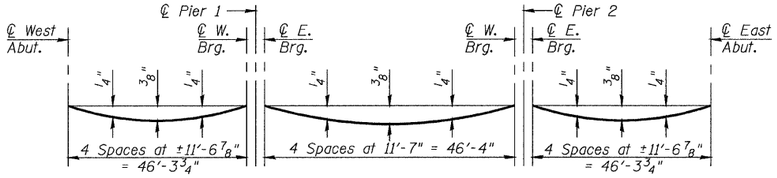
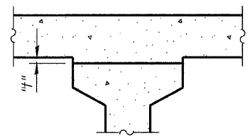


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 Sheets 3 and 4 of 24.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 3 of 24. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 3 and 4 of 24, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	191
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
24 SHEETS

Contract No. 64799

FILLET HEIGHTS

℄ ROADWAY (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+15.30	-12.00	791.99	791.99
℄ Brg. W. Abut.	569+16.57	-12.00	792.02	792.02
A	569+26.57	-12.00	792.18	792.20
B	569+36.57	-12.00	792.35	792.38
C	569+46.57	-12.00	792.52	792.55
D	569+56.57	-12.00	792.69	792.70
℄ W. Brg. Pier1	569+62.88	-12.00	792.79	792.79
℄ Pier 1	569+63.63	-12.00	792.80	792.80
℄ E. Brg. Pier 1	569+64.38	-12.00	792.81	792.81
E	569+74.38	-12.00	792.97	792.99
F	569+84.38	-12.00	793.13	793.16
G	569+94.38	-12.00	793.29	793.32
H	570+04.38	-12.00	793.44	793.46
℄ W. Brg. Pier 2	570+10.72	-12.00	793.54	793.54
℄ Pier 2	570+11.47	-12.00	793.55	793.55
℄ E. Brg. Pier 2	570+12.22	-12.00	793.56	793.56
I	570+22.22	-12.00	793.71	793.73
J	570+32.22	-12.00	793.85	793.88
K	570+42.22	-12.00	794.00	794.02
L	570+52.22	-12.00	794.14	794.15
℄ Brg. E. Abut.	570+58.53	-12.00	794.23	794.23
Bk. E. Abut.	570+59.80	-12.00	794.24	794.24

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+16.80	-2.88	791.88	791.88
℄ Brg. W. Abut.	569+18.06	-2.88	791.90	791.90
A	569+28.06	-2.88	792.07	792.09
B	569+38.06	-2.88	792.24	792.26
C	569+48.06	-2.88	792.40	792.43
D	569+58.06	-2.88	792.57	792.58
℄ W. Brg. Pier1	569+64.38	-2.88	792.67	792.67
℄ Pier 1	569+65.13	-2.88	792.68	792.68
℄ E. Brg. Pier 1	569+65.88	-2.88	792.70	792.70
E	569+75.88	-2.88	792.86	792.87
F	569+85.88	-2.88	793.01	793.04
G	569+95.88	-2.88	793.17	793.20
H	570+05.88	-2.88	793.32	793.34
℄ W. Brg. Pier 2	570+12.21	-2.88	793.42	793.42
℄ Pier 2	570+12.96	-2.88	793.43	793.43
℄ E. Brg. Pier 2	570+13.71	-2.88	793.44	793.44
I	570+23.71	-2.88	793.59	793.61
J	570+33.71	-2.88	793.73	793.76
K	570+43.71	-2.88	793.88	793.90
L	570+53.71	-2.88	794.02	794.03
℄ Brg. E. Abut.	570+60.03	-2.88	794.11	794.11
Bk. E. Abut.	570+61.30	-2.88	794.12	794.12

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+15.58	-10.29	791.97	791.97
℄ Brg. W. Abut.	569+16.85	-10.29	791.99	791.99
A	569+26.85	-10.29	792.16	792.18
B	569+36.85	-10.29	792.33	792.36
C	569+46.85	-10.29	792.50	792.53
D	569+56.85	-10.29	792.66	792.68
℄ W. Brg. Pier1	569+63.16	-10.29	792.77	792.77
℄ Pier 1	569+63.91	-10.29	792.78	792.78
℄ E. Brg. Pier 1	569+64.66	-10.29	792.79	792.79
E	569+74.66	-10.29	792.95	792.97
F	569+84.66	-10.29	793.11	793.14
G	569+94.66	-10.29	793.27	793.29
H	570+04.66	-10.29	793.42	793.43
℄ W. Brg. Pier 2	570+11.00	-10.29	793.51	793.51
℄ Pier 2	570+11.75	-10.29	793.53	793.53
℄ E. Brg. Pier 2	570+12.50	-10.29	793.54	793.54
I	570+22.50	-10.29	793.69	793.70
J	570+32.50	-10.29	793.83	793.86
K	570+42.50	-10.29	793.98	794.00
L	570+52.50	-10.29	794.12	794.13
℄ Brg. E. Abut.	570+58.81	-10.29	794.20	794.20
Bk. E. Abut.	570+60.08	-10.29	794.22	794.22

