

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 below.

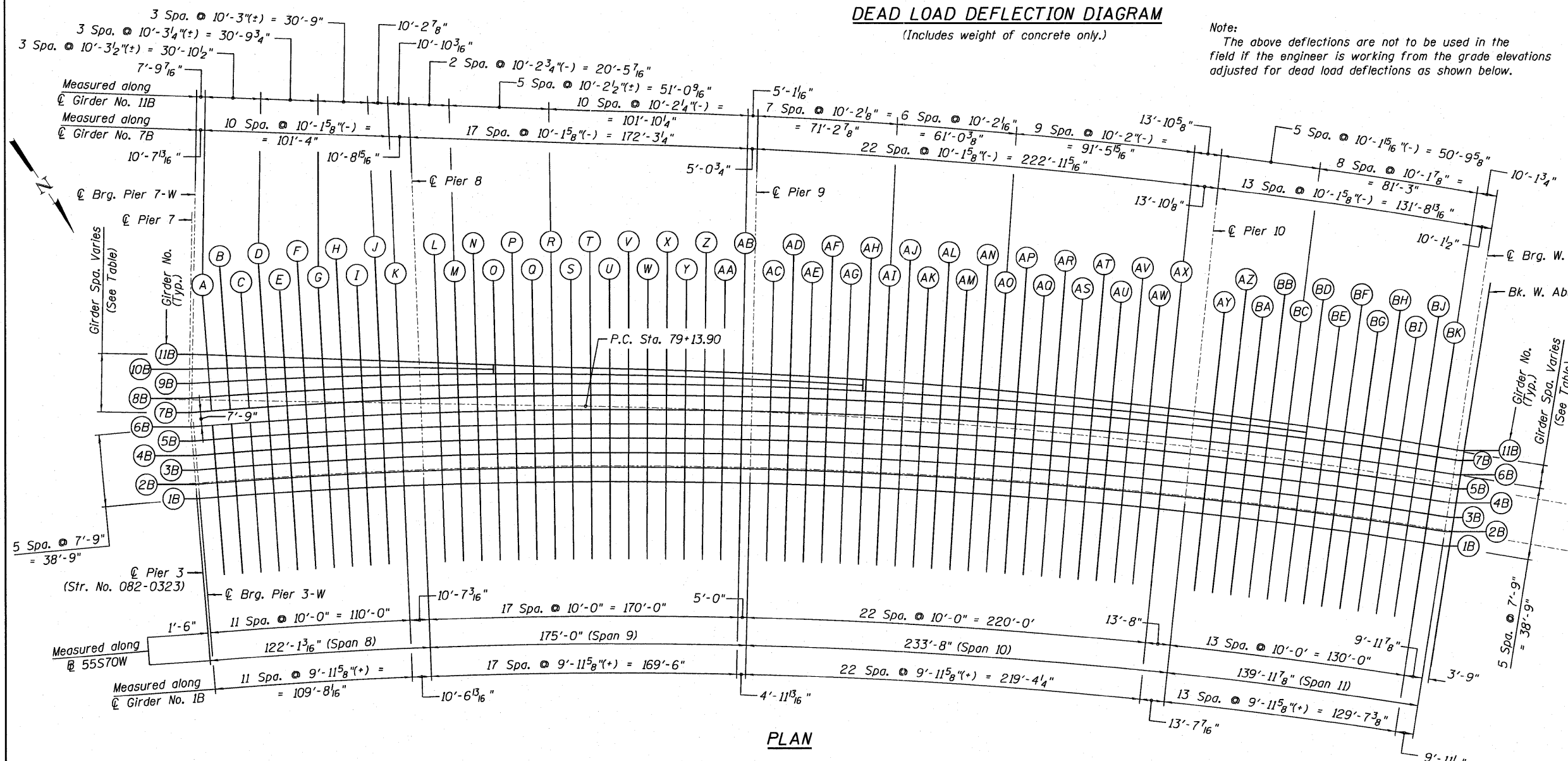
GIRDER SPACING TABLES

Girder Spa.	℄ Brg. Pier 7-W	℄ Pier 8
7B-8B	7'-9 ⁵ / ₁₆ "	6'-10"
8B-9B	7'-9 ¹ / ₈ "	6'-1 ³ / ₄ "
9B-10B	7'-8 ¹ / ₁₆ "	3'-8 ³ / ₄ "
10B-11B	7'-11 ⁵ / ₁₆ "	3'-0 ³ / ₁₆ "

