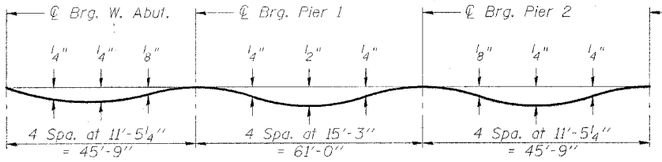


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

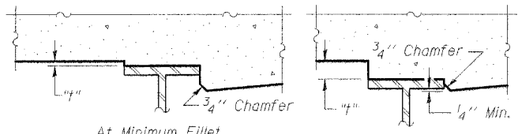
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below, and on sheet 5 of 17.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP Rte. 327	13B-2	Marion	78	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
17 SHEETS

Contract #94964



At Minimum Fillet

At Maximum Fillet

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 and on sheet 5 of 17. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheet 5 of 17, minus slab thickness, equals the fillet heights "t" 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.	335+55.50	-18.125	470.37	470.37
℄ Brg. W. Abut.	335+56.75	-18.125	470.37	470.37
A	335+66.75	-18.125	470.35	470.37
B	335+76.75	-18.125	470.33	470.35
C	335+86.75	-18.125	470.31	470.33
D	335+96.75	-18.125	470.29	470.30
℄ Pier #1	336+02.50	-18.125	470.28	470.28
E	336+12.50	-18.125	470.26	470.27
F	336+22.50	-18.125	470.24	470.27
G	336+32.50	-18.125	470.22	470.26
H	336+42.50	-18.125	470.20	470.23
I	336+52.50	-18.125	470.18	470.19
℄ Pier #2	336+63.50	-18.125	470.16	470.16
J	336+73.50	-18.125	470.15	470.16
K	336+83.50	-18.125	470.18	470.20
L	336+93.50	-18.125	470.21	470.23
M	337+03.50	-18.125	470.23	470.25
℄ Brg. E. Abut.	337+09.25	-18.125	470.25	470.25
Bk. E. Abut.	337+10.50	-18.125	470.25	470.25

BEAM 2

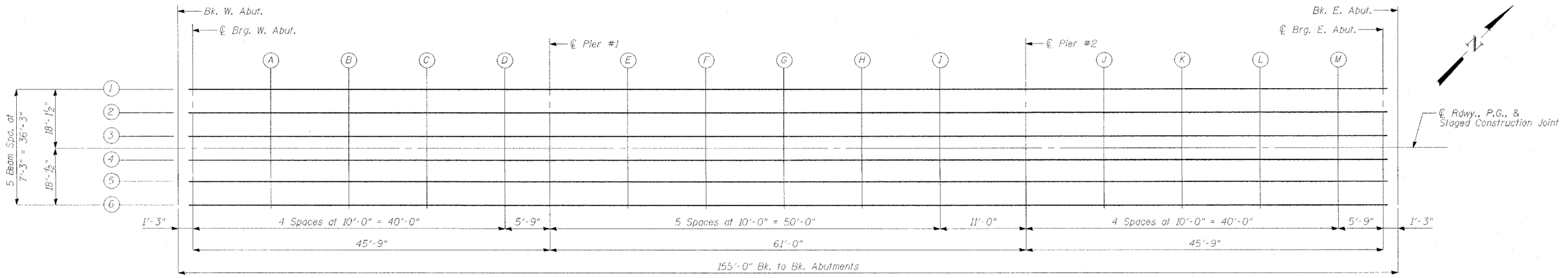
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	335+55.50	-10.875	470.52	470.52
℄ Brg. W. Abut.	335+56.75	-10.875	470.52	470.52
A	335+66.75	-10.875	470.50	470.52
B	335+76.75	-10.875	470.48	470.50
C	335+86.75	-10.875	470.46	470.47
D	335+96.75	-10.875	470.44	470.44
℄ Pier #1	336+02.50	-10.875	470.43	470.43
E	336+12.50	-10.875	470.41	470.41
F	336+22.50	-10.875	470.39	470.42
G	336+32.50	-10.875	470.37	470.41
H	336+42.50	-10.875	470.35	470.38
I	336+52.50	-10.875	470.33	470.34
℄ Pier #2	336+63.50	-10.875	470.30	470.30
J	336+73.50	-10.875	470.30	470.31
K	336+83.50	-10.875	470.32	470.34
L	336+93.50	-10.875	470.34	470.36
M	337+03.50	-10.875	470.36	470.38
℄ Brg. E. Abut.	337+09.25	-10.875	470.38	470.38
Bk. E. Abut.	337+10.50	-10.875	470.38	470.38

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	335+55.50	-3.625	470.63	470.63
℄ Brg. W. Abut.	335+56.75	-3.625	470.63	470.63
A	335+66.75	-3.625	470.61	470.63
B	335+76.75	-3.625	470.59	470.61
C	335+86.75	-3.625	470.57	470.59
D	335+96.75	-3.625	470.55	470.55
℄ Pier #1	336+02.50	-3.625	470.54	470.54
E	336+12.50	-3.625	470.52	470.53
F	336+22.50	-3.625	470.50	470.53
G	336+32.50	-3.625	470.48	470.52
H	336+42.50	-3.625	470.46	470.49
I	336+52.50	-3.625	470.44	470.45
℄ Pier #2	336+63.50	-3.625	470.42	470.42
J	336+73.50	-3.625	470.40	470.41
K	336+83.50	-3.625	470.40	470.41
L	336+93.50	-3.625	470.39	470.41
M	337+03.50	-3.625	470.38	470.40
℄ Brg. E. Abut.	337+09.25	-3.625	470.38	470.38
Bk. E. Abut.	337+10.50	-3.625	470.38	470.38

℄ ROADWAY, PROFILE GRADE & STAGED CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	335+55.50	0.000	470.69	470.69
℄ Brg. W. Abut.	335+56.75	0.000	470.69	470.69
A	335+66.75	0.000	470.67	470.69
B	335+76.75	0.000	470.65	470.67
C	335+86.75	0.000	470.63	470.64
D	335+96.75	0.000	470.61	470.61
℄ Pier #1	336+02.50	0.000	470.60	470.60
E	336+12.50	0.000	470.58	470.58
F	336+22.50	0.000	470.56	470.59
G	336+32.50	0.000	470.54	470.58
H	336+42.50	0.000	470.52	470.55
I	336+52.50	0.000	470.50	470.51
℄ Pier #2	336+63.50	0.000	470.47	470.47
J	336+73.50	0.000	470.45	470.46
K	336+83.50	0.000	470.43	470.45
L	336+93.50	0.000	470.41	470.44
M	337+03.50	0.000	470.39	470.41
℄ Brg. E. Abut.	337+09.25	0.000	470.38	470.38
Bk. E. Abut.	337+10.50	0.000	470.38	470.38



PLAN

DESIGNED	PRT
CHECKED	MAB
DRAWN	PRT
CHECKED	MAB

HORNER & SHIFRIN, INC.
ENGINEERS ■ ARCHITECTS ■ PLANNERS

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 327 - SEC. 13B-2
MARION COUNTY
STATION 336+33.00
STRUCTURE NO. 061-0090