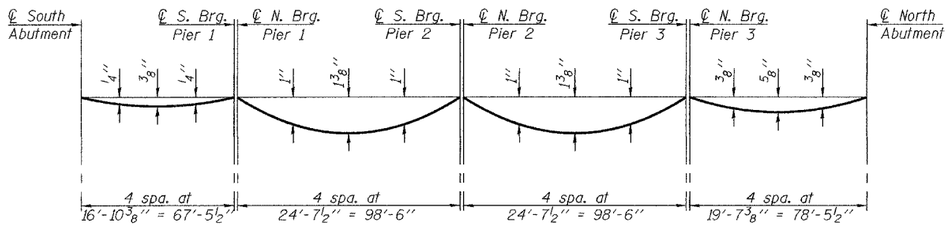
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| FAP 836 | (119BR) BR | CHAMPAIGN | | 15 |
| FED. ROAD DIST. NO. 7 | | ILLINOIS | FED. AID PROJECT- | |

SHEET NO. 4
21 SHEETS

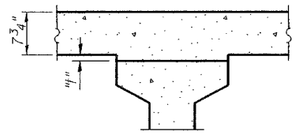
Contract # 70355




## DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 and on sheet 3 of 21.




To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 3 of 21. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below and on sheet 3 of 21, minus the 7 3/4" slab thickness, equals the fillet heights "t" above top flanges 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 and on sheet 3 of 21. For grinding the deck, See Special Provisioins.

## FILLET HEIGHTS

### BEAM 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| Bk. S. Abut | 101346.871 | 3.250 | 652.934 | 652.955 |
| CL S. Abut | 101348.165 | 3.250 | 652.907 | 652.928 |
| A | 101358.165 | 3.250 | 652.701 | 652.733 |
| B | 101368.165 | 3.250 | 652.495 | 652.536 |
| C | 101378.165 | 3.250 | 652.289 | 652.336 |
| D | 101388.165 | 3.250 | 652.083 | 652.128 |
| E | 101398.165 | 3.250 | 651.877 | 651.917 |
| F | 101408.165 | 3.250 | 651.671 | 651.701 |
| CL Pier 1 | 101416.371 | 3.250 | 651.502 | 651.523 |
| G | 101426.371 | 3.250 | 651.296 | 651.352 |
| H | 101436.371 | 3.250 | 651.090 | 651.180 |
| I | 101446.371 | 3.250 | 650.884 | 650.999 |
| J | 101456.371 | 3.250 | 650.678 | 650.807 |
| K | 101466.371 | 3.250 | 650.472 | 650.615 |
| L | 101476.371 | 3.250 | 650.266 | 650.395 |
| M | 101486.371 | 3.250 | 650.060 | 650.175 |
| N | 101496.371 | 3.250 | 649.854 | 649.944 |
| O | 101506.371 | 3.250 | 649.648 | 649.704 |
| CL Pier 2 | 101516.371 | 3.250 | 649.442 | 649.463 |
| P | 101526.371 | 3.250 | 649.236 | 649.292 |
| Q | 101536.371 | 3.250 | 649.030 | 649.120 |
| R | 101546.371 | 3.250 | 648.824 | 648.939 |
| S | 101556.371 | 3.250 | 648.618 | 648.747 |
| T | 101566.371 | 3.250 | 648.412 | 648.555 |
| U | 101576.371 | 3.250 | 648.206 | 648.335 |
| V | 101586.371 | 3.250 | 648.000 | 648.115 |
| W | 101596.371 | 3.250 | 647.794 | 647.884 |
| X | 101606.371 | 3.250 | 647.588 | 647.644 |
| CL Pier 3 | 101616.371 | 3.250 | 647.382 | 647.403 |
| Y | 101626.371 | 3.250 | 647.176 | 647.214 |
| Z | 101636.371 | 3.250 | 646.970 | 647.025 |
| A1 | 101646.371 | 3.250 | 646.764 | 646.826 |
| C1 | 101666.371 | 3.250 | 646.352 | 646.414 |
| D1 | 101676.371 | 3.250 | 646.146 | 646.201 |
| E1 | 101686.371 | 3.250 | 645.940 | 645.977 |
| CL N. Abut | 101695.577 | 3.250 | 645.750 | 645.771 |
| Bk. N. Abut | 101696.871 | 3.250 | 645.724 | 645.745 |

