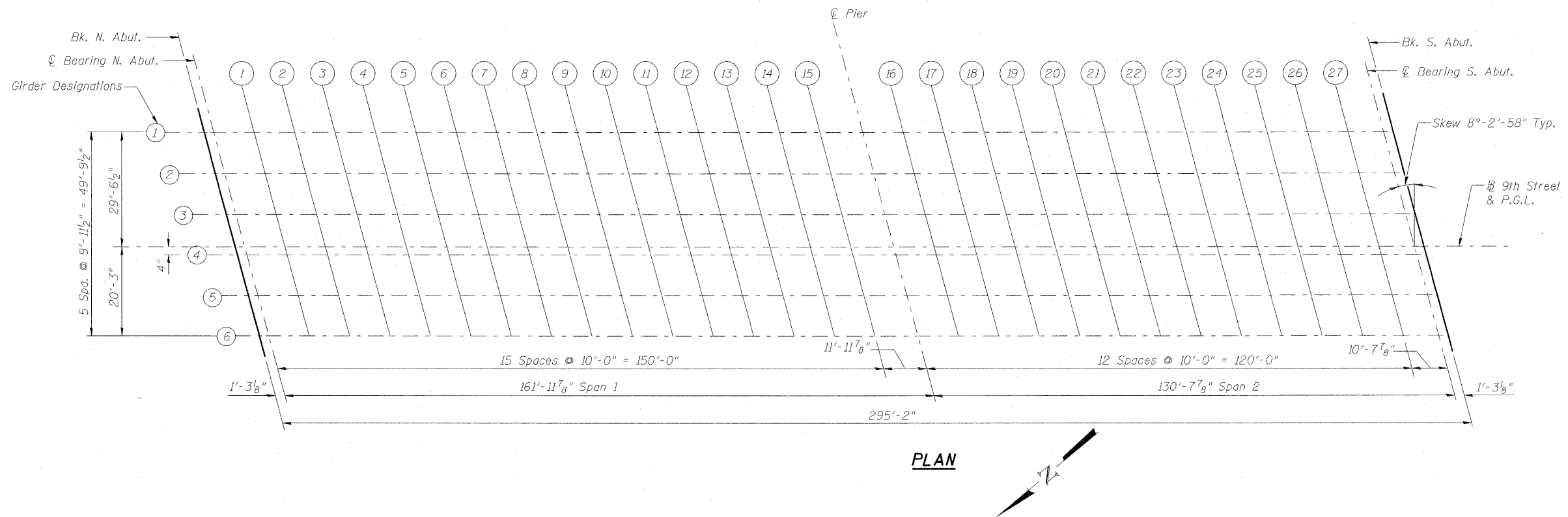
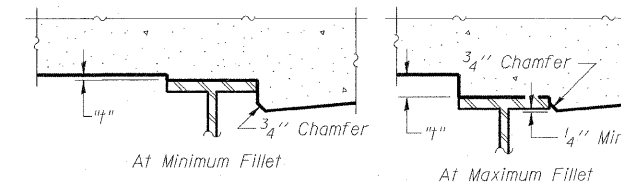


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



*** 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 on Sheets S5 & S6 of S36.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S5 & S6 of S36, minus slab thickness, equals the fillet heights "f" above top flange of beams.

*** FILLET HEIGHTS**

* Note:
The dead load deflections shown in the diagram and used for fillet height determination are based on the Pouring Sequence shown on Sheet S9 of S36 with Pours (1) & (2) made on a single day, then hardened prior to making Pour (3) on another day.
If the Contractor elects to use a different pour placement / hardening schedule, then the deflections and fillet heights shall be re-calculated.
The cost of re-calculating deflections and adjusting fillet heights shall be included in the cost of Concrete Superstructure.

TOP OF SLAB ELEVATIONS - I
STRUCTURE NO. 082-0326

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CHECKED	- DDB
DRAWN	- BRD
CHECKED	- DDB

03/31/2011

SHEET NO. S4	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	64	82-1-3HB, 82-2N, 82-1-12RS	ST. CLAIR	352	206
S36 SHEETS	F.A.U. 9166 / F.A.U. 9180		CONTRACT NO. 76C51		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			