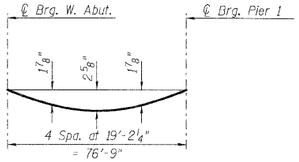
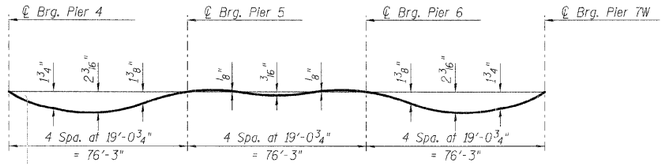



## DEAD LOAD DEFLECTION DIAGRAM - UNIT 1

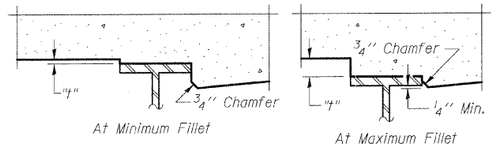
(Includes weight of concrete only.)

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.




## DEAD LOAD DEFLECTION DIAGRAM - UNIT 3

(Includes weight of concrete only.)




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

| ROUTE NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| FAU 2505 | 94-P4008-01-BR | KANE | 81 | 30 |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT- | | |

SHEET NO. S-6
S-42 SHEETS

Contract #83984

## BEAM 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| UNIT 1 | | | | |
| BK. OF W. ABUT. | 15+50.39 | -3.25 | 818.19 | 818.19 |
| CL. BRG. W. ABUT. | 15+52.72 | -3.25 | 818.31 | 818.31 |
| A | 15+62.72 | -3.25 | 818.81 | 818.90 |
| B | 15+72.72 | -3.25 | 819.37 | 819.53 |
| C | 15+82.72 | -3.25 | 819.80 | 820.00 |
| D | 15+92.72 | -3.25 | 820.29 | 820.51 |
| E | 16+02.72 | -3.25 | 820.79 | 820.98 |
| F | 16+12.72 | -3.25 | 821.29 | 821.43 |
| G | 16+22.72 | -3.25 | 821.78 | 821.85 |
| CL. E. BRG. PIER 1 | 16+29.47 | -3.25 | 822.12 | 822.12 |
| CL. PIER 1 | 16+30.22 | -3.25 | 822.15 | 822.15 |
| UNIT 3 | | | | |
| CL PIER 4 | 16+75.94 | -3.25 | 822.32 | 822.32 |
| CL BRG. PIER 4 | 16+76.69 | -3.25 | 822.35 | 822.35 |
| A | 16+86.69 | -3.25 | 822.85 | 822.94 |
| B | 16+96.69 | -3.25 | 823.35 | 823.51 |
| C | 17+06.69 | -3.25 | 823.85 | 824.04 |
| D | 17+16.69 | -3.25 | 824.35 | 824.53 |
| E | 17+26.69 | -3.25 | 824.85 | 825.01 |
| F | 17+36.69 | -3.25 | 825.35 | 825.45 |
| G | 17+46.69 | -3.25 | 825.85 | 825.88 |
| CL BRG. PIER 5 | 17+52.94 | -3.25 | 826.17 | 826.17 |
| H | 17+62.94 | -3.25 | 826.67 | 826.66 |
| I | 17+72.94 | -3.25 | 827.17 | 827.16 |
| J | 17+82.94 | -3.25 | 827.67 | 827.67 |
| K | 17+92.94 | -3.25 | 828.17 | 828.18 |
| L | 18+02.94 | -3.25 | 828.67 | 828.68 |
| M | 18+12.94 | -3.25 | 829.17 | 829.16 |
| N | 18+22.94 | -3.25 | 829.67 | 829.66 |
| CL BRG. PIER 6 | 18+29.19 | -3.25 | 829.98 | 829.98 |
| O | 18+39.19 | -3.25 | 830.48 | 830.53 |
| P | 18+49.19 | -3.25 | 830.98 | 831.08 |
| Q | 18+59.19 | -3.25 | 831.48 | 831.64 |
| R | 18+69.19 | -3.25 | 831.98 | 832.16 |
| S | 18+79.19 | -3.25 | 832.48 | 832.65 |
| T | 18+89.19 | -3.25 | 832.98 | 833.11 |
| U | 18+99.25 | -3.19 | 833.48 | 833.54 |
| CL W. BRG. PIER 7 | 19+05.56 | -2.99 | 833.80 | 833.80 |

## ℄ PATH & PGL

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| UNIT 1 | | | | |
| BK. OF W. ABUT. | 15+50.39 | 0.00 | 818.26 | 818.26 |
| CL. BRG. W. ABUT. | 15+52.72 | 0.00 | 818.38 | 818.38 |
| A | 15+62.72 | 0.00 | 818.87 | 818.96 |
| B | 15+72.72 | 0.00 | 819.37 | 819.53 |
| C | 15+82.72 | 0.00 | 819.86 | 820.07 |
| D | 15+92.72 | 0.00 | 820.36 | 820.58 |
| E | 16+02.72 | 0.00 | 820.86 | 821.05 |
| F | 16+12.72 | 0.00 | 821.35 | 821.49 |
| G | 16+22.72 | 0.00 | 821.85 | 821.92 |
| CL. E. BRG. PIER 1 | 16+29.47 | 0.00 | 822.18 | 822.18 |
| CL. PIER 1 | 