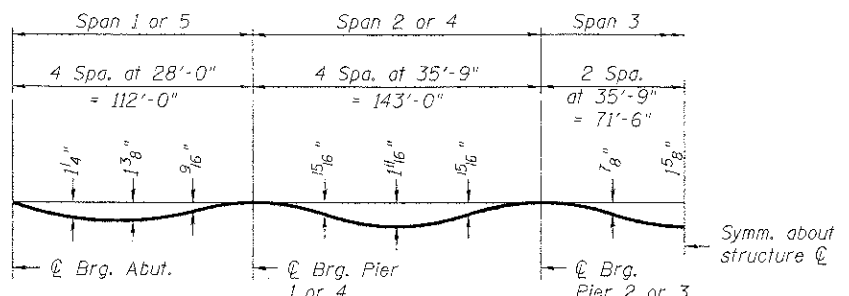


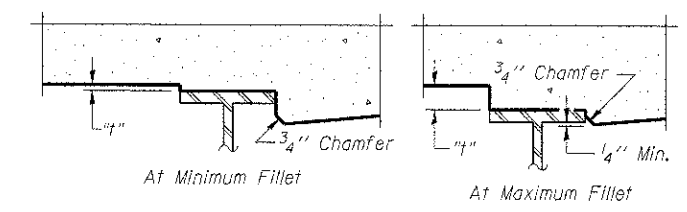
DEAD LOAD DEFLECTION DIAGRAM - EXTERIOR GIRDERS A & D
(Includes weight of concrete only.)

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 following sheets.



DEAD LOAD DEFLECTION DIAGRAM - INTERIOR GIRDERS B & C
(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 following sheets.



To determine "t": 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 "t" above top flange of beams.

FILLET HEIGHTS

TOP OF DECK SLAB ELEVATIONS
STRUCTURE NO. 056-3190

DESIGNED	SSM
CHECKED	RGD
DRAWN	WJH
CHECKED	RGD

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184-001322

WB CHARLES J. MILLER ROAD BRIDGE		DATE: 7/23/12	
SHEET NO. S-05	F.A.U. RTE. 3860	SECTION 09-00372-00-PW	COUNTY McHENRY
S-41 SHEETS	TOTAL SHEETS 252		SHEET NO. 128
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT	
		CONTRACT NO. 63633	