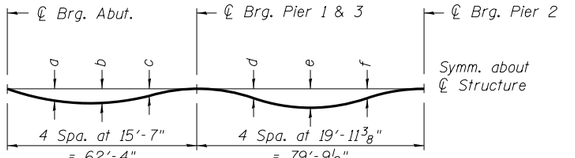
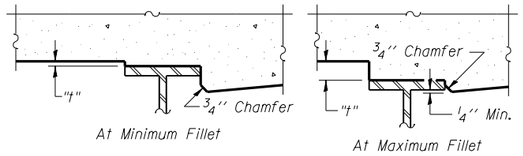


DEAD LOAD DEFLECTION DIAGRAM

(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 4-7.

Location	BMS 2 thru 4 & BMS 7 thru 9	BMS 5 & 6	BMS 1 & 10
a	1/4"	5/32"	7/32"
b	1/4"	3/16"	1/4"
c	1/8"	3/32"	1/8"
d	3/16"	5/32"	3/16"
e	3/8"	1/4"	11/32"
f	3/16"	1/8"	3/16"



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" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams. Note that fillet heights are expected to be greater than 3" on some beams and the vertical dimension of shear studs should consider this to ensure they extend at least 2" into the slab.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset from ℄ Roadway	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+87.70	28.52'	582.49'	582.49'
℄ Brg. S. Abut.	48+90.82	28.51'	582.52'	582.52'
A	49+00.81	28.49'	582.61'	582.63'
B	49+10.81	28.47'	582.70'	582.72'
C	49+20.80	28.45'	582.78'	582.80'
D	49+30.79	28.43'	582.86'	582.87'
E	49+40.79	28.42'	582.93'	582.94'
℄ Brg. PIER 3	49+53.11	28.40'	583.02'	583.02'
F	49+63.11	28.39'	583.08'	583.08'
G	49+73.10	28.38'	583.14'	583.15'
H	49+83.09	28.38'	583.19'	583.22'
I	49+93.09	28.38'	583.25'	583.27'
J	50+03.08	28.37'	583.29'	583.32'
K	50+13.07	28.38'	583.33'	583.35'
L	50+23.07	28.38'	583.37'	583.38'
℄ Brg. PIER 2	50+32.85	28.39'	583.41'	583.41'
M	50+42.84	28.40'	583.44'	583.44'
N	50+52.84	28.41'	583.46'	583.48'
O	50+62.83	28.42'	583.48'	583.51'
P	50+72.82	28.44'	583.50'	583.53'
Q	50+82.82	28.46'	583.51'	583.54'
R	50+92.81	28.48'	583.52'	583.54'
S	51+02.81	28.50'	583.53'	583.53'
℄ Brg. PIER 1	51+12.59	28.52'	583.53'	583.53'
T	51+22.58	28.55'	583.52'	583.53'
U	51+32.58	28.58'	583.51'	583.53'
V	51+42.57	28.61'	583.50'	583.52'
W	51+52.56	28.65'	583.49'	583.51'
X	51+62.56	28.68'	583.46'	583.48'
℄ Brg. N. Abut.	51+74.88	28.73'	583.43'	583.43'
Bk. N. Abut.	51+78.00	28.74'	583.42'	583.42'

