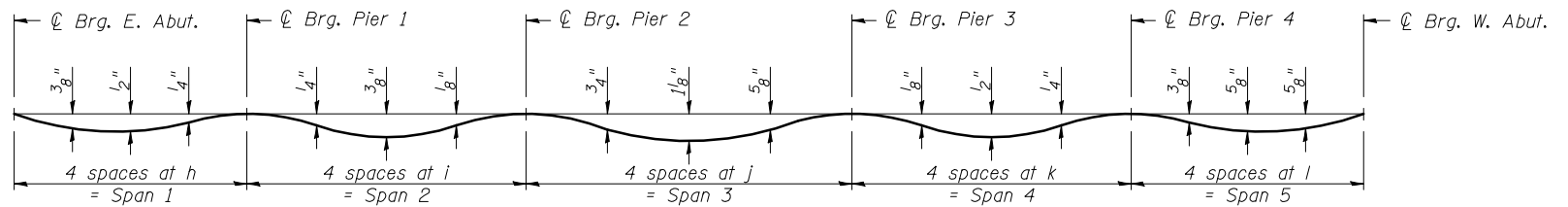


PLAN

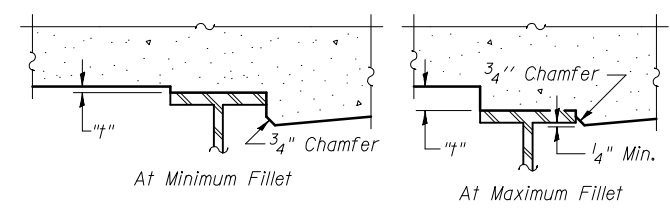
DIMENSION TABLE ①

Girder	Radius	Span 1	Span 2	Span 3	Span 4	Span 5	a	b	c	d	e	f	g	h	i	j	k	l
1W	2837.01'	74'-7 ¹³ / ₁₆ "	95'-4 ³ / ₁₆ "	110'-1 ¹ / ₄ "	99'-0 ¹³ / ₁₆ "	80'-1 ¹ / ₄ "	3'-6 ³ / ₈ "	14'-7 ¹³ / ₁₆ "	5'-4 ³ / ₁₆ "	10'-1 ¹ / ₄ "	9'-0 ¹³ / ₁₆ "	10'-1 ¹ / ₄ "	3'-10 ³ / ₁₆ "	18'-7 ¹³ / ₁₆ "	23'-10 ¹ / ₁₆ "	27'-6 ⁵ / ₁₆ "	24'-9 ³ / ₁₆ "	20'-0 ³ / ₈ "
2W	2845.68'	74'-7 ⁵ / ₁₆ "	95'-3 ³ / ₈ "	110'-0 ¹ / ₈ "	98'-11 ⁵ / ₈ "	80'-0 ³ / ₈ "	3'-6 ³ / ₈ "	14'-7 ⁵ / ₁₆ "	5'-3 ³ / ₈ "	10'-0 ¹ / ₈ "	8'-11 ⁵ / ₈ "	10'-0 ³ / ₈ "	3'-10 ¹ / ₈ "	18'-7 ⁵ / ₁₆ "	23'-9 ¹ / ₈ "	27'-6 ¹ / ₁₆ "	24'-8 ¹⁵ / ₁₆ "	20'-0 ¹ / ₈ "
W.B. Rdwy. & P.G.L.	2853.59'	74'-6 ³ / ₄ "	95'-2 ¹ / ₁₆ "	109'-11 ¹ / ₈ "	98'-10 ⁹ / ₁₆ "	79'-11 ¹ / ₈ "	3'-6 ³ / ₁₆ "	14'-6 ³ / ₄ "	5'-2 ¹ / ₁₆ "	9'-11 ¹ / ₈ "	8'-10 ⁹ / ₁₆ "	9'-11 ¹ / ₈ "	3'-10 ¹ / ₁₆ "	18'-7 ¹ / ₁₆ "	23'-9 ¹ / ₁₆ "	27'-5 ³ / ₄ "	24'-8 ⁵ / ₈ "	19'-11 ¹³ / ₁₆ "
3W	2854.34'	74'-6 ¹³ / ₁₆ "	95'-2 ⁵ / ₈ "	109'-11 ¹ / ₁₆ "	98'-10 ¹ / ₁₆ "	79'-11 ¹ / ₄ "	3'-6 ⁵ / ₁₆ "	14'-6 ¹³ / ₁₆ "	5'-2 ⁵ / ₈ "	9'-11 ¹ / ₁₆ "	8'-10 ¹ / ₁₆ "	9'-11 ¹ / ₄ "	3'-10 ¹ / ₁₆ "	18'-7 ¹ / ₁₆ "	23'-9 ¹ / ₁₆ "	27'-5 ³ / ₄ "	24'-8 ⁵ / ₈ "	19'-11 ¹³ / ₁₆ "
4W	2863.01'	74'-6 ¹ / ₄ "	95'-1 ¹³ / ₁₆ "	109'-10"	98'-9 ⁵ / ₁₆ "	79'-10 ³ / ₁₆ "	3'-6 ⁵ / ₁₆ "	14'-6 ¹ / ₄ "	5'-1 ¹³ / ₁₆ "	9'-10"	8'-9 ⁵ / ₁₆ "	9'-10 ³ / ₁₆ "	3'-10"	18'-7 ⁹ / ₁₆ "	23'-9 ¹ / ₁₆ "	27'-5 ¹ / ₂ "	24'-8 ⁵ / ₁₆ "	19'-11 ⁹ / ₁₆ "
