ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74	★	VERMILION	122	72
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 4
17 SHEETS

★ (10-92-8HB-4)BR

GIRDER #3

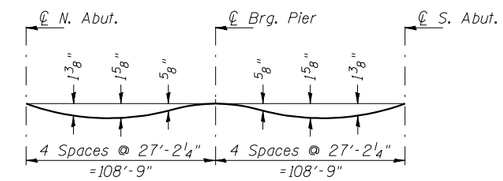
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.000	-2.917	690.206	690.206
℄ of N Abut.	48+91.250	-2.917	690.214	690.214
A	49+01.250	-2.917	690.279	690.323
B	49+11.250	-2.917	690.337	690.422
C	49+21.250	-2.917	690.389	690.501
D	49+31.250	-2.917	690.435	690.560
E	49+41.250	-2.917	690.475	690.597
F	49+51.250	-2.917	690.508	690.616
G	49+61.250	-2.917	690.535	690.618
H	49+71.250	-2.917	690.556	690.610
I	49+81.250	-2.917	690.571	690.597
J	49+91.250	-2.917	690.580	690.586
℄ Pier	50+00.000	-2.917	690.582	690.582
K	50+10.000	-2.917	690.579	690.587
L	50+20.000	-2.917	690.569	690.599
M	50+30.000	-2.917	690.554	690.611
N	50+40.000	-2.917	690.532	690.618
O	50+50.000	-2.917	690.504	690.614
P	50+60.000	-2.917	690.470	690.594
Q	50+70.000	-2.917	690.430	690.553
R	50+80.000	-2.917	690.383	690.491
S	50+90.000	-2.917	690.330	690.411
T	51+00.000	-2.917	690.271	690.308
℄ of S Abut.	51+08.750	-2.917	690.214	690.214
Bk. of S Abut.	51+10.000	-2.917	690.206	690.206

P.G. & ℄ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.000	0.000	690.251	690.251
℄ of N Abut.	48+91.250	0.000	690.260	690.260
A	49+01.250	0.000	690.324	690.369
B	49+11.250	0.000	690.383	690.468
C	49+21.250	0.000	690.435	690.546
D	49+31.250	0.000	690.481	690.605
E	49+41.250	0.000	690.520	690.643
F	49+51.250	0.000	690.554	690.661
G	49+61.250	0.000	690.581	690.664
H	49+71.250	0.000	690.602	690.655
I	49+81.250	0.000	690.617	690.643
J	49+91.250	0.000	690.625	690.632
℄ Pier	50+00.000	0.000	690.627	690.627
K	50+10.000	0.000	690.624	690.633
L	50+20.000	0.000	690.615	690.645
M	50+30.000	0.000	690.600	690.657
N	50+40.000	0.000	690.578	690.664
O	50+50.000	0.000	690.550	690.660
P	50+60.000	0.000	690.516	690.639
Q	50+70.000	0.000	690.475	690.599
R	50+80.000	0.000	690.429	690.537
S	50+90.000	0.000	690.376	690.457
T	51+00.000	0.000	690.317	690.354
℄ of S Abut.	51+08.750	0.000	690.260	690.260
Bk. of S Abut.	51+10.000	0.000	690.251	690.251

GIRDER #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.000	2.917	690.206	690.206
℄ of N Abut.	48+91.250	2.917	690.214	690.214
A	49+01.250	2.917	690.279	690.323
B	49+11.250	2.917	690.337	690.422
C	49+21.250	2.917	690.389	690.501
D	49+31.250	2.917	690.435	690.560
E	49+41.250	2.917	690.475	690.597
F	49+51.250	2.917	690.508	690.616
G	49+61.250	2.917	690.535	690.618
H	49+71.250	2.917	690.556	690.610
I	49+81.250	2.917	690.571	690.597
J	49+91.250	2.917	690.580	690.586
℄ Pier	50+00.000	2.917	690.582	690.582
K	50+10.000	2.917	690.579	690.587
L	50+20.000	2.917	690.569	690.599
M	50+30.000	2.917	690.554	690.611
N	50+40.000	2.917	690.532	690.618
O	50+50.000	2.917	690.504	690.614
P	50+60.000	2.917	690.470	690.594
Q	50+70.000	2.917	690.430	690.553
R	50+80.000	2.917	690.383	690.491
S	50+90.000	2.917	690.330	690.411
T	51+00.000	2.917	690.271	690.308
℄ of S Abut.	51+08.750	2.917	690.214	690.214
Bk. of S Abut.	51+10.000	2.917	690.206	690.206



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.

