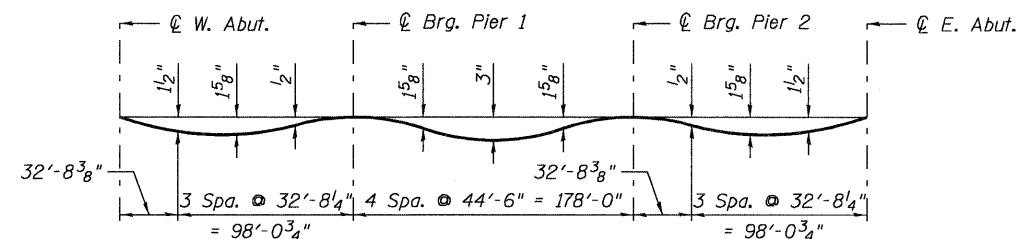


GIRDER 6

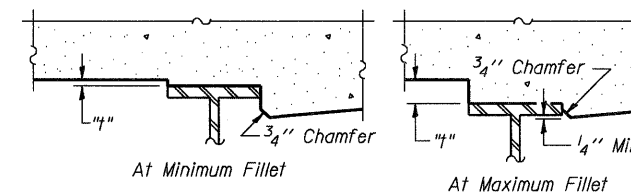
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	1117+83.24	14.58	389.40	-
☉ W. Exp. Jt.	1117+85.96	14.58	389.40	-
☉ Brg. W. Abut.	1117+87.48	14.58	389.40	389.42
1	1117+97.48	14.58	389.42	389.49
2	1118+07.48	14.58	389.44	389.55
3	1118+17.48	14.58	389.46	389.61
4	1118+27.48	14.58	389.48	389.65
5	1118+37.48	14.58	389.50	389.67
6	1118+47.48	14.58	389.52	389.69
7	1118+57.48	14.58	389.54	389.69
8	1118+67.48	14.58	389.56	389.68
9	1118+77.48	14.58	389.58	389.67
10	1118+87.48	14.58	389.60	389.67
11	1118+97.48	14.58	389.62	389.66
12	1119+07.48	14.58	389.64	389.67
☉ Brg. Pier 1	1119+18.24	14.58	389.67	389.69
13	1119+28.24	14.58	389.69	389.73
14	1119+38.24	14.58	389.71	389.77
15	1119+48.24	14.58	389.73	389.83
16	1119+58.24	14.58	389.75	389.89
17	1119+68.24	14.58	389.77	389.95
18	1119+78.24	14.58	389.79	390.01
19	1119+88.24	14.58	389.81	390.06
20	1119+98.24	14.58	389.83	390.10
21	1120+08.24	14.58	389.85	390.13
22	1120+18.24	14.58	389.87	390.13
23	1120+28.24	14.58	389.89	390.14
24	1120+38.24	14.58	389.91	390.12
25	1120+48.24	14.58	389.93	390.10
26	1120+58.24	14.58	389.95	390.08
27	1120+68.24	14.58	389.97	390.06
28	1120+78.24	14.58	389.99	390.04
29	1120+88.24	14.58	390.01	390.04
☉ Brg. Pier 2	1120+96.24	14.58	390.02	390.04
30	1121+06.24	14.58	390.04	390.07
31	1121+16.24	14.58	390.06	390.10
32	1121+26.24	14.58	390.08	390.14
33	1121+36.24	14.58	390.10	390.19
34	1121+46.24	14.58	390.12	390.24
35	1121+56.24	14.58	390.14	390.28
36	1121+66.24	14.58	390.16	390.32
37	1121+76.24	14.58	390.18	390.35
38	1121+86.24	14.58	390.20	390.37
39	1121+96.24	14.58	390.22	390.36
40	1122+06.24	14.58	390.24	390.35
41	1122+16.24	14.58	390.26	390.33
☉ Brg. E. Abut.	1122+26.99	14.58	390.28	390.30
☉ E. Exp. Jt.	1122+28.51	14.58	390.29	-
Bk. E. Abut.	1122+31.24	14.58	390.29	-



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 "Theoretical Grade Elevations Adjusted For Dead Load Deflections and Grinding" as shown on sheets 5, 6 and 7 of 35.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 4 of 35. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding" shown on sheet numbers 5, 6 and 7 of 35, minus 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 5, 6, and 7 of 35. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

FOR INFORMATION ONLY

	USER NAME =	DESIGNED - B. ERSCHEN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 039-0074	F.A.P. RTE. 686	SECTION 114F-1	COUNTY JACKSON	TOTAL SHEETS 9	SHEET NO. 24
	PLOT DATE = 29-SEP-2011	CHECKED - M. CRONIN	REVISED -			SHEET NO. 7 OF 35 SHEETS	ILLINOIS FED. AID PROJECT			
	FILE NAME=039-0074978049-TOS-04.dgn	DRAWN - C. SALLADE	REVISED -							
		CHECKED - E. KRACK	REVISED -							