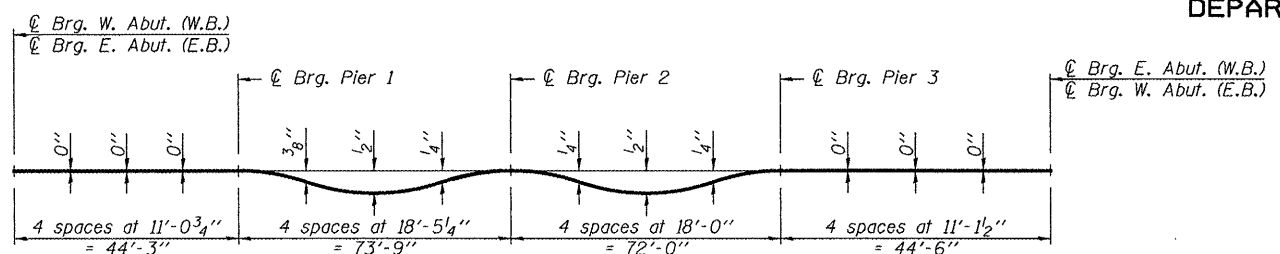


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
F.A.P. 313	(21-HB-11)	KNOX	55	23	35 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

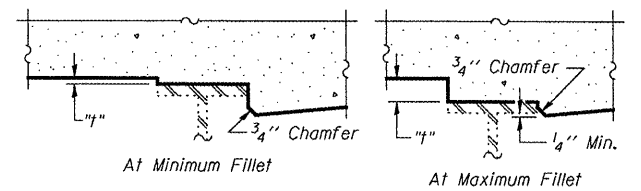
Contract #68216



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 and on sheets 7-12 of 35.



To determine "I": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 5 of 35. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheets 7-12 of 35, minus slab thickness, equals the fillet heights "I" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	495+10.35	-29.15	805.51	805.51
⊕ Brg. W. Abut.	495+12.61	-29.18	805.51	805.51
C	495+22.67	-29.30	805.54	805.55
D	495+32.74	-29.42	805.57	805.57
E	495+42.80	-29.54	805.59	805.59
⊕ Brg. Pier 1	495+57.14	-29.71	805.62	805.62
F	495+67.20	-29.83	805.63	805.64
G	495+77.26	-29.95	805.64	805.67
H	495+87.33	-30.07	805.64	805.69
I	495+97.39	-30.19	805.64	805.69
J	496+07.45	-30.31	805.64	805.67
K	496+17.51	-30.43	805.63	805.64
⊕ Brg. Pier 2	496+31.35	-30.60	805.61	805.61
L	496+41.41	-30.72	805.59	805.60
M	496+51.48	-30.84	805.57	805.59
N	496+61.54	-30.96	805.55	805.58
O	496+71.60	-31.08	805.52	805.56
P	496+81.66	-31.20	805.48	805.51
Q	496+91.73	-31.32	805.45	805.46
⊕ Brg. Pier 3	497+03.80	-31.47	805.39	805.39
R	497+13.87	-31.58	805.35	805.35
S	497+23.93	-31.70	805.30	805.30
T	497+33.99	-31.82	805.24	805.25
⊕ Brg. E. Abut.	497+48.58	-32.00	805.16	805.16
Bk. E. Abut.	497+50.84	-32.03	805.14	805.14

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	495+08.62	-25.83	805.57	805.57
⊕ Brg. W. Abut.	495+10.87	-25.83	805.58	805.58
C	495+20.87	-25.83	805.61	805.62
D	495+30.87	-25.83	805.64	805.64
E	495+40.87	-25.83	805.67	805.67
⊕ Brg. Pier 1	495+55.12	-25.83	805.69	805.69
F	495+65.12	-25.83	805.71	805.72
G	495+75.12	-25.83	805.72	805.75
H	495+85.12	-25.83	805.73	805.77
I	495+95.12	-25.83	805.73	805.78
J	496+05.12	-25.83	805.73	805.76
K	496+15.12	-25.83	805.73	805.74
⊕ Brg. Pier 2	496+28.87	-25.83	805.71	805.71
L	496+38.87	-25.83	805.70	805.71
M	496+48.87	-25.83	805.68	805.70
N	496+58.87	-25.83	805.66	805.69
O	496+68.87	-25.83	805.63	805.67
P	496+78.87	-25.83	805.60	805.63
Q	496+88.87	-25.83	805.57	805.59
⊕ Brg. Pier 3	497+00.87	-25.83	805.52	805.52
R	497+10.87	-25.83	805.48	805.48
S	497+20.87	-25.83	805.43	805.44
T	497+30.87	-25.83	805.38	805.39
⊕ Brg. E. Abut.	497+45.37	-25.83	805.30	805.30
Bk. E. Abut.	497+47.62	-25.83	805.29	805.29

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	495+05.36	-19.58	805.69	805.69
⊕ Brg. W. Abut.	495+07.61	-19.58	805.70	805.70
C	495+17.61	-19.58	805.73	805.74
D	495+27.61	-19.58	805.76	805.77
E	495+37.61	-19.58	805.79	805.79
⊕ Brg. Pier 1	495+51.86	-19.58	805.82	805.82
F	495+61.86	-19.58	805.84	805.85
G	495+71.86	-19.58	805.85	805.88
H	495+81.86	-19.58	805.86	805.90
I	495+91.86	-19.58	805.86	805.91
J	496+01.86	-19.58	805.86	805.89
K	496+11.86	-19.58	805.86	805.87
⊕ Brg. Pier 2	496+25.61	-19.58	805.85	805.85
L	496+35.61	-19.58	805.83	805.84
M	496+45.61	-19.58	805.82	805.84
N	496+55.61	-19.58	805.80	805.83
O	496+65.61	-19.58	805.77	805.81
P	496+75.61	-19.58	805.74	805.78
Q	496+85.61	-19.58	805.71	805.73
⊕ Brg. Pier 3	496+97.61	-19.58	805.67	805.67
R	497+07.61	-19.58	805.63	805.63
S	497+17.61	-19.58	805.58	805.58
T	497+27.61	-19.58	805.53	805.54
⊕ Brg. E. Abut.	497+42.11	-19.58	805.45	805.45
Bk. E. Abut.	497+44.36	-19.58	805.44	805.44

DESIGNED FT	April 28, 2008
CHECKED DPN	EXAMINED <i>Thomas J. Demas</i>
DRAWN Gregory D. Farmer	PASSED <i>Ralph E. Anderson</i>
CHECKED FT/DPN	ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 313- SECTION (21-HB-11)
KNOX COUNTY
STA. 495+98.72
STRUCTURE NO. 048-0021
STRUCTURE NO. 048-0022