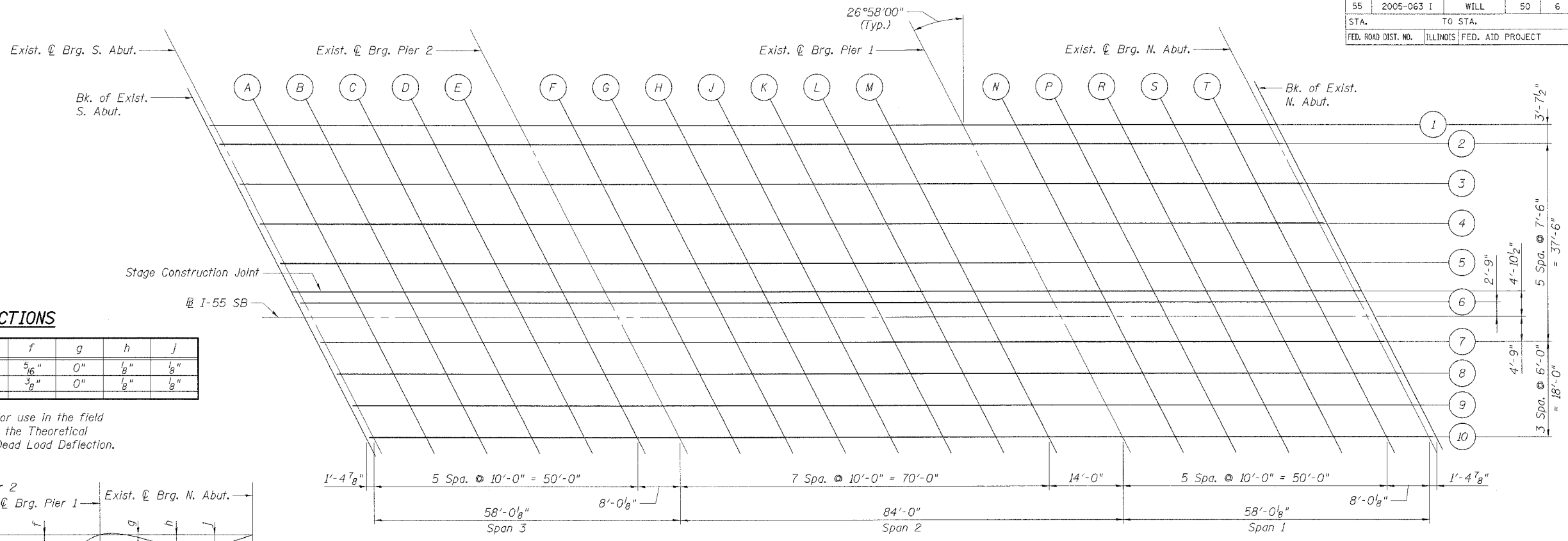


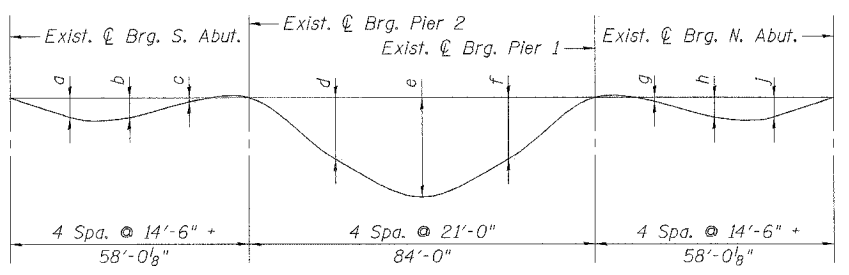
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2005-063 I	WILL	50	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



BEAM DEFLECTIONS

BEAMS	a	b	c	d	e	f	g	h	j
1-2	1/8"	1/8"	0"	5/16"	1/2"	5/16"	0"	1/8"	1/8"
3-10	1/8"	1/8"	0"	3/8"	5/8"	3/8"	0"	1/8"	1/8"

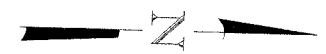
* The above deflections are not for use in the field if the Engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflection.



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

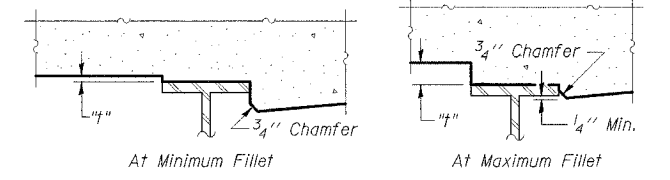
THIS SHEET FOR INFORMATION ONLY

PLAN



Notes:

- Bk. S. Abut. denotes Back of Existing South Abutment
- Q S. Abut. denotes Existing Q Bearing of South Abutment
- Q Pier 2 denotes Existing Q Bearing of Pier 2
- Work this sheet with Sht. SA-6.
- D. L. Δ denotes Dead Load Deflection.