Girder Spa.	℄ Pier 9
7B-8B	5'-6 ¹ / ₄ "
8B-9B	3'-10"
9B-11B	3'-1 ³ / ₄ "

Girder Spa.	℄ Pier 10
7B-8B	3'-9 ³ / ₈ "
8B-11B	3'-10 ⁷ / ₈ "

Girder Spa.	℄ Brg. W. Abut.
7B-11B	5'-3 ¹ / ₄ "



PLAN

Girder No.	DEAD LOAD DEFLECTIONS																			
	Span 8				Span 9				Span 10				Span 11							
	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	C3	C4	C5	D1	D2	D3	D4	D5
1B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-0 ³ / ₄ "	120'-2 ⁷ / ₈ "	3 ³ / ₈ "	1 ² / ₂ "	-1 ⁶ / ₈ "	43'-7 ¹ / ₂ "	174'-5 ³ / ₄ "	2 ³ / ₄ "	4 ⁵ / ₈ "	2 ³ / ₄ "	58'-2 ⁷ / ₈ "	232'-11 ³ / ₄ "	-4 ¹ / ₈ "	1 ¹ / ₈ "	3 ³ / ₈ "	34'-10 ³ / ₄ "	139'-6 ⁷ / ₈ "
2B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-1 ³ / ₄ "	120'-6 ⁷ / ₈ "	1 ⁴ / ₄ "	3 ³ / ₈ "	-1 ⁶ / ₈ "	43'-8 ⁷ / ₈ "	174'-11 ¹ / ₂ "	2 ⁵ / ₈ "	4 ¹ / ₂ "	2 ⁵ / ₈ "	58'-4 ¹ / ₈ "	233'-7 ³ / ₈ "	-1 ⁴ / ₈ "	1 ¹ / ₈ "	3 ³ / ₈ "	34'-11 ⁷ / ₈ "	139'-11 ¹ / ₂ "
3B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-2 ³ / ₄ "	120'-10 ⁷ / ₈ "	1 ⁴ / ₄ "	3 ³ / ₈ "	-1 ⁶ / ₈ "	43'-10 ¹ / ₄ "	175'-5 ¹ / ₄ "	2 ¹ / ₂ "	4 ³ / ₈ "	2 ³ / ₈ "	58'-6 ³ / ₄ "	234'-3"	-4 ¹ / ₈ "	1 ¹ / ₈ "	1 ⁴ / ₄ "	35'-1"	140'-4"
4B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-3 ³ / ₄ "	121'-2 ⁷ / ₈ "	1 ⁴ / ₄ "	1 ⁴ / ₄ "	-1 ⁶ / ₈ "	43'-11 ³ / ₄ "	175'-10 ⁷ / ₈ "	2 ¹ / ₂ "	4 ¹ / ₄ "	2 ¹ / ₂ "	58'-8 ⁵ / ₈ "	234'-10 ¹ / ₂ "	-1 ⁴ / ₈ "	1 ¹ / ₈ "	1 ⁴ / ₄ "	35'-2 ¹ / ₈ "	140'-8 ⁵ / ₈ "
5B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-4 ³ / ₄ "	121'-6 ⁷ / ₈ "	1 ⁴ / ₄ "	1 ⁴ / ₄ "	-1 ⁶ / ₈ "	44'-1 ¹ / ₈ "	176'-4 ³ / ₈ "	2 ³ / ₈ "	4 ³ / ₈ "	2 ² / ₂ "	58'-10 ¹ / ₂ "	235'-6 ¹ / ₈ "	-4"	0"	1 ⁴ / ₄ "	35'-3 ¹ / ₄ "	141'-1 ¹ / ₈ "
6B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-5 ³ / ₄ "	121'-10 ³ / ₄ "	1 ⁴ / ₄ "	1 ⁴ / ₄ "	-1 ⁶ / ₈ "	44'-2 ⁵ / ₈ "	176'-10 ³ / ₈ "	2 ³ / ₈ "	4"	2 ¹ / ₂ "	59'-0 ¹ / ₂ "	236'-1 ³ / ₄ "	-1 ⁴ / ₈ "	-1 ⁶ / ₈ "	1 ⁴ / ₄ "	35'-4 ³ / ₈ "	141'-5 ³ / ₄ "
