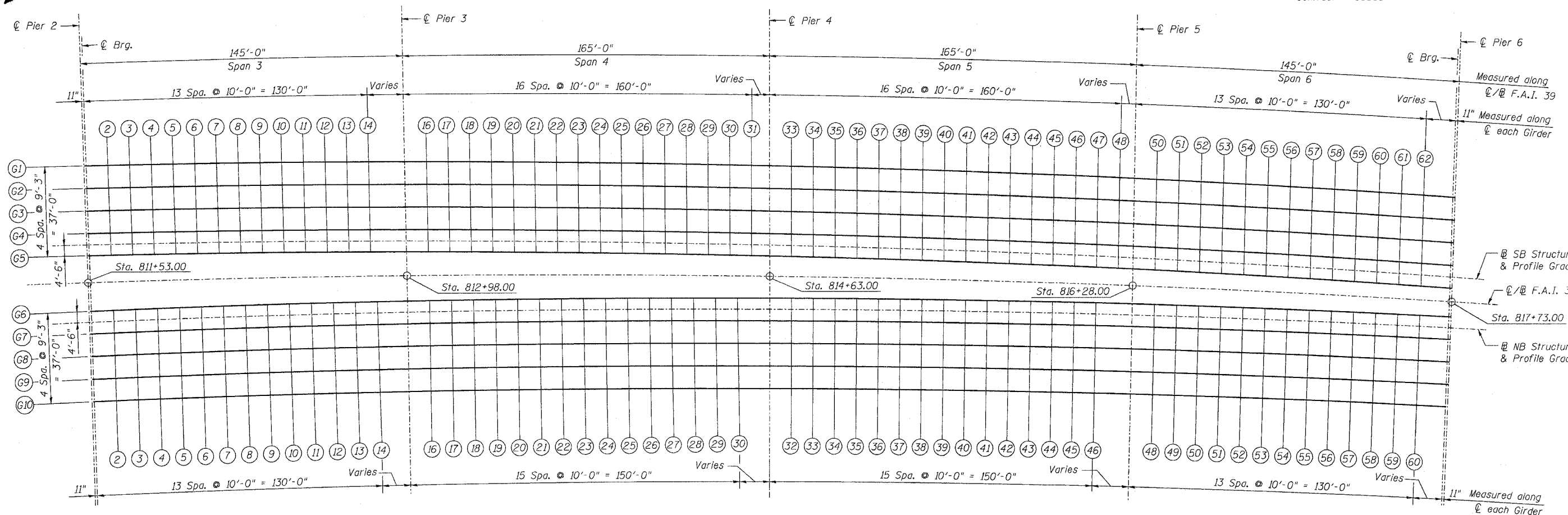


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.I. 39	SECTION 50-4B	COUNTY LASALLE	TOTAL SHEETS 48	SHEET NO. 48	SHEET NO. 26 313 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract # 66586

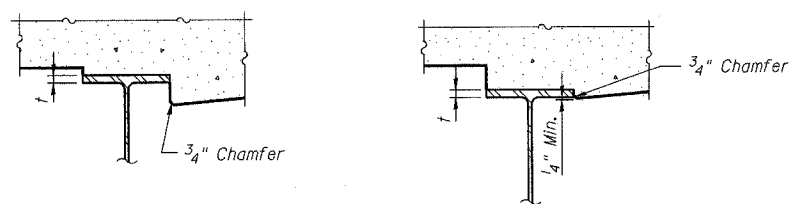


DEAD LOAD DEFLECTION TABLE

Girder	a	b	c	d	e	f	g	h	j	k	l	m
G1 & G5	1 7/8"	2 1/8"	1"	5/8"	1 1/2"	7/8"	5/8"	1 1/8"	3/8"	1 1/8"	2 3/8"	2"
G2 - G4	2 1/4"	2 1/2"	1 1/8"	5/8"	1 3/4"	1"	5/8"	1 1/4"	3/8"	1 1/4"	2 3/4"	2 3/8"
G6 & G10	1 7/8"	2 1/8"	7/8"	5/8"	1 3/8"	7/8"	5/8"	1 1/8"	3/8"	1 1/8"	2 1/4"	2"
G7 - G9	2 1/8"	2 3/8"	1"	5/8"	1 5/8"	1"	5/8"	1 1/8"	3/8"	1 1/4"	2 5/8"	2 1/4"

NOTES:

1. Dead load deflections used for the Dead Load Deflection Diagram and the tabulated Elevation Adjusted for Dead Load Deflection are based on the pour sequence shown on sheet 20. If the pour is modified, the dead load deflections must be recalculated and approved by the Engineer. See General Notes.
2. For stations and top of slab elevations see sheets 27 thru 32.



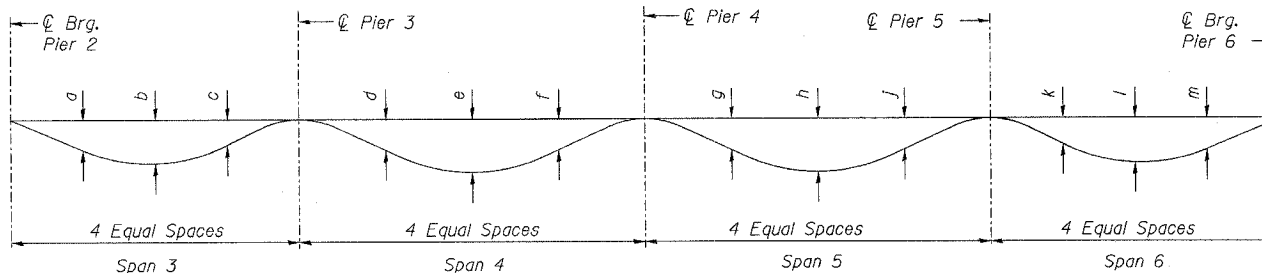
AT MINIMUM FILLET

AT MAXIMUM FILLET

To determine "t": After all structural steel has been erected, elevations at the top of flanges of the girders shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 27 thru 32, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

DESIGNED -	AJK
CHECKED -	MRB
DRAWN -	VH
CHECKED -	MRB



DEAD LOAD DEFLECTION DIAGRAM

(Due to 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 27 thru 32.

benesch

alfred benesch & company
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205 North Michigan Avenue, Suite 2400
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312-565-0450
Job # 3856

SCREED PLAN - SPANS 3 THRU 6
ABRAHAM LINCOLN MEMORIAL BRIDGE OVER
THE ILLINOIS RIVER (PUBLIC WATERS)
F.A.I. ROUTE 39 SEC. (50-4B) BR
LASALLE COUNTY
STATION 863+16.00
STRUCTURE NO. 050-0191 (SB & NB)

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8/30/2006