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+14.36	-17.71	791.89	791.89
℄ Brg. W. Abut.	569+15.63	-17.71	791.91	791.91
A	569+25.63	-17.71	792.08	792.10
B	569+35.63	-17.71	792.25	792.28
C	569+45.63	-17.71	792.42	792.44
D	569+55.63	-17.71	792.58	792.60
℄ W. Brg. Pier1	569+61.95	-17.71	792.68	792.68
℄ Pier 1	569+62.70	-17.71	792.70	792.70
℄ E. Brg. Pier 1	569+63.45	-17.71	792.71	792.71
E	569+73.45	-17.71	792.87	792.89
F	569+83.45	-17.71	793.03	793.06
G	569+93.45	-17.71	793.18	793.21
H	570+03.45	-17.71	793.34	793.35
℄ W. Brg. Pier 2	570+09.78	-17.71	793.43	793.43
℄ Pier 2	570+10.53	-17.71	793.44	793.44
℄ E. Brg. Pier 2	570+11.28	-17.71	793.46	793.46
I	570+21.28	-17.71	793.60	793.62
J	570+31.28	-17.71	793.75	793.78
K	570+41.28	-17.71	793.90	793.92
L	570+51.28	-17.71	794.04	794.05
℄ Brg. E. Abut.	570+57.60	-17.71	794.13	794.13
Bk. E. Abut.	570+58.86	-17.71	794.14	794.14

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+13.15	-25.13	791.75	791.75
℄ Brg. W. Abut.	569+14.41	-25.13	791.77	791.77
A	569+24.41	-25.13	791.94	791.96
B	569+34.41	-25.13	792.11	792.13
C	569+44.41	-25.13	792.27	792.30
D	569+54.41	-25.13	792.44	792.45
℄ W. Brg. Pier1	569+60.73	-25.13	792.54	792.54
℄ Pier 1	569+61.48	-25.13	792.56	792.56
℄ E. Brg. Pier 1	569+62.23	-25.13	792.57	792.57
E	569+72.23	-25.13	792.73	792.75
F	569+82.23	-25.13	792.89	792.92
G	569+92.23	-25.13	793.04	793.07
H	570+02.23	-25.13	793.20	793.21
℄ W. Brg. Pier 2	570+08.56	-25.13	793.29	793.29
℄ Pier 2	570+09.31	-25.13	793.30	793.30
℄ E. Brg. Pier 2	570+10.06	-25.13	793.32	793.32
I	570+20.06	-25.13	793.47	793.48
J	570+30.06	-25.13	793.61	793.64
K	570+40.06	-25.13	793.76	793.78
L	570+50.06	-25.13	793.90	793.91
℄ Brg. E. Abut.	570+56.38	-25.13	793.99	793.99
Bk. E. Abut.	570+57.65	-25.13	794.00	794.00

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+11.93	-32.54	791.57	791.57
℄ Brg. W. Abut.	569+13.20	-32.54	791.59	791.59
A	569+23.20	-32.54	791.76	791.78
B	569+33.20	-32.54	791.93	791.96
C	569+43.20	-32.54	792.10	792.13
D	569+53.20	-32.54	792.27	792.28
℄ W. Brg. Pier1	569+59.51	-32.54	792.37	792.37
℄ Pier 1	569+60.26	-32.54	792.38	792.38
℄ E. Brg. Pier 1	569+61.01	-32.54	792.39	792.39
E	569+71.01	-32.54	792.55	792.57
F	569+81.01	-32.54	792.71	792.74
G	569+91.01	-32.54	792.87	792.90
H	570+01.01	-32.54	793.02	793.04
℄ W. Brg. Pier 2	570+07.35	-32.54	793.12	793.12
℄ Pier 2	570+08.10	-32.54	793.13	793.13
℄ E. Brg. Pier 2	570+08.85	-32.54	793.14	793.14
I	570+18.85	-32.54	793.29	793.31
J	570+28.85	-32.54	793.44	793.47
K	570+38.85	-32.54	793.58	793.61
L	570+48.85	-32.54	793.73	793.74
℄ Brg. E. Abut.	570+55.16	-32.54	793.82	793.81
Bk. E. Abut.	570+56.43	-32.54	793.83	793.83

DESIGNED	M.SHAIKH
CHECKED	Z. MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

PB PARSONS BRINCKERHOFF

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083

T:\16814A\StructCad\Prelim\US20 Bridge 089-0083 (Jane Addams Trail Bridge)\000000-647799-000-000-004.dgn
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