5W	2871.68'	74'-5 ³ / ₄ "	95'-1 ¹ / ₁₆ "	109'-8 ¹⁵ / ₁₆ "	98'-8 ³ / ₁₆ "	79'-9 ¹ / ₈ "	3'-6 ⁵ / ₁₆ "	14'-5 ³ / ₄ "	5'-1 ¹ / ₁₆ "	9'-8 ¹⁵ / ₁₆ "	8'-8 ³ / ₁₆ "	9'-9 ¹ / ₁₆ "	3'-9 ¹⁵ / ₁₆ "	18'-7 ¹ / ₁₆ "	23'-9 ¹ / ₁₆ "	27'-5 ¹ / ₄ "	24'-8 ¹ / ₁₆ "	19'-11 ⁵ / ₁₆ "
6W	2880.34'	74'-5 ¹ / ₄ "	95'-0 ⁵ / ₁₆ "	109'-7 ¹ / ₈ "	98'-7 ¹ / ₁₆ "	79'-8 ¹ / ₈ "	3'-6 ¹ / ₄ "	14'-5 ¹ / ₄ "	5'-0 ⁵ / ₁₆ "	9'-7 ¹ / ₈ "	8'-7 ¹ / ₁₆ "	9'-8 ¹ / ₈ "	3'-9 ¹ / ₈ "	18'-7 ⁵ / ₁₆ "	23'-9 ¹ / ₁₆ "	27'-5"	24'-7 ³ / ₄ "	19'-11"

- Notes:
- Horizontal dimensions are taken along centerline of each individual girder.
 - The Girder Dead Load Deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on sheets 6 thru 8 of 53.
 - To determine "i": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 thru 8 of 53, minus slab thickness, equals the fillet heights "i" above top flange of girders.



DEAD LOAD DEFLECTION DIAGRAM ②
(Includes weight of concrete only.)



FILLET HEIGHTS ③



USER NAME =	DESIGNED - JAD	REVISED -
CHECKED - DGL	REVISED -	
PLOT SCALE =	DRAWN - JAD	REVISED -
PLOT DATE =	CHECKED - DGL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 039-0076 (W.B.)

SHEET NO. 5 OF 53 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(12-1)B-1	JACKSON	200	117
CONTRACT NO. 78056				

ILLINOIS FED. AID PROJECT