7B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-8 ⁷ / ₈ "	122'-8 ³ / ₄ "	1 ⁴ / ₄ "	1 ⁴ / ₄ "	-1 ⁶ / ₈ "	44'-4"	177'-4"	2 ³ / ₈ "	4"	2 ² / ₂ "	59'-2 ³ / ₈ "	236'-9 ³ / ₈ "	-3 ⁸ / ₈ "	-1 ⁶ / ₈ "	1 ⁴ / ₄ "	35'-5 ⁵ / ₈ "	141'-10 ¹ / ₄ "
8B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-6 ⁷ / ₈ "	122'-3 ¹ / ₂ "	1 ⁴ / ₄ "	1 ⁴ / ₄ "	-1 ⁶ / ₈ "	44'-5 ¹ / ₈ "	177'-8 ⁵ / ₈ "	2 ¹ / ₄ "	4"	2 ¹ / ₂ "	59'-10 ¹ / ₂ "	237'-2 ¹ / ₈ "	-1 ⁴ / ₈ "	-3 ⁸ / ₈ "	-3 ⁸ / ₈ "	15'-2 ⁵ / ₈ "	60'-10 ¹ / ₂ "
9B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-5 ¹ / ₂ "	121'-10 ¹ / ₄ "	1 ⁶ / ₈ "	1 ⁶ / ₈ "	-1 ⁶ / ₈ "	44'-6 ⁷ / ₈ "	178'-0 ³ / ₄ "	3 ⁸ / ₈ "	1"	1 ⁵ / ₈ "	14'-10 ¹ / ₈ "	59'-4 ⁵ / ₈ "	-	-	-	-	-
10B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-4 ¹ / ₂ "	121'-6"	-1 ¹⁶ / ₁₆ "	-1 ¹⁶ / ₁₆ "	-1 ¹⁶ / ₁₆ "	9'-11"	39'-8 ¹ / ₈ "	-	-	-	-	-	-	-	-	-	-
11B	5 ⁵ / ₈ "	3 ⁴ / ₈ "	3 ³ / ₈ "	30'-4"	121'-3 ³ / ₄ "	0"	1 ⁶ / ₈ "	-1 ⁴ / ₄ "	44'-7 ³ / ₈ "	178'-5 ³ / ₈ "	2 ¹ / ₄ "	4"	2 ¹ / ₂ "	59'-5"	237'-7 ⁷ / ₈ "	-3 ⁸ / ₈ "	-1 ⁶ / ₈ "	1 ⁴ / ₄ "	35'-6 ⁵ / ₈ "	142'-2 ³ / ₈ "

NOTES:

At Piers tabulated beam spacing are measured along respective ℄ Pier.

At Abut. tabulated beam spacing are measured along ℄ Brg.

Negative value of deflection indicates upward deflection.

Work this sheet with sheets S-22 thru S-27.



USER NAME = Bhatta
 PLOT SCALE = 8/166666" / in.
 PLOT DATE = #DATE#

DESIGNED - DD
 DRAWN - DD
 CHECKED - ATB
 DATE - 03/18/2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN S.N. 082-0325 UNIT 3
 I-70W OVER I-55, CSX & KCS RAILROADS

SCALE: NONE SHEET NO. S-21 OF S-138 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
70	82-1-B-1	ST. CLAIR	319	136
S.N. 082-0323 & S.N. 082-0325		CONTRACT NO. 76C75		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		