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

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for D. L. Δ
Bk. S. Abut.	166+52.67	-36.38	578.82	578.82
CL S. Abut.	166+54.07	-36.38	578.83	578.83
A	166+64.07	-36.38	578.86	578.87
B	166+74.07	-36.38	578.89	578.91
C	166+84.07	-36.38	578.92	578.93
D	166+94.07	-36.38	578.94	578.95
E	167+04.07	-36.38	578.96	578.96
CL Pier 2	167+12.08	-36.38	578.97	578.97
F	167+22.08	-36.38	578.99	579.01
G	167+32.08	-36.38	579.00	579.04
H	167+42.08	-36.38	579.00	579.07
J	167+52.08	-36.38	579.01	579.09
K	167+62.08	-36.38	579.01	579.08
L	167+72.08	-36.38	579.00	579.06
M	167+82.08	-36.38	579.00	579.03
CL Pier 1	167+96.08	-36.38	578.98	578.98
N	168+06.08	-36.38	578.96	578.96
P	168+16.08	-36.38	578.95	578.95
R	168+26.08	-36.38	578.92	578.94
S	168+36.08	-36.38	578.90	578.91
T	168+46.08	-36.38	578.87	578.88
CL N. Abut.	168+54.09	-36.38	578.84	578.84
Bk. N. Abut.	168+55.49	-36.38	578.84	578.84

BEAM 2

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for D. L. Δ
Bk. S. Abut.	166+54.51	-32.75	578.90	578.90
CL S. Abut.	166+55.92	-32.75	578.91	578.91
A	166+65.92	-32.75	578.94	578.95
B	166+75.92	-32.75	578.97	578.99
C	166+85.92	-32.75	579.00	579.01
D	166+95.92	-32.75	579.02	579.02
E	167+05.92	-32.75	579.04	579.04
CL Pier 2	167+13.93	-32.75	579.05	579.05
F	167+23.93	-32.75	579.06	579.08
G	167+33.93	-32.75	579.07	579.12
H	167+43.93	-32.75	579.08	579.14
J	167+53.93	-32.75	579.08	579.15
K	167+63.93	-32.75	579.08	579.15
L	167+73.93	-32.75	579.08	579.13
M	167+83.93	-32.75	579.07	579.10
CL Pier 1	167+97.93	-32.75	579.05	579.05
N	168+07.93	-32.75	579.04	579.04
P	168+17.93	-32.75	579.02	579.02
R	168+27.93	-32.75	578.99	579.01
S	168+37.93	-32.75	578.97	578.98
T	168+47.93	-32.75	578.94	578.95
CL N. Abut.	168+55.94	-32.75	578.91	578.91
Bk. N. Abut.	168+57.34	-32.75	578.91	578.91

BEAM 3

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for D. L. Δ
Bk. S. Abut.	166+58.33	-25.25	579.07	579.07
CL S. Abut.	166+59.73	-25.25	579.08	579.08
A	166+69.73	-25.25	579.11	579.12
B	166+79.73	-25.25	579.14	579.16
C	166+89.73	-25.25	579.16	579.18
D	166+99.73	-25.25	579.18	579.19
E	167+09.73	-25.25	579.20	579.20
CL Pier 2	167+17.74	-25.25	579.21	579.21
F	167+27.74	-25.25	579.22	579.25
G	167+37.74	-25.25	579.23	579.29
H	167+47.74	-25.25	579.24	579.32
J	167+57.74	-25.25	579.24	579.33
K	167+67.74	-25.25	579.24	579.32
L	167+77.74	-25.25	579.23	579.30
M	167+87.74	-25.25	579.22	579.26
CL Pier 1	168+01.74	-25.25	579.20	579.20
N	168+11.74	-25.25	579.19	579.19
P	168+21.74	-25.25	579.17	579.17
R	168+31.74	-25.25	579.14	579.16
S	168+41.74	-25.25	579.11	579.13
T	168+51.74	-25.25	579.08	579.09
CL N. Abut.	168+59.75	-25.25	579.05	579.05
Bk. N. Abut.	168+61.16	-25.25	579.05	579.05

BEAM 4

Location	Station	Offset	Theoretical Grade Elevation	Elevation Adjusted for D. L. Δ
Bk. S. Abut.	166+62.15	-17.75	579.21	579.21
CL S. Abut.	166+63.55	-17.75	579.21	579.21
A	166+73.55	-17.75	579.24	579.26
B	166+83.55	-17.75	579.27	579.29
C	166+93.55	-17.75	579.29	579.31
D	167+03.55	-17.75	579.31	579.32
E	167+13.55	-17.75	579.33	579.33
CL Pier 2	167+21.56	-17.75	579.34	579.34
F	167+31.56	-17.75	579.35	579.37
G	167+41.56	-17.75	579.36	579.41
H	167+51.56	-17.75	579.36	579.44
J	167+61.56	-17.75	579.36	579.45
K	167+71.56	-17.75	579.36	579.44
L	167+81.56	-17.75	579.35	579.42
M	167+91.56	-17.75	579.34	579.38
CL Pier 1	168+05.56	-17.75	579.32	579.32
N	168+15.56	-17.75	579.30	579.30
P	168+25.56	-17.75	579.28	579.29
R	168+35.56	-17.75	579.25	579.27
S	168+45.56	-17.75	579.23	579.24
T	168+55.56	-17.75	579.19	579.20
CL N. Abut.	168+63.57	-17.75	579.16	579.16
Bk. N. Abut.	168+64.97	-17.75	579.16	579.16

SHT. SA-5 OF 21

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (I-80 TO WEBER ROAD)
 BEAM AND BEARING FABRICATION
 SB I-55 OVER CSX RAILROAD, S.N. 099-0312
 STA. 167+72.58, SECTION 2005-063 I
 WILL COUNTY

**SCREEN PLAN,
 TOP OF SLAB ELEVATIONS,
 DEADLOAD DEFLECTION DIAGRAM**

SCALE: _____ DRAWN BY: MDB
 DATE: 06/08/06 CHECKED BY: MJK

TENG TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS

PLOT DATE = 06/08/06
 FILE NAME = I:\PROJECTS\60A67\SA-5.DWG
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = MUSER