

BEAM #1

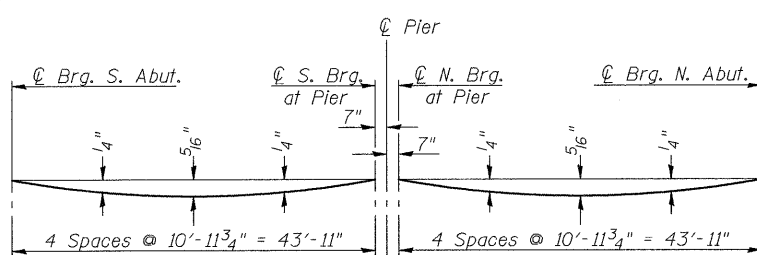
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	201+64.029	-46.882	680.877	680.877
☉ Brg. S. Abut.	201+65.039	-46.892	680.881	680.881
A	201+75.142	-46.979	680.877	680.895
B	201+85.246	-47.044	680.874	680.901
C	201+95.349	-47.087	680.871	680.894
☉ S. Brg. at Pier	202+09.411	-47.110	680.868	680.868
☉ N. Brg. at Pier	202+10.589	-47.110	680.868	680.868
D	202+20.693	-47.098	680.866	680.884
E	202+30.797	-47.063	680.865	680.892
F	202+40.900	-47.007	680.864	680.887
☉ Brg. N. Abut.	202+54.961	-46.892	680.863	680.863
Bk. N. Abut.	202+55.971	-46.882	680.858	680.858

BEAM #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	201+64.090	-40.882	680.998	680.998
☉ Brg. S. Abut.	201+65.099	-40.892	681.001	681.001
A	201+75.188	-40.979	680.997	681.015
B	201+85.279	-41.044	680.994	681.021
C	201+95.369	-41.087	680.991	681.014
☉ S. Brg. at Pier	202+09.412	-41.110	680.988	680.988
☉ N. Brg. at Pier	202+10.588	-41.110	680.988	680.988
D	202+20.679	-41.098	680.986	681.004
E	202+30.769	-41.063	680.985	681.012
F	202+40.859	-41.007	680.984	681.007
☉ Brg. N. Abut.	202+54.901	-40.892	680.983	680.983
Bk. N. Abut.	202+55.910	-40.882	680.978	680.978

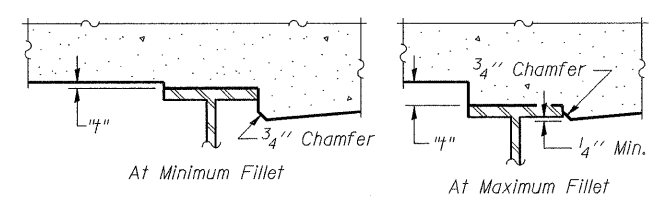
BEAM #3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	201+64.150	-34.882	681.118	681.118
☉ Brg. S. Abut.	201+65.158	-34.892	681.121	681.121
A	201+75.234	-34.979	681.117	681.135
B	201+85.311	-35.044	681.114	681.141
C	201+95.388	-35.087	681.111	681.134
☉ S. Brg. at Pier	202+09.412	-35.110	681.108	681.108
☉ N. Brg. at Pier	202+10.588	-35.110	681.108	681.108
D	202+20.665	-35.098	681.106	681.124
E	202+30.742	-35.063	681.105	681.132
F	202+40.819	-35.007	681.104	681.127
☉ Brg. N. Abut.	202+54.842	-34.892	681.103	681.103
Bk. N. Abut.	202+55.850	-34.882	681.098	681.098



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 this and the following sheet.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this and the following sheet, minus slab thickness, equals the fillet heights "t" above top flange of beams.

rjngroup
 Excellence through Ownership
 200 West Front Street
 Wheaton, IL 60187

DECK ELEVATIONS-I
 IL RTE. 56 OVER BLACKBERRY CREEK
 STATION 202+10.00
 STRUCTURE NO. 045-0026 (E.B.)
 STRUCTURE NO. 045-0027 (W.B.)

DESIGNED: WJV
 CHECKED: BLB
 DATE: 04/02/09

SHEET NO. 5	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	573	61B-BR-1	KANE	37	17
17 SHEETS			CONTRACT NO. 62817		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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