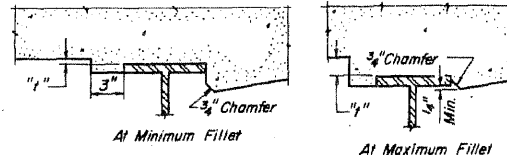


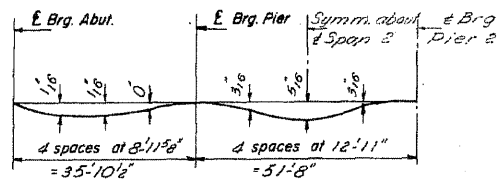
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



To determine "f": 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 below, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

| | | | | | |
|-----------|--------------|------------|--------------|-----------|--------------------------|
| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | SHEET NO. 2 10 SHEETS |
| 6 | 44B, 44C, 45 | JO DAVIESS | 376 | 57 | |



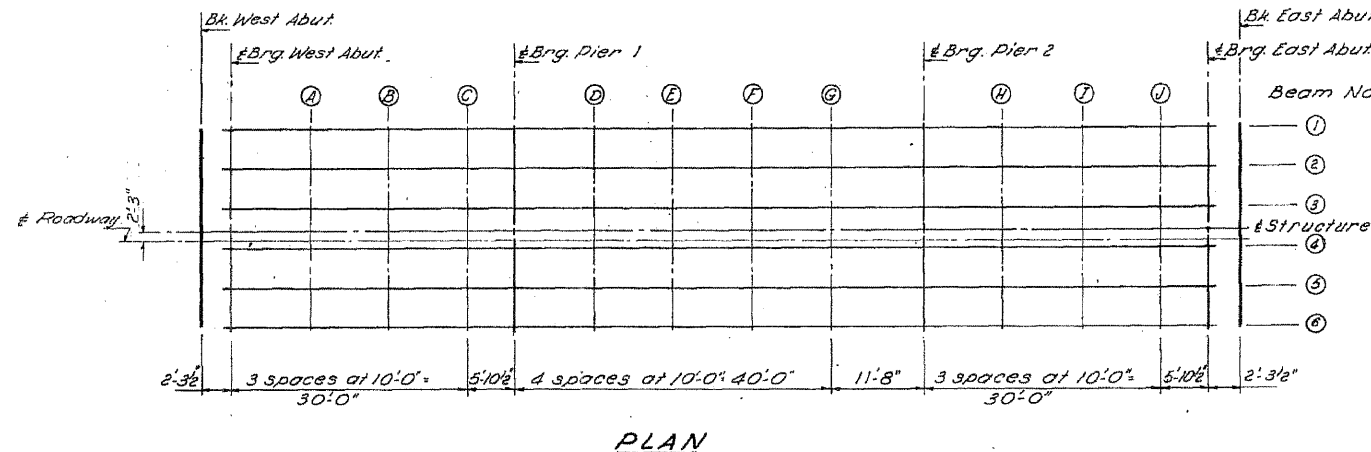
DEAD LOAD DEFLECTION DIAGRAM

(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.

