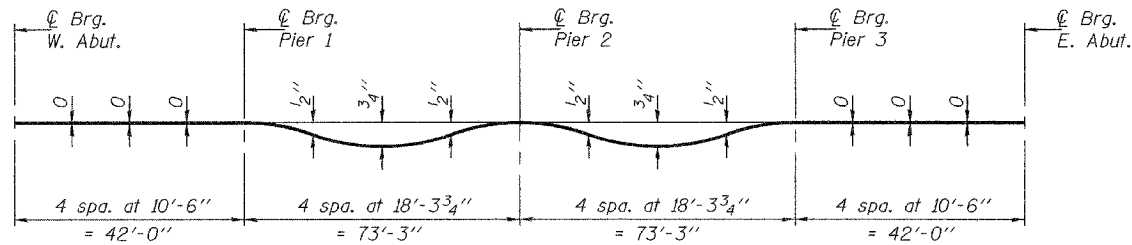


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

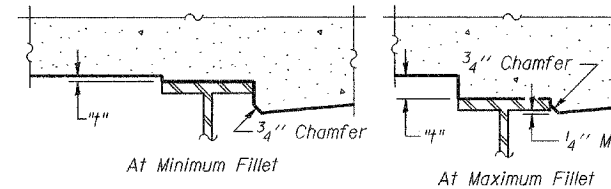
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	3HBR-2	WINNEBAGO	171	91
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract No. 64292



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 below and on sheets 6 & 7 of 34.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 4 of 34. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheets 6 & 7 of 34, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	99226.74	-28.38	751.86	751.86
☉ Brg. W. Abut	99228.57	-28.38	751.88	751.88
C	99238.57	-28.38	752.01	752.01
D	99248.57	-28.38	752.14	752.14
E	99258.57	-28.38	752.27	752.27
☉ Brg. Pier 1	99270.57	-28.38	752.42	752.42
F	99280.57	-28.38	752.55	752.57
G	99290.57	-28.38	752.68	752.72
H	99300.57	-28.38	752.81	752.86
I	99310.57	-28.38	752.94	753.00
J	99320.57	-28.38	753.07	753.12
K	99330.57	-28.38	753.20	753.23
☉ Brg. Pier 2	99343.82	-28.38	753.37	753.37
L	99353.82	-28.38	753.50	753.52
M	99363.82	-28.38	753.63	753.67
N	99373.82	-28.38	753.75	753.81
O	99383.82	-28.38	753.88	753.94
P	99393.82	-28.38	754.01	754.06
Q	99403.82	-28.38	754.14	754.17
☉ Brg. Pier 3	99417.07	-28.38	754.31	754.31
R	99427.07	-28.38	754.44	754.44
S	99437.07	-28.38	754.57	754.57
T	99447.07	-28.38	754.70	754.70
☉ Brg. E. Abut	99459.07	-28.38	754.85	754.85
Bk. E. Abut.	99460.90	-28.38	754.88	754.88

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	99226.74	-22.13	751.99	751.99
☉ Brg. W. Abut	99228.57	-22.13	752.01	752.01
C	99238.57	-22.13	752.14	752.14
D	99248.57	-22.13	752.27	752.27
E	99258.57	-22.13	752.40	752.40
☉ Brg. Pier 1	99270.57	-22.13	752.55	752.55
F	99280.57	-22.13	752.68	752.70
G	99290.57	-22.13	752.81	752.85
H	99300.57	-22.13	752.94	752.99
I	99310.57	-22.13	753.07	753.13
J	99320.57	-22.13	753.20	753.25
K	99330.57	-22.13	753.33	753.36
☉ Brg. Pier 2	99343.82	-22.13	753.50	753.50
L	99353.82	-22.13	753.63	753.65
M	99363.82	-22.13	753.76	753.80
N	99373.82	-22.13	753.88	753.94
O	99383.82	-22.13	754.01	754.07
P	99393.82	-22.13	754.14	754.19
Q	99403.82	-22.13	754.27	754.30
☉ Brg. Pier 3	99417.07	-22.13	754.44	754.44
R	99427.07	-22.13	754.57	754.57
S	99437.07	-22.13	754.70	754.70
T	99447.07	-22.13	754.83	754.83
☉ Brg. E. Abut	99459.07	-22.13	754.98	754.98
Bk. E. Abut.	99460.90	-22.13	755.01	755.01

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	99226.74	-15.88	752.12	752.12
☉ Brg. W. Abut	99228.57	-15.88	752.14	752.14
C	99238.57	-15.88	752.27	752.27
D	99248.57	-15.88	752.40	752.40
E	99258.57	-15.88	752.53	752.53
☉ Brg. Pier 1	99270.57	-15.88	752.68	752.68
F	99280.57	-15.88	752.81	752.83
G	99290.57	-15.88	752.94	752.98
H	99300.57	-15.88	753.07	753.12
I	99310.57	-15.88	753.20	753.26
J	99320.57	-15.88	753.33	753.38
K	99330.57	-15.88	753.46	753.49
☉ Brg. Pier 2	99343.82	-15.88	753.63	753.63
L	99353.82	-15.88	753.76	753.78
M	99363.82	-15.88	753.89	753.93
N	99373.82	-15.88	754.01	754.07
O	99383.82	-15.88	754.14	754.20
P	99393.82	-15.88	754.27	754.32
Q	99403.82	-15.88	754.40	754.43
☉ Brg. Pier 3	99417.07	-15.88	754.57	754.57
R	99427.07	-15.88	754.70	754.70
S	99437.07	-15.88	754.83	754.83
T	99447.07	-15.88	754.96	754.96
☉ Brg. E. Abut	99459.07	-15.88	755.11	755.11
Bk. E. Abut.	99460.90	-15.88	755.14	755.14

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	99226.74	-9.63	752.24	752.24
☉ Brg. W. Abut	99228.57	-9.63	752.26	752.26
C	99238.57	-9.63	752.39	752.39
D	99248.57	-9.63	752.52	752.52
E	99258.57	-9.63	752.65	752.64
☉ Brg. Pier 1	99270.57	-9.63	752.80	752.80
F	99280.57	-9.63	752.93	752.95
G	99290.57	-9.63	753.06	753.10
H	99300.57	-9.63	753.19	753.24
I	99310.57	-9.63	753.32	753.38
J	99320.57	-9.63	753.45	753.49
K	99330.57	-9.63	753.57	753.61
☉ Brg. Pier 2	99343.82	-9.63	753.75	753.75
L	99353.82	-9.63	753.87	753.90
M	99363.82	-9.63	754.00	754.05
N	99373.82	-9.63	754.13	754.19
O	99383.82	-9.63	754.26	754.32
P	99393.82	-9.63	754.39	754.43
Q	99403.82	-9.63	754.52	754.54
☉ Brg. Pier 3	99417.07	-9.63	754.69	754.69
R	99427.07	-9.63	754.82	754.82
S	99437.07	-9.63	754.95	754.95
T	99447.07	-9.63	755.08	755.08
☉ Brg. E. Abut	99459.07	-9.63	755.23	755.23
Bk. E. Abut.	99460.90	-9.63	755.26	755.26

DESIGNED	Stephen M. Ryan
CHECKED	Fess Teklehaimanot
DRAWN	h.t. duong
CHECKED	SMR/FT

APR 25 2008
EXAMINED *Thomas J. Domagala*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS (W.B.)
F.A.P. RTE. 301 - SEC. 3HBR-2
WINNEBAGO COUNTY
STATION 993+43.82
STRUCTURE NO. 101-0065 (E.B.)
STRUCTURE NO. 101-0066 (W.B.)