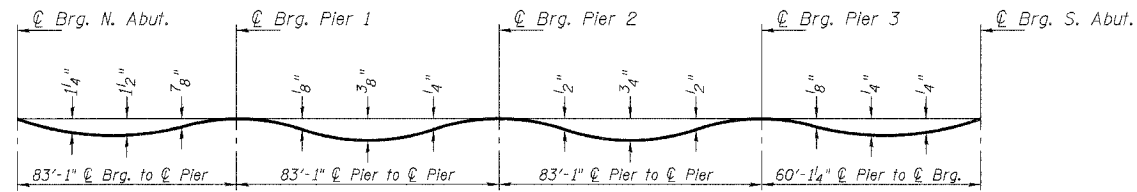


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

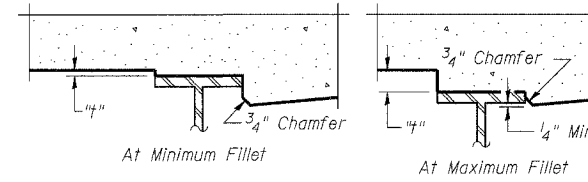
ROUTE NO.	SECTION	COUNTY	SHEET	PHEET	SHEET NO. 6 22 SHEETS
F.A.P. 322	*	UNION	39	23	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	* (11-IVB)-1 CONTRACT NO. 98488		



**DEAD LOAD DEFLECTION DIAGRAM**

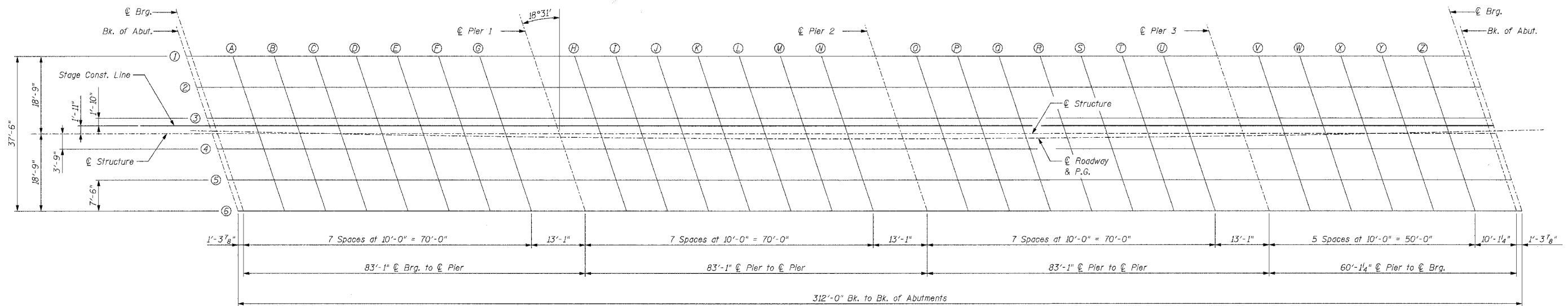
(Includes weight of concrete only.)

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 on sheets 7 & 8 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 7 & 8 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**DECK ELEVATION LOCATIONS  
PLAN**

**DECK ELEVATIONS**  
U.S. ROUTE 51 OVER TRIBUTARY TO  
DRURY CREEK AND CN/IC RAILROAD  
FAP 322 - SECTION (11-IVB)-1  
UNION COUNTY  
STATION 583+74.84  
STRUCTURE NO. 091-0073

DESIGNED	GLH
CHECKED	TML
DRAWN	RJN
CHECKED	TML

E-S 4-30-97

02/15/2005