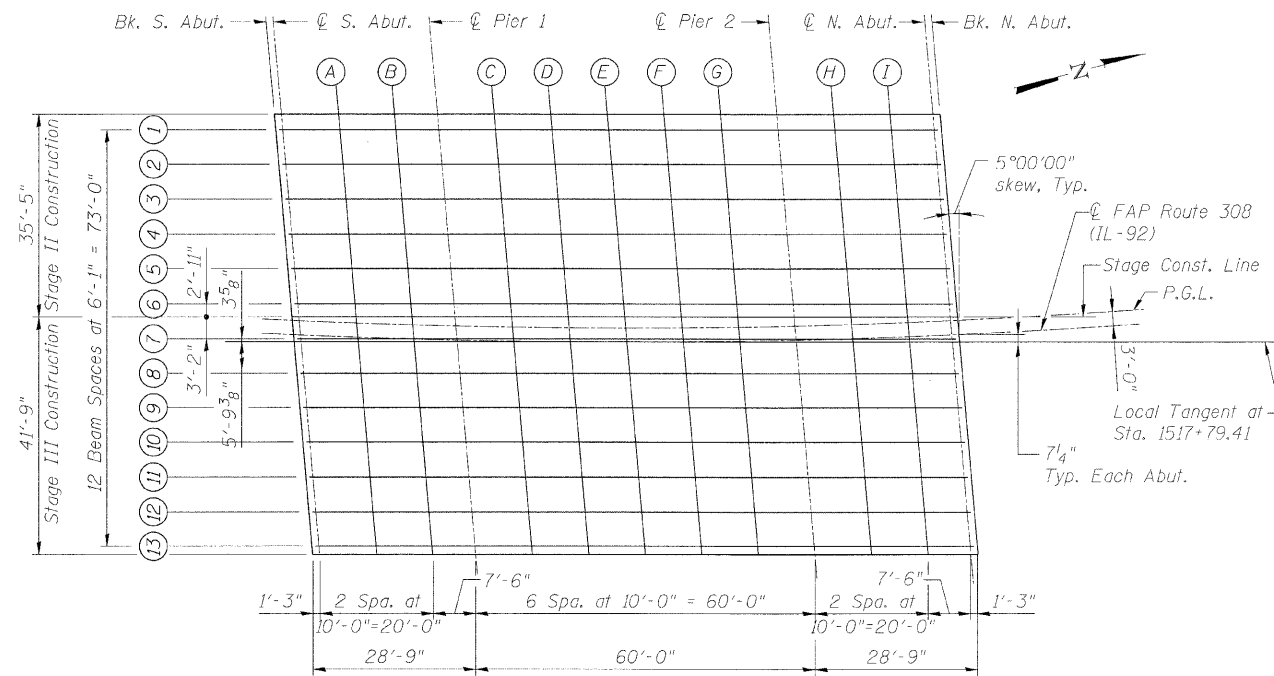
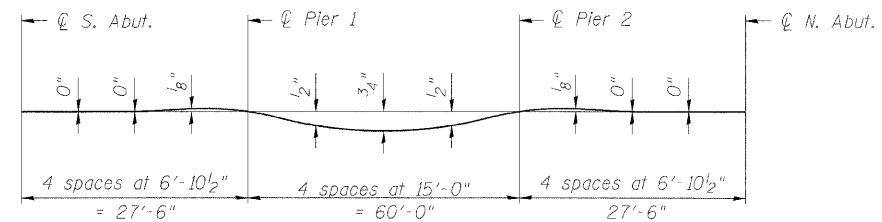


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
F.A.P. 308	*	ROCK ISLAND	210	152	28 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



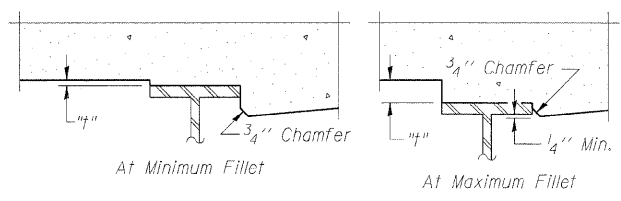
PLAN



DEAD LOAD DEFLECTION DIAGRAM

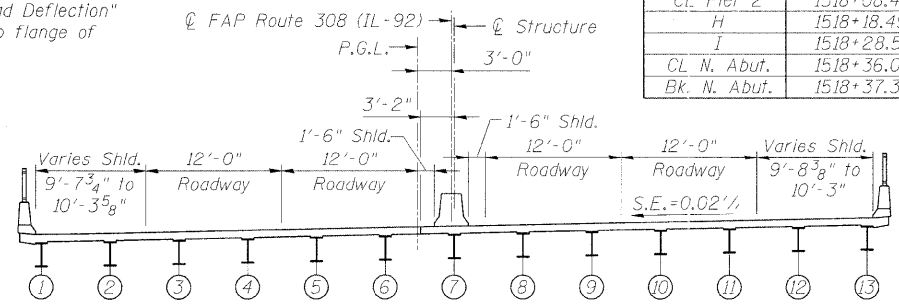
(Includes weight of concrete only.)

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 herein.