BEAM 2

Location	Station	Offset from ℄ Roadway	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+79.77	21.71'	582.56'	582.56'
℄ Brg. S. Abut.	48+82.89	21.70'	582.59'	582.59'
A	48+92.89	21.68'	582.68'	582.70'
B	49+02.88	21.65'	582.77'	582.80'
C	49+12.88	21.63'	582.86'	582.88'
D	49+22.87	21.61'	582.94'	582.96'
E	49+32.87	21.59'	583.02'	583.02'
℄ Brg. PIER 3	49+45.19	21.58'	583.10'	583.10'
F	49+55.19	21.57'	583.17'	583.18'
G	49+65.18	21.56'	583.23'	583.25'
H	49+75.18	21.55'	583.29'	583.32'
I	49+85.17	21.54'	583.35'	583.38'
J	49+95.17	21.54'	583.40'	583.42'
K	50+05.16	21.54'	583.44'	583.46'
L	50+15.16	21.54'	583.49'	583.49'
℄ Brg. PIER 2	50+24.94	21.55'	583.52'	583.52'
M	50+34.94	21.56'	583.56'	583.56'
N	50+44.93	21.57'	583.58'	583.60'
O	50+54.93	21.58'	583.61'	583.64'
P	50+64.92	21.59'	583.63'	583.66'
Q	50+74.92	21.61'	583.65'	583.67'
R	50+84.91	21.63'	583.66'	583.67'
S	50+94.91	21.65'	583.67'	583.67'
℄ Brg. PIER 1	51+04.70	21.67'	583.67'	583.67'
T	51+14.69	21.70'	583.67'	583.67'
U	51+24.69	21.72'	583.66'	583.68'
V	51+34.68	21.75'	583.65'	583.68'
W	51+44.68	21.79'	583.64'	583.66'
X	51+54.67	21.82'	583.62'	583.64'
℄ Brg. N. Abut.	51+67.00	21.87'	583.60'	583.60'
Bk. N. Abut.	51+70.12	21.88'	583.59'	583.59'

BEAM 3

Location	Station	Offset from ℄ Roadway	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	48+71.83	14.90'	582.59'	582.59'
℄ Brg. S. Abut.	48+74.96	14.89'	582.63'	582.63'
A	48+84.95	14.86'	582.72'	582.74'
B	48+94.95	14.84'	582.82'	582.84'
C	49+04.95	14.81'	582.90'	582.93'
D	49+14.94	14.79'	582.99'	583.00'
E	49+24.94	14.77'	583.07'	583.07'
℄ Brg. PIER 3	49+37.27	14.75'	583.16'	583.16'
F	49+47.27	14.74'	583.23'	583.24'
G	49+57.26	14.73'	583.30'	583.32'
H	49+67.26	14.72'	583.36'	583.39'
I	49+77.26	14.71'	583.42'	583.45'
J	49+87.25	14.71'	583.47'	583.50'
K	49+97.25	14.71'	583.52'	583.54'
L	50+07.25	14.71'	583.57'	583.57'
℄ Brg. PIER 2	50+17.03	14.71'	583.61'	583.61'
M	50+27.03	14.72'	583.64'	583.65'
N	50+37.03	14.73'	583.67'	583.69'
O	50+47.02	14.73'	583.70'	583.73'
P	50+57.02	14.75'	583.73'	583.76'
Q	50+67.02	14.76'	583.75'	583.77'
R	50+77.01	14.78'	583.76'	583.78'
S	50+87.01	14.80'	583.77'	583.78'
℄ Brg. PIER 1	50+96.80	14.82'	583.78'	583.78'
T	51+06.80	14.84'	583.78'	583.79'
U	51+16.79	14.87'	583.78'	583.79'
V	51+26.79	14.90'	583.78'	583.80'
W	51+36.78	14.93'	583.76'	583.79'
X	51+46.78	14.96'	583.75'	583.77'
℄ Brg. N. Abut.	51+59.11	15.00'	583.73'	583.73'
Bk. N. Abut.	51+62.23	15.01'	583.72'	583.72'

E-S 7-1-10
BENTON & ASSOCIATES, INC.
QUIGG ENGINEERING INC

FILE NAME	USER NAME =	DESIGNED - MBH	REVISED -
0600104-76G10-004-Elev2.dgn		CHECKED - DRB	REVISED -
	PLOT SCALE =	DRAWN - MBH	REVISED -
	PLOT DATE =	CHECKED - RHB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0104
SHEET NO. 4 OF 29 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	60-2HB-2	MADISON	52	22
		CONTRACT NO. 76G10		
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		