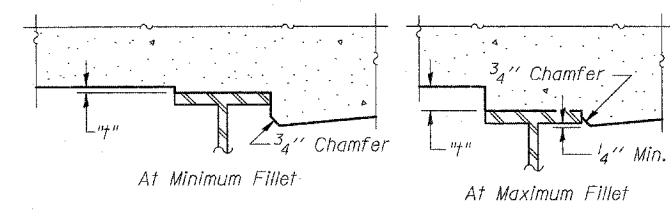
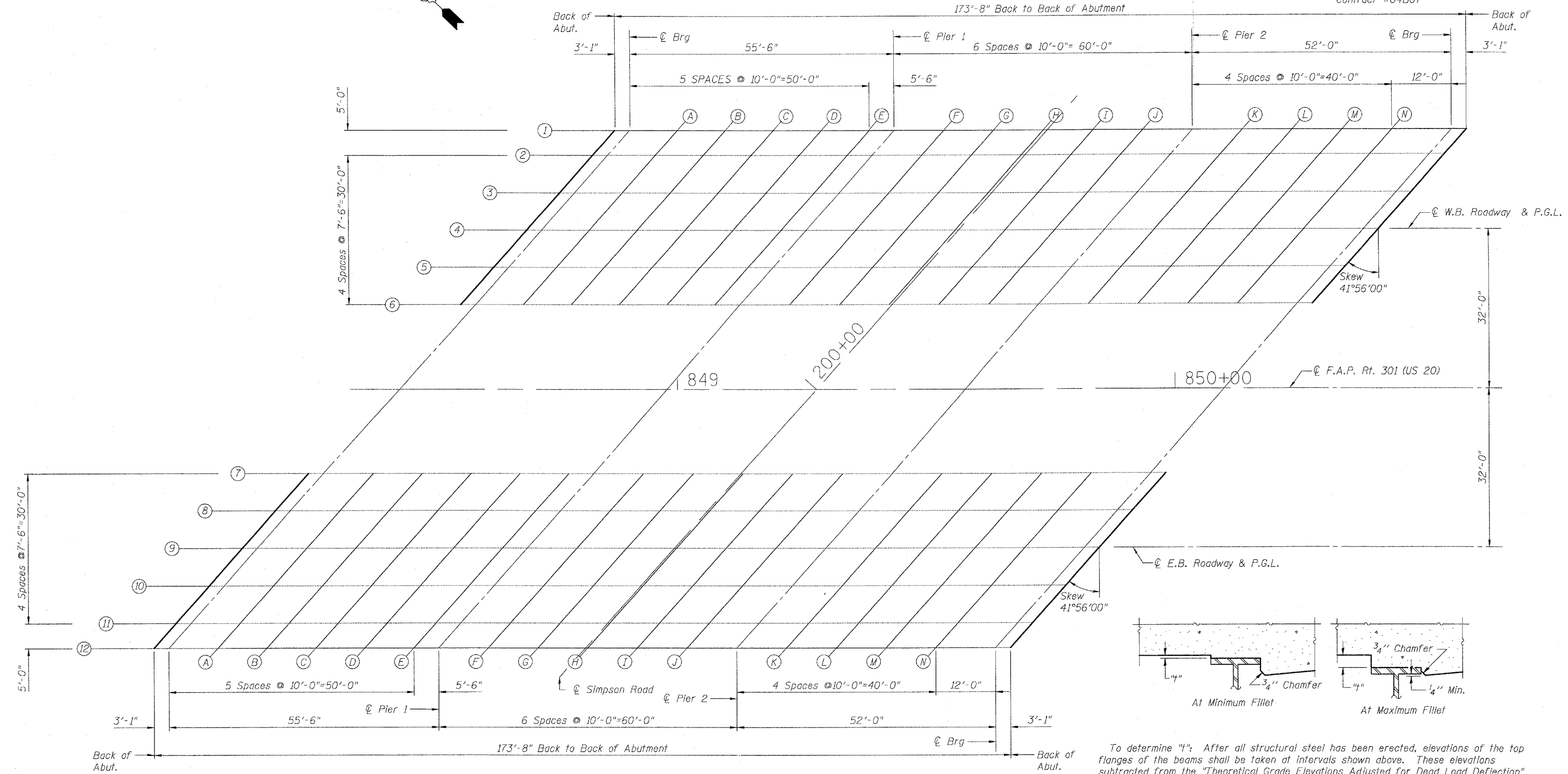
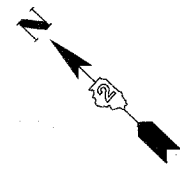


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 301 (US 20)	SECTION (2HB-1D)	COUNTY WINNEBAGO	TOTAL SHEETS 107	SHEET NO. 69	SHEET NO. 4 34 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

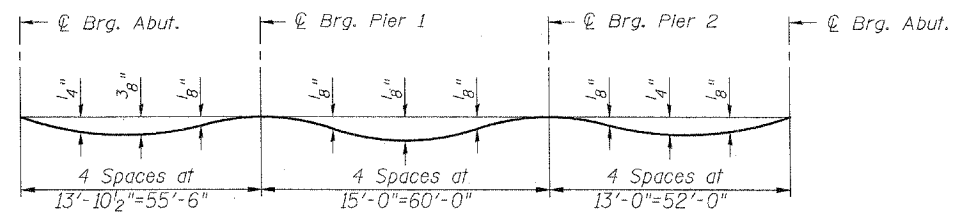
Contract #64B07



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

FILLET HEIGHTS

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 301 (US 20)
OVER SIMPSON ROAD
SECTION (2HB-1D)
WINNEBAGO COUNTY
STATION 849+27.97
STRUCTURE NO. 101-0053 (W.B.)
STRUCTURE NO. 101-0054 (E.B.)



DEAD LOAD DEFLECTION DIAGRAM

Note: (Includes weight of concrete only.)
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.

DESIGNED	SSM
CHECKED	JLA
DRAWN	GYR
CHECKED	SSM