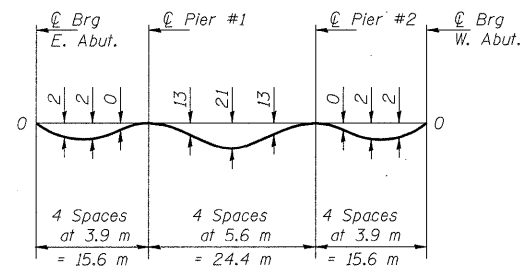


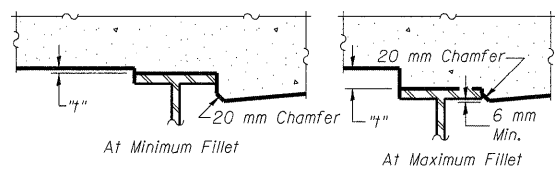
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DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete slab and parapet)

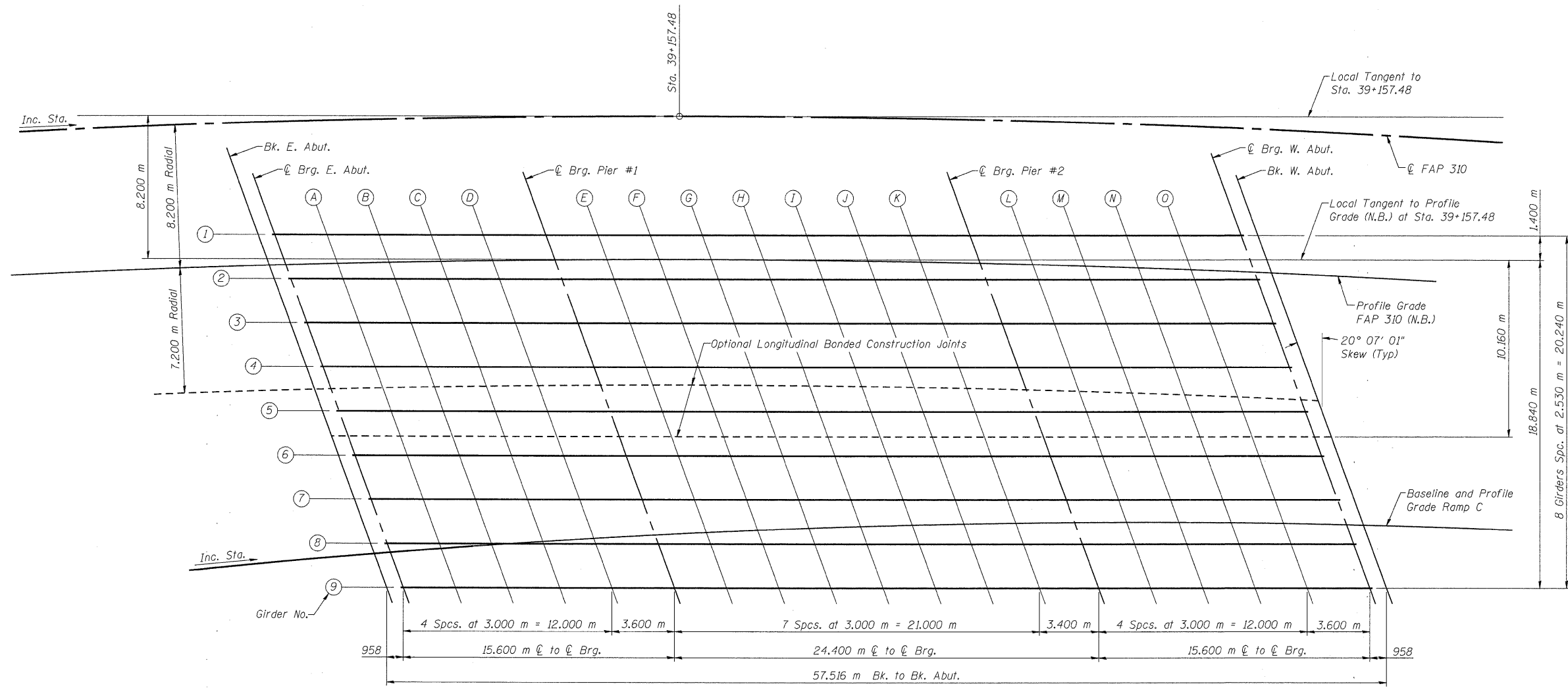
Notes: The dead load deflections diagram is not to be used in the field if the engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflections as shown in tables on sheets #7 thru #9 of 36.
All offsets are in meters.
Offsets are measured perpendicular from CL FAP 310 or from CL Ramp C.
Offsets to the left are negative. Offsets to the right are positive.



FILLET HEIGHTS

To determine "I": After all structural steel and precast beams have 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 thru #9 of 36, minus slab thickness, equals the fillet height "I" above the top flange of beams or girders.

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
F.A.P. 310	*	MADISON	149	37	36 SHEETS
FED. ROAD DIST. NO. 7		SALMON		FED. AID PROJECT	
Contract #76634		# 60-15VB-1 & 2			



PLAN

DESIGNED	ADL
CHECKED	WLW
DRAWN	ADL/RLW
CHECKED	WLW

TOP OF SLAB ELEVATIONS
FAP RTE. 310 (IL RTE. 255) NB & RAMP C OVER
UNION PACIFIC & KANSAS CITY SOUTHERN R.R.
SECTION 60-15VB-1 & 2
MADISON COUNTY
STATION 39+160.297
STRUCTURE NUMBER 060-0310