### BEAM 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| Bk. S. Abut | 101348.613 | 9.750 | 652.796 | 652.817 |
| CL S. Abut | 101349.907 | 9.750 | 652.770 | 652.791 |
| A | 101359.907 | 9.750 | 652.564 | 652.596 |
| B | 101369.907 | 9.750 | 652.358 | 652.399 |
| C | 101379.907 | 9.750 | 652.152 | 652.197 |
| D | 101389.907 | 9.750 | 651.946 | 651.990 |
| E | 101399.907 | 9.750 | 651.740 | 651.779 |
| F | 101409.907 | 9.750 | 651.534 | 651.563 |
| CL Pier 1 | 101418.113 | 9.750 | 651.365 | 651.386 |
| G | 101428.113 | 9.750 | 651.159 | 651.214 |
| H | 101438.113 | 9.750 | 650.953 | 651.043 |
| I | 101448.113 | 9.750 | 650.747 | 650.861 |
| J | 101458.113 | 9.750 | 650.541 | 650.669 |
| K | 101468.113 | 9.750 | 650.335 | 650.477 |
| L | 101478.113 | 9.750 | 650.129 | 650.257 |
| M | 101488.113 | 9.750 | 649.923 | 650.037 |
| N | 101498.113 | 9.750 | 649.717 | 649.807 |
| O | 101508.113 | 9.750 | 649.511 | 649.566 |
| CL Pier 2 | 101518.113 | 9.750 | 649.305 | 649.326 |
| P | 101528.113 | 9.750 | 649.099 | 649.154 |
| Q | 101538.113 | 9.750 | 648.893 | 648.983 |
| R | 101548.113 | 9.750 | 648.687 | 648.801 |
| S | 101558.113 | 9.750 | 648.481 | 648.609 |
| T | 101568.113 | 9.750 | 648.275 | 648.417 |
| U | 101578.113 | 9.750 | 648.069 | 648.197 |
| V | 101588.113 | 9.750 | 647.863 | 647.977 |
| W | 101598.113 | 9.750 | 647.657 | 647.747 |
| X | 101608.113 | 9.750 | 647.451 | 647.506 |
| CL Pier 3 | 101618.113 | 9.750 | 647.245 | 647.266 |
| Y | 101628.113 | 9.750 | 647.039 | 647.077 |
| Z | 101638.113 | 9.750 | 646.833 | 646.888 |
| A1 | 101648.113 | 9.750 | 646.627 | 646.689 |
| B1 | 101658.113 | 9.750 | 646.421 | 646.490 |
| C1 | 101668.113 | 9.750 | 646.215 | 646.277 |
| D1 | 101678.113 | 9.750 | 646.009 | 646.063 |
| E1 | 101688.113 | 9.750 | 645.803 | 645.840 |
| CL N. Abut | 101697.319 | 9.750 | 645.613 | 645.634 |
| Bk. N. Abut | 101698.613 | 9.750 | 645.586 | 645.607 |

### BEAM 6

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| Bk. S. Abut | 101350.354 | 16.250 | 652.637 | 652.658 |
| CL S. Abut | 101351.648 | 16.250 | 652.610 | 652.631 |
| A | 101361.648 | 16.250 | 652.404 | 652.436 |
| B | 101371.648 | 16.250 | 652.198 | 652.240 |
| C | 101381.648 | 16.250 | 651.992 | 652.038 |
| D | 101391.648 | 16.250 | 651.786 | 651.831 |
| E | 101401.648 | 16.250 | 651.580 | 651.620 |
| F | 101411.648 | 16.250 | 651.374 | 651.404 |
| CL Pier 1 | 101419.854 | 16.250 | 651.205 | 651.226 |
| G | 101429.854 | 16.250 | 650.999 | 651.055 |
| H | 101439.854 | 16.250 | 650.793 | 650.883 |
| I | 101449.854 | 16.250 | 650.587 | 650.702 |
| J | 101459.854 | 16.250 | 650.381 | 650.510 |
| K | 101469.854 | 16.250 | 650.175 | 650.318 |
| L | 101479.854 | 16.250 | 649.969 | 650.098 |
| M | 101489.854 | 16.250 | 649.763 | 649.878 |
| N | 101499.854 | 16.250 | 649.557 | 649.647 |
| O | 101509.854 | 16.250 | 649.351 | 649.407 |
| CL Pier 2 | 101519.854 | 16.250 | 649.145 | 649.166 |
| P | 101529.854 | 16.250 | 648.939 | 648.995 |
| Q | 101539.854 | 16.250 | 648.733 | 648.823 |
| R | 101549.854 | 16.250 | 648.527 | 648.642 |
| S | 101559.854 | 16.250 | 648.321 | 648.450 |
| T | 101569.854 | 16.250 | 648.115 | 648.258 |
| U | 101579.854 | 16.250 | 647.909 | 648.038 |
| V | 101589.854 | 16.250 | 647.703 | 647.818 |
| W | 101599.854 | 16.250 | 647.497 | 647.587 |
| X | 101609.854 | 16.250 | 647.291 | 647.347 |
| CL Pier 3 | 101619.854 | 16.250 | 647.085 | 647.106 |
| Y | 101629.854 | 16.250 | 646.879 | 646.917 |
| Z | 101639.854 | 16.250 | 646.673 | 646.728 |
| A1 | 101649.854 | 16.250 | 646.467 | 646.530 |
| B1 | 101659.854 | 16.250 | 646.261 | 646.330 |
| C1 | 101669.854 | 16.250 | 646.055 | 646.117 |
| D1 | 101679.854 | 16.250 | 645.849 | 645.904 |
| E1 | 101689.854 | 16.250 | 645.643 | 645.680 |
| CL N. Abut | 101699.060 | 16.250 | 645.453 | 645.474 |
| Bk. N. Abut | 101700.354 | 16.250 | 645.427 | 645.448 |

| | |
|---|---|
| DESIGNED | Philip E. Coppernoll |
| CHECKED | Ray Ahanchi |
| DRAWN | Michael B. Mossman |
| CHECKED | P.E.C./G.R.A. |

December 1 2004

EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

## TOP OF SLAB ELEVATIONS
## F.A.P. RT. 836-SECTION (119BR)BR
## CHAMPAIGN COUNTY
## STATION 1015+21.00
## STRUCTURE NO. 010-0280