GIRDER #5

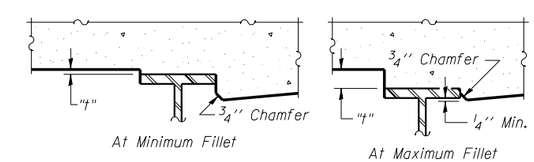
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.000	8.750	690.115	690.115
℄ of N Abut.	48+91.250	8.750	690.123	690.123
A	49+01.250	8.750	690.188	690.232
B	49+11.250	8.750	690.246	690.331
C	49+21.250	8.750	690.298	690.409
D	49+31.250	8.750	690.344	690.469
E	49+41.250	8.750	690.383	690.506
F	49+51.250	8.750	690.417	690.525
G	49+61.250	8.750	690.444	690.527
H	49+71.250	8.750	690.465	690.519
I	49+81.250	8.750	690.480	690.506
J	49+91.250	8.750	690.488	690.495
℄ Pier	50+00.000	8.750	690.491	690.491
K	50+10.000	8.750	690.488	690.496
L	50+20.000	8.750	690.478	690.508
M	50+30.000	8.750	690.463	690.520
N	50+40.000	8.750	690.441	690.527
O	50+50.000	8.750	690.413	690.523
P	50+60.000	8.750	690.379	690.502
Q	50+70.000	8.750	690.338	690.462
R	50+80.000	8.750	690.292	690.400
S	50+90.000	8.750	690.239	690.320
T	51+00.000	8.750	690.180	690.217
℄ of S Abut.	51+08.750	8.750	690.123	690.123
Bk. of S Abut.	51+10.000	8.750	690.115	690.115

WEST LONGITUDINAL BONDED CONSTRUCTION JOINT (OPTIONAL)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.000	12.000	690.064	690.064
℄ of N Abut.	48+91.250	12.000	690.072	690.072
A	49+01.250	12.000	690.137	690.181
B	49+11.250	12.000	690.195	690.280
C	49+21.250	12.000	690.247	690.359
D	49+31.250	12.000	690.293	690.418
E	49+41.250	12.000	690.333	690.455
F	49+51.250	12.000	690.366	690.474
G	49+61.250	12.000	690.393	690.476
H	49+71.250	12.000	690.414	690.468
I	49+81.250	12.000	690.429	690.456
J	49+91.250	12.000	690.438	690.444
℄ Pier	50+00.000	12.000	690.440	690.440
K	50+10.000	12.000	690.437	690.445
L	50+20.000	12.000	690.428	690.457
M	50+30.000	12.000	690.412	690.469
N	50+40.000	12.000	690.390	690.476
O	50+50.000	12.000	690.362	690.472
P	50+60.000	12.000	690.328	690.452
Q	50+70.000	12.000	690.288	690.411
R	50+80.000	12.000	690.241	690.349
S	50+90.000	12.000	690.188	690.269
T	51+00.000	12.000	690.129	690.166
℄ of S Abut.	51+08.750	12.000	690.072	690.072
Bk. of S Abut.	51+10.000	12.000	690.064	690.064

GIRDER #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N Abut.	48+90.000	14.583	690.010	690.010
℄ of N Abut.	48+91.250	14.583	690.019	690.019
A	49+01.250	14.583	690.083	690.133
B	49+11.250	14.583	690.141	690.236
C	49+21.250	14.583	690.193	690.317
D	49+31.250	14.583	690.239	690.378
E	49+41.250	14.583	690.279	690.415
F	49+51.250	14.583	690.312	690.432
G	49+61.250	14.583	690.340	690.431
H	49+71.250	14.583	690.360	690.420
I	49+81.250	14.583	690.375	690.405
J	49+91.250	14.583	690.384	690.391
℄ Pier	50+00.000	14.583	690.386	690.386
K	50+10.000	14.583	690.383	690.393
L	50+20.000	14.583	690.374	690.407
M	50+30.000	14.583	690.358	690.422
N	50+40.000	14.583	690.336	690.432
O	50+50.000	14.583	690.308	690.431
P	50+60.000	14.583	690.274	690.412
Q	50+70.000	14.583	690.234	690.372
R	50+80.000	14.583	690.187	690.308
S	50+90.000	14.583	690.134	690.225
T	51+00.000	14.583	690.075	690.117
℄ of S Abut.	51+08.750	14.583	690.019	690.019
Bk. of S Abut.	51+10.000	14.583	690.010	690.010



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

FILLET HEIGHTS

LIN ENGINEERING, LTD.
210 W. Chestnut
(217) 483-4468
Chatham, Illinois 62629
FAX (217) 483-4706

Designed By: MTH | Checked By: STD | Drawn By: JMD
Date: 11/02 | Files: 0920203.DGN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS
FAP ROUTE 840 (IL 49N)
OVER FAI RTE 74 (I-74)
SECTION (10-92-8HB-4) BR
VERMILION COUNTY
STA. 1160+20.53 (I-74)
STA. 50+00.00 (IL 49N)
STRUCTURE NO. 092-0203