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection | |
|-----------------------|-----------|-----------|-----------|------------------------------|--|---------|
| Bk. West Abutment | | 40280,410 | 16,083 | 840,399 | 840,399 | |
| | | 40280,410 | 8,750 | 840,473 | 840,473 | |
| | | 40280,410 | 1,416 | 840,568 | 840,568 | |
| | | 40280,410 | .000 | 840,610 | 840,610 | |
| | | 40280,410 | 5,916 | 840,518 | 840,518 | |
| E. Brg. West Abutment | | 40280,410 | 13,250 | 840,403 | 840,403 | |
| | | 40280,410 | 20,583 | 840,288 | 840,288 | |
| | | 40282,702 | 16,083 | 840,347 | 840,347 | |
| | | 40282,702 | 8,750 | 840,462 | 840,462 | |
| | | 40282,702 | 1,416 | 840,576 | 840,576 | |
| | | 40282,702 | .000 | 840,599 | 840,599 | |
| | | 40282,702 | 5,916 | 840,506 | 840,506 | |
| | | 40282,702 | 13,250 | 840,392 | 840,392 | |
| | | 40282,702 | 20,583 | 840,277 | 840,277 | |
| | A | | 40292,702 | 16,083 | 840,297 | 840,302 |
| | | 40292,702 | 8,750 | 840,412 | 840,417 | |
| | | 40292,702 | 1,416 | 840,526 | 840,532 | |
| | | 40292,702 | .000 | 840,549 | 840,554 | |
| | | 40292,702 | 5,916 | 840,456 | 840,461 | |
| | | 40292,702 | 13,250 | 840,342 | 840,347 | |
| | | 40292,702 | 20,583 | 840,227 | 840,232 | |
| B | | | 40302,702 | 16,083 | 840,247 | 840,251 |
| | | | 40302,702 | 8,750 | 840,362 | 840,366 |
| | | | 40302,702 | 1,416 | 840,476 | 840,480 |
| | | 40302,702 | .000 | 840,499 | 840,503 | |
| | | 40302,702 | 5,916 | 840,406 | 840,410 | |
| C | | 40302,702 | 13,250 | 840,292 | 840,296 | |
| | | 40302,702 | 20,583 | 840,177 | 840,181 | |
| | | 40312,702 | 16,083 | 840,197 | 840,197 | |
| | | 40312,702 | 8,750 | 840,312 | 840,312 | |
| | | 40312,702 | 1,416 | 840,426 | 840,426 | |
| E. Brg. Pier 1 | | 40312,702 | .000 | 840,449 | 840,449 | |
| | | 40312,702 | 5,916 | 840,356 | 840,356 | |
| | | 40312,702 | 13,250 | 840,242 | 840,242 | |
| | | 40312,702 | 20,583 | 840,127 | 840,127 | |
| | | 40318,577 | 16,083 | 840,168 | 840,168 | |
| E. Brg. Pier 2 | | 40318,577 | 8,750 | 840,282 | 840,282 | |
| | | 40318,577 | 1,416 | 840,397 | 840,397 | |
| | | 40318,577 | .000 | 840,419 | 840,419 | |
| | | 40318,577 | 5,916 | 840,327 | 840,327 | |
| | | 40318,577 | 13,250 | 840,212 | 840,212 | |
| | 40318,577 | 20,583 | 840,098 | 840,098 | | |

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------|------|-----------|-----------|------------------------------|--|
| D | | 40328,577 | 16,083 | 840,118 | 840,130 |
| | | 40328,577 | 8,750 | 840,232 | 840,245 |
| | | 40328,577 | 1,416 | 840,347 | 840,359 |
| | | 40328,577 | .000 | 840,380 | 840,381 |
| | | 40328,577 | 5,916 | 840,277 | 840,289 |
| E | | 40328,577 | 13,250 | 840,174 | 840,174 |
| | | 40328,577 | 20,583 | 840,048 | 840,048 |
| | | 40338,577 | 16,083 | 840,068 | 840,069 |
| | | 40338,577 | 8,750 | 840,182 | 840,204 |
| | | 40338,577 | 1,416 | 840,297 | 840,318 |
| F | | 40338,577 | .000 | 840,319 | 840,340 |
| | | 40338,577 | 5,916 | 840,227 | 840,246 |
| | | 40338,577 | 13,250 | 840,112 | 840,133 |
| | | 40338,577 | 20,583 | 839,998 | 840,019 |
| | G | | 40348,577 | 16,083 | 840,018 |
| | | 40348,577 | 8,750 | 840,132 | 840,155 |
| | | 40348,577 | 1,416 | 840,247 | 840,270 |
| | | 40348,577 | .000 | 840,269 | 840,292 |
| | | 40348,577 | 5,916 | 840,177 | 840,199 |
| H | | 40348,577 | 13,250 | 840,062 | 840,085 |
| | | 40348,577 | 20,583 | 839,946 | 839,970 |
| | | 40398,577 | 16,083 | 839,968 | 839,982 |
| | | 40398,577 | 8,750 | 840,082 | 840,097 |
| | | 40398,577 | 1,416 | 840,211 | 840,233 |
| I | | 40398,577 | .000 | 840,219 | 840,241 |
| | | 40398,577 | 5,916 | 840,127 | 840,141 |
| | | 40398,577 | 13,250 | 840,012 | 840,026 |
| | | 40398,577 | 20,583 | 839,898 | 839,912 |
| | J | | 40408,243 | 16,083 | 839,810 |
| | | 40408,243 | 8,750 | 840,024 | 840,024 |
| | | 40408,243 | 1,416 | 840,139 | 840,139 |
| | | 40408,243 | .000 | 840,161 | 840,161 |
| | | 40408,243 | 5,916 | 840,068 | 840,068 |
| K | | 40408,243 | 13,250 | 839,954 | 839,954 |
| | | 40408,243 | 20,583 | 839,839 | 839,839 |
| | | 40405,118 | 16,083 | 839,730 | 839,730 |
| | | 40405,118 | 8,750 | 839,845 | 839,845 |
| | | 40405,118 | 1,416 | 839,959 | 839,959 |
| L | | 40405,118 | .000 | 839,981 | 839,981 |
| | | 40405,118 | 5,916 | 839,889 | 839,889 |
| | | 40405,118 | 13,250 | 839,774 | 839,774 |
| | | 40405,118 | 20,583 | 839,660 | 839,660 |
| | M | | 40406,410 | 16,083 | 839,719 |
| | | 40406,410 | 8,750 | 839,833 | 839,833 |
| | | 40406,410 | 1,416 | 839,948 | 839,948 |
| | | 40406,410 | .000 | 839,970 | 839,970 |
| | | 40406,410 | 5,916 | 839,878 | 839,878 |
| N | | 40406,410 | 13,250 | 839,763 | 839,763 |
| | | 40406,410 | 20,583 | 839,648 | 839,648 |

| Location | Beam | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|----------|------|-----------|-----------|------------------------------|--|
| O | | 40380,243 | 16,083 | 839,960 | 839,960 |
| | | 40380,243 | 8,750 | 839,974 | 839,975 |
| | | 40380,243 | 1,416 | 840,089 | 840,089 |
| | | 40380,243 | .000 | 840,111 | 840,111 |
| | | 40380,243 | 5,916 | 840,018 | 840,019 |
| P | | 40380,243 | 13,250 | 839,904 | 839,904 |
| | | 40380,243 | 20,583 | 839,789 | 839,790 |
| | | 40390,243 | 16,083 | 839,810 | 839,815 |
| | | 40390,243 | 8,750 | 839,924 | 839,929 |
| | | 40390,243 | 1,416 | 840,039 | 840,044 |
| Q | | 40390,243 | .000 | 840,061 | 840,066 |
| | | 40390,243 | 5,916 | 839,968 | 839,974 |
| | | 40390,243 | 13,250 | 839,854 | 839,859 |
| | | 40390,243 | 20,583 | 839,739 | 839,744 |
| | R | | 40400,243 | 16,083 | 839,760 |
| | | 40400,243 | 8,750 | 839,874 | 839,878 |
| | | 40400,243 | 1,416 | 839,989 | 839,992 |
| | | 40400,243 | .000 | 840,011 | 840,014 |
| | | 40400,243 | 5,916 | 839,918 | 839,922 |
| S | | 40400,243 | 13,250 | 839,804 | 839,807 |
| | | 40400,243 | 20,583 | 839,689 | 839,693 |
| | | 40405,118 | 16,083 | 839,730 | 839,730 |
| | | 40405,118 | 8,750 | 839,845 | 839,845 |
| | | 40405,118 | 1,416 | 839,959 | 839,959 |
| T | | 40405,118 | .000 | 839,981 | 839,981 |
| | | 40405,118 | 5,916 | 839,889 | 839,889 |
| | | 40405,118 | 13,250 | 839,774 | 839,774 |
| | | 40405,118 | 20,583 | 839,660 | 839,660 |
| | U | | 40406,410 | 16,083 | 839,719 |
| | | 40406,410 | 8,750 | 839,833 | 839,833 |
| | | 40406,410 | 1,416 | 839,948 | 839,948 |
| | | 40406,410 | .000 | 839,970 | 839,970 |
| | | 40406,410 | 5,916 | 839,878 | 839,878 |
| V | | 40406,410 | 13,250 | 839,763 | 839,763 |
| | | 40406,410 | 20,583 | 839,648 | 839,648 |



TOP OF SLAB ELEVATIONS
F.A. 6 (S.B.T. RT 5) SEC. 45
JO DAVIESS COUNTY
STATION 403+45W

DESIGNED: *Wm. S. Arnold*
CHECKED: *James McConnel*
DRAWN: *P.G. Barnett*
CHECKED: *James McConnel*
E-5 8-1-65

EXAMINED: *[Signature]*
PASSED: *W.E. Baumann*
APPROVED: *V.E. [Signature]*