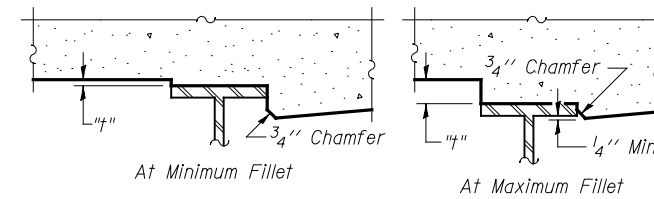


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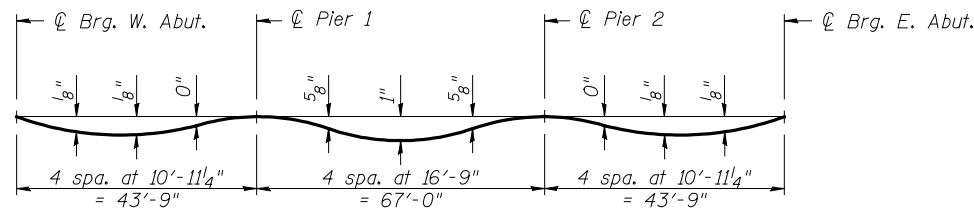


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown below, minus slab thickness, equals 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 below. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

NOTE: Expected fillet height "t" varies from 1/2" (at Abuts. & Piers) to 1 3/4" (at midspan 2).



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 below.

BEAM 1

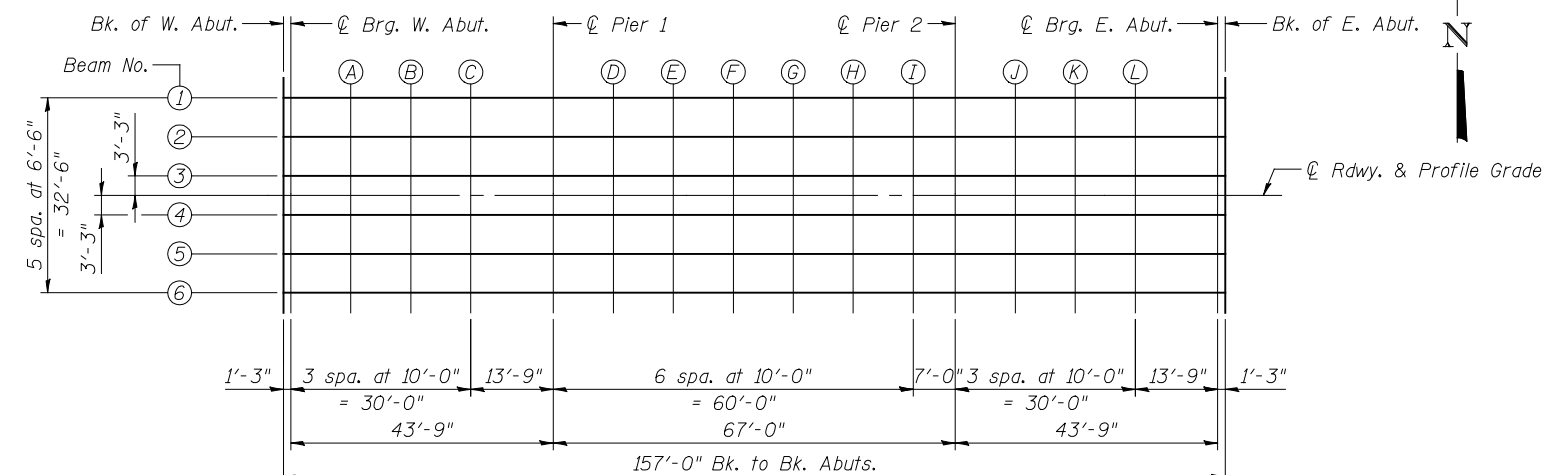
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	126+17.20	-16.25	678.61	678.63
☉ Brg. W. Abut.	126+18.45	-16.25	678.61	678.63
A	126+28.45	-16.25	678.61	678.64
B	126+38.45	-16.25	678.61	678.64
C	126+48.45	-16.25	678.61	678.64
☉ Pier 1	126+62.20	-16.25	678.61	678.63
D	126+72.20	-16.25	678.61	678.66
E	126+82.20	-16.25	678.61	678.69
F	126+92.20	-16.25	678.61	678.71
G	127+02.20	-16.25	678.61	678.71
H	127+12.20	-16.25	678.61	678.68
I	127+22.20	-16.25	678.61	678.65
☉ Pier 2	127+29.20	-16.25	678.61	678.63
J	127+39.20	-16.25	678.61	678.63
K	127+49.20	-16.25	678.61	678.64
L	127+59.20	-16.25	678.61	678.64
☉ Brg. E. Abut.	127+72.95	-16.25	678.61	678.63
Bk. E. Abut.	127+74.20	-16.25	678.61	678.63