FILLET HEIGHTS

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



CROSS SECTION

Looking North
Note: Horizontal dimensions shown are radial.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1517+16.64	-36.12	579.99	579.99
CL S. Abut.	1517+17.91	-36.15	580.00	580.00
A	1517+28.03	-36.35	580.06	580.05
B	1517+38.16	-36.51	580.11	580.10
CL Pier 1	1517+45.76	-36.61	580.14	580.14
C	1517+55.89	-36.71	580.18	580.20
D	1517+66.02	-36.77	580.20	580.26
E	1517+76.15	-36.80	580.22	580.29
F	1517+86.28	-36.79	580.23	580.28
G	1517+96.41	-36.75	580.23	580.26
CL Pier 2	1518+06.54	-36.68	580.22	580.22
H	1518+16.67	-36.56	580.21	580.20
I	1518+26.80	-36.41	580.18	580.18
CL N. Abut.	1518+34.39	-36.28	580.15	580.15
Bk. N. Abut.	1518+35.66	-36.26	580.15	580.15

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1517+17.99	-23.98	580.24	580.24
CL S. Abut.	1517+19.25	-24.01	580.25	580.25
A	1517+29.33	-24.20	580.31	580.30
B	1517+39.41	-24.36	580.36	580.35
CL Pier 1	1517+46.98	-24.45	580.39	580.39
C	1517+57.06	-24.55	580.42	580.45
D	1517+67.15	-24.61	580.45	580.50
E	1517+77.24	-24.63	580.47	580.53
F	1517+87.32	-24.62	580.47	580.53
G	1517+97.41	-24.58	580.47	580.50
CL Pier 2	1518+07.50	-24.50	580.46	580.46
H	1518+17.58	-24.38	580.45	580.44
I	1518+27.67	-24.23	580.42	580.42
CL N. Abut.	1518+35.23	-24.10	580.39	580.39
Bk. N. Abut.	1518+36.49	24.07	580.39	580.39

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1517+19.32	-11.84	580.49	580.49
CL S. Abut.	1517+20.57	-11.87	580.50	580.50
A	1517+30.61	-12.05	580.56	580.55
B	1517+40.65	-12.21	580.60	580.60
CL Pier 1	1517+48.18	-12.30	580.64	580.64
C	1517+58.23	-12.39	580.67	580.70
D	1517+68.27	-12.45	580.69	580.75
E	1517+78.31	-12.47	580.71	580.78
F	1517+88.36	-12.45	580.72	580.77
G	1517+98.40	-12.41	580.72	580.74
CL Pier 2	1518+08.44	-12.32	580.71	580.71
H	1518+18.49	-12.20	580.69	580.68
I	1518+28.53	-12.05	580.66	580.66
CL N. Abut.	1518+36.06	-11.91	580.63	580.63
Bk. N. Abut.	1518+37.31	-11.89	580.63	580.63

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1517+17.32	-30.05	580.11	580.11
CL S. Abut.	1517+18.58	-30.08	580.12	580.12
A	1517+28.68	-30.27	580.18	580.18
B	1517+38.79	-30.43	580.23	580.23
CL Pier 1	1517+46.37	-30.53	580.26	580.26
C	1517+56.48	-30.63	580.30	580.33
D	1517+66.58	-30.69	580.33	580.38
E	1517+76.69	-30.72	580.34	580.41
F	1517+86.80	-30.71	580.35	580.41
G	1517+96.91	-30.67	580.35	580.38
CL Pier 2	1518+07.02	-30.59	580.34	580.34
H	1518+17.13	-30.47	580.33	580.32
I	1518+27.23	-30.32	580.30	580.30
CL N. Abut.	1518+34.81	-30.19	580.27	580.27
Bk. N. Abut.	1518+36.07	-30.16	580.27	580.27

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1517+18.65	-17.91	580.37	580.37
CL S. Abut.	1517+19.91	-17.94	580.37	580.37
A	1517+29.97	-18.13	580.43	580.43
B	1517+40.03	-18.28	580.48	580.47
CL Pier 1	1517+47.58	-18.38	580.51	580.51
C	1517+57.65	-18.47	580.55	580.57
D	1517+67.71	-18.53	580.57	580.63
E	1517+77.78	-18.55	580.59	580.65
F	1517+87.84	-18.54	580.60	580.65
G	1517+97.91	-18.49	580.59	580.62
CL Pier 2	1518+07.97	-18.41	580.59	580.59
H	1518+18.04	-18.29	580.57	580.56
I	1518+28.10	-18.14	580.54	580.54
CL N. Abut.	1518+35.64	-18.00	580.51	580.51
Bk. N. Abut.	1518+36.90	-17.98	580.51	580.51

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1517+19.98	-5.77	580.62	580.62
CL S. Abut.	1517+21.23	-5.79	580.62	580.62
A	1517+31.25	-5.98	580.68	580.68
B	1517+41.27	-6.13	580.73	580.72
CL Pier 1	1517+48.78	-6.22	580.76	580.76
C	1517+58.81	-6.31	580.79	580.82
D	1517+68.83	-6.37	580.82	580.87
E	1517+78.85	-6.39	580.83	580.90
F	1517+88.87	-6.37	580.84	580.89
G	1517+98.89	-6.32	580.84	580.86
CL Pier 2	1518+08.92	-6.23	580.83	580.83
H	1518+18.94	-6.11	580.81	580.80
I	1518+28.96	-5.96	580.78	580.78
CL N. Abut.	1518+36.47	-5.82	580.75	580.75
Bk. N. Abut.	1518+37.72	-5.79	580.75	580.75

NOTE

Work this Sheet with Sheet No. 6

TOP OF SLAB ELEVATIONS 1
IL ROUTE 92 (CENTENNIAL EXPRESSWAY)
OVER 18th AVENUE
FAP ROUTE 308 SEC. 1(HB-1)R
ROCK ISLAND COUNTY
STATION 1517+79.41
STRUCTURE NO. 081-0171

DESIGNED	CMM
CHECKED	AMK
DRAWN	OS
CHECKED	RWC

LOCHNER
H.W. LOCHNER, INC., CHICAGO, ILLINOIS

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