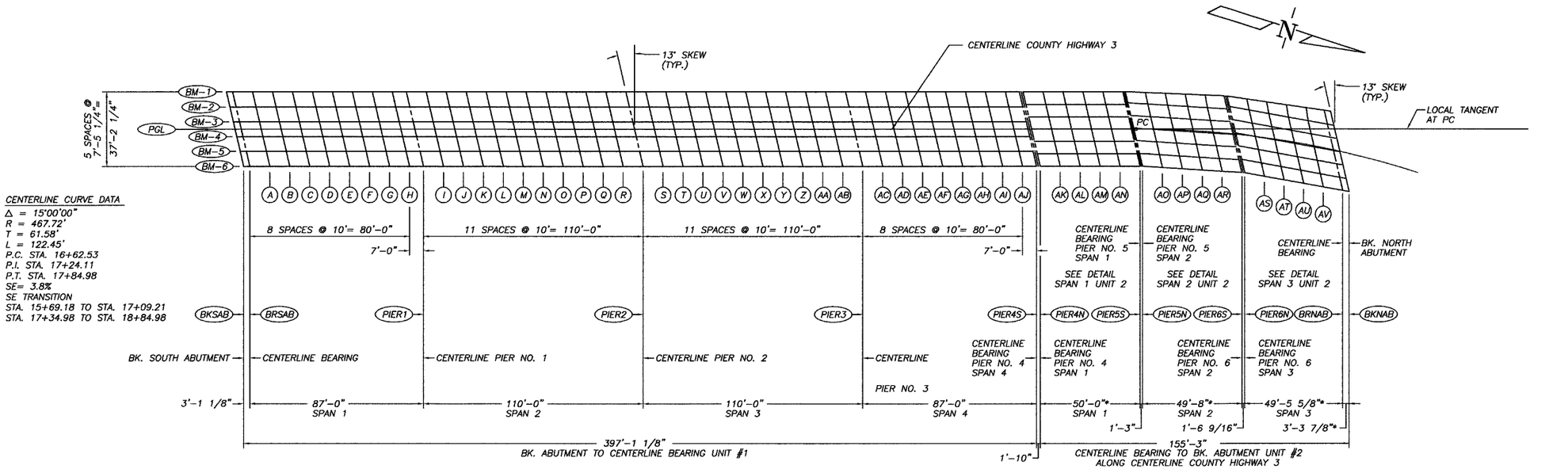
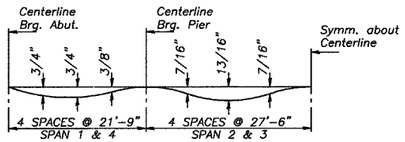


PLAN

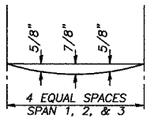
* ALONG CENTERLINE HIGHWAY
50'-0" ALONG CENTERLINE BEAM SPAN 1
49'-10" ALONG CENTERLINE BEAM SPAN 2
49'-10" ALONG CENTERLINE BEAM SPAN 3



DEAD LOAD DEFLECTION DIAGRAM–UNIT 1

(Includes weight of concrete only.)

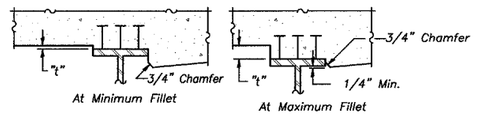
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 & 6 of 38.



DEAD LOAD DEFLECTION DIAGRAM–UNIT 2

(Includes weight of concrete only.)

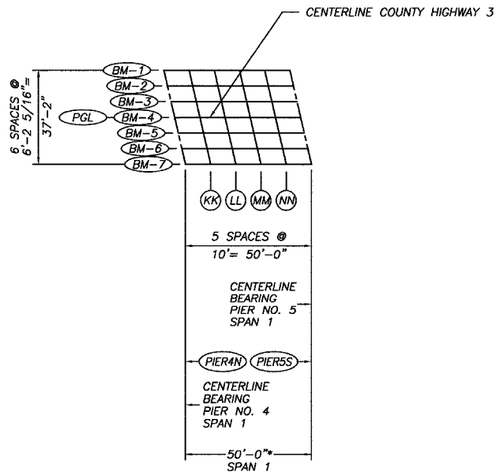
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 & 6 of 38.



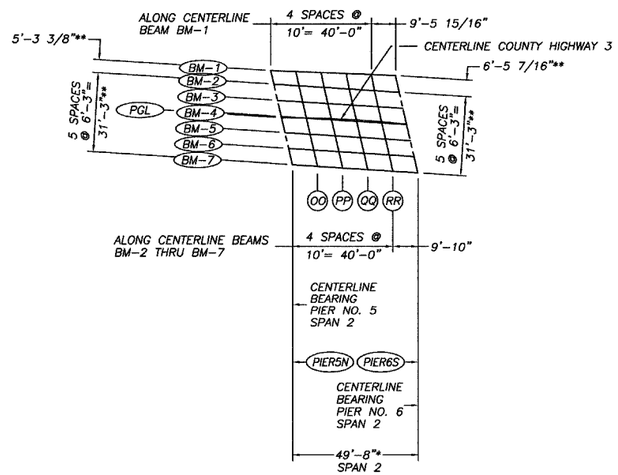
To determine"t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the"Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 5 and 6 of 38, minus slab thickness, equals the fillet heights"t" above top flange of beams.

FILLET HEIGHTS

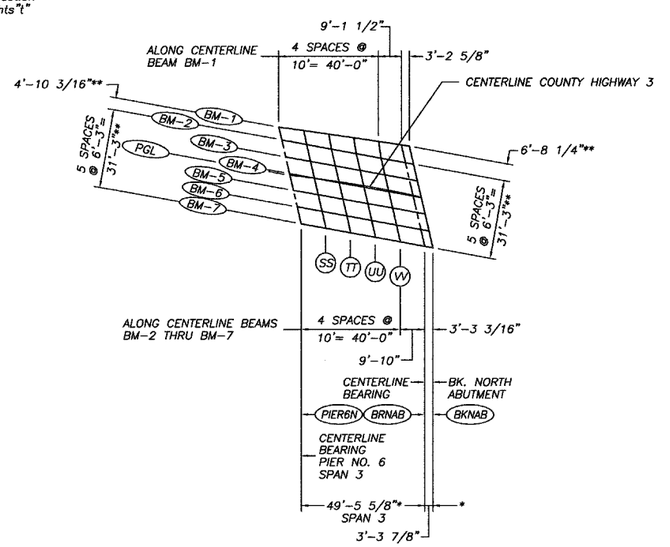
CENTERLINE CURVE DATA
Δ = 30°06'23"
R = 467.72'
T = 125.79'
L = 245.77'
P.C. STA. 22+66.10
P.I. STA. 23+91.89
P.T. STA. 25+11.87
SE= 3.8%
SE TRANSITION
STA. 21+66.10 TO STA. 23+16.10
STA. 24+61.87 TO STA. 26+11.87



DETAIL SPAN 1 UNIT 2



DETAIL SPAN 2 UNIT 2



DETAIL SPAN 3 UNIT 2

DECK ELEVATIONS
FAS 259 C.H. 3
OVER FOX RIVER
LA SALLE COUNTY
STA. 20+15.00
STRUCTURE NO. 050–3562

DRAWN BY: LAG	CAD: DECKE	REVISIONS DATE	BY	SCALE: AS NOTED	SHEET 29
CHECKED BY: JKC	DATE: 02/03	3/08/04	NET	FILE NO.: 11174.01Y–1	OF 79