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	126+17.20	-9.75	678.74	678.76
☉ Brg. W. Abut.	126+18.45	-9.75	678.74	678.76
A	126+28.45	-9.75	678.74	678.77
B	126+38.45	-9.75	678.74	678.77
C	126+48.45	-9.75	678.74	678.76
☉ Pier 1	126+62.20	-9.75	678.74	678.76
D	126+72.20	-9.75	678.74	678.79
E	126+82.20	-9.75	678.74	678.82
F	126+92.20	-9.75	678.74	678.84
G	127+02.20	-9.75	678.74	678.83
H	127+12.20	-9.75	678.74	678.81
I	127+22.20	-9.75	678.74	678.78
☉ Pier 2	127+29.20	-9.75	678.74	678.76
J	127+39.20	-9.75	678.74	678.76
K	127+49.20	-9.75	678.74	678.77
L	127+59.20	-9.75	678.74	678.77
☉ Brg. E. Abut.	127+72.95	-9.75	678.74	678.76
Bk. E. Abut.	127+74.20	-9.75	678.74	678.76

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. W. Abut.	126+17.20	-3.25	678.84	678.86
☉ Brg. W. Abut.	126+18.45	-3.25	678.84	678.86
A	126+28.45	-3.25	678.84	678.87
B	126+38.45	-3.25	678.84	678.87
C	126+48.45	-3.25	678.84	678.86
☉ Pier 1	126+62.20	-3.25	678.84	678.86
D	126+72.20	-3.25	678.84	678.89
E	126+82.20	-3.25	678.84	678.92
F	126+92.20	-3.25	678.84	678.94
G	127+02.20	-3.25	678.84	678.93
H	127+12.20	-3.25	678.84	678.91
I	127+22.20	-3.25	678.84	678.88
☉ Pier 2	127+29.20	-3.25	678.84	678.86
J	127+39.20	-3.25	678.84	678.86
K	127+49.20	-3.25	678.84	678.87
L	127+59.20	-3.25	678.84	678.87
☉ Brg. E. Abut.	127+72.95	-3.25	678.84	678.86
Bk. E. Abut.	127+74.20	-3.25	678.84	678.86



PLAN

TOP OF SLAB ELEVATIONS
U.S. 136 OVER
PRAIRIE CREEK
STRUCTURE NO. 057-0245

JD Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED: JDQ DRAWN: P. Ray
CHECKED: DCD CHECKED: DCD

E-S1 10-1-08

SHEET 2 OF 17	F.A.P. RTE. 315	SECTION 120BR-1	COUNTY MCLLEAN	TOTAL SHEETS 49	SHEET NO. 13
	STA. 126+95.70			CONTRACT NO. 70524	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

FILE: J:\JDD\110171\IL-DSVW#6 US136 Prairie Creek\1-Prairie Creek\1-0524-002-slabelev.dgn
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DATE: 10/14/2009 11:02:49