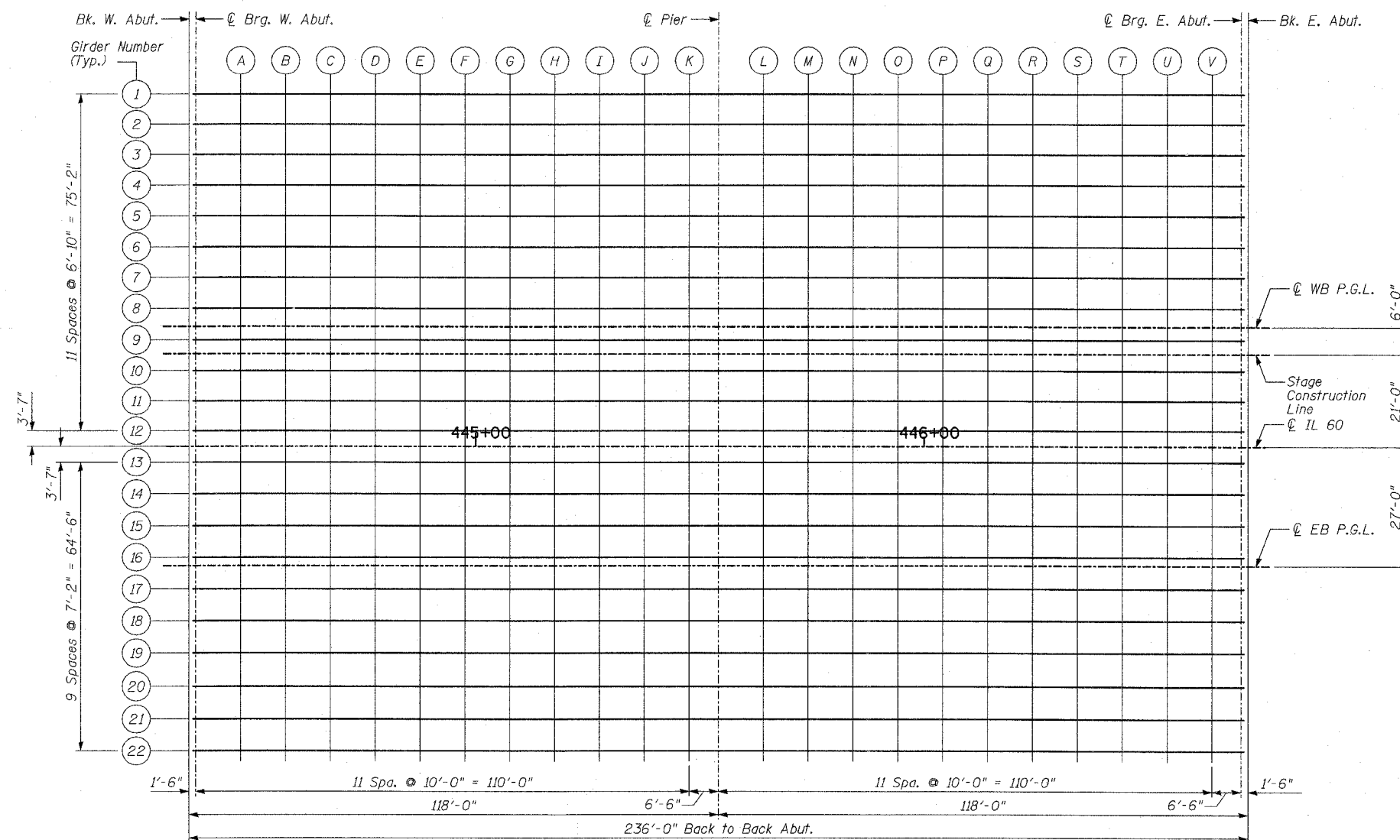
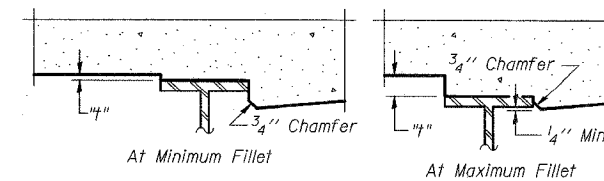


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	253
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

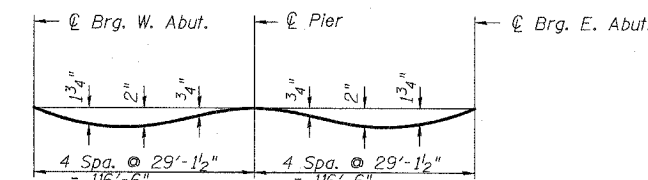


**PLAN**



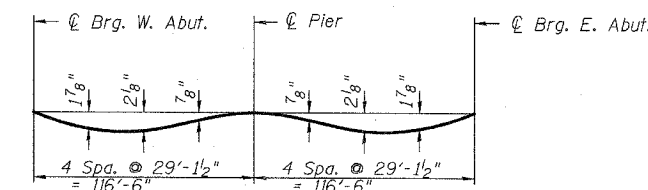
To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the following sheet, minus slab thickness,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

**FILLET HEIGHTS**



**DEAD LOAD DEFLECTION DIAGRAM**

(Girders 1-12 and 22)  
(Includes weight of concrete only.)

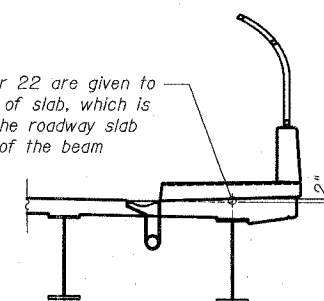


**DEAD LOAD DEFLECTION DIAGRAM**

(Girders 13-21)  
(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.

Elevations at Girder 22 are given to the theoretical top of slab, which is the projection of the roadway slab template to the centerline of the beam.



**LOCATION OF ELEVATIONS AT BEAM 22**

REVISIONS	
NAME	DATE

SHEET S-6 OF S-53  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TOP OF SLAB ELEVATIONS - LAYOUT**  
ILLINOIS 60 OVER I-94  
F.A.P. RTE. 335 SECTION 119R-2  
LAKE COUNTY STA. 445+54.14  
S.N. 049-2012 ISTHA BRIDGE NO. 407  
DESIGNED BY: PL  
SCALE: DRAWN BY: PL  
DATE: MAY 8, 2007 CHECKED BY: SP

**TYLIN INTERNATIONAL**

PA6024581L-601 Structural Final NCEB Res.dgn 5/4/2007 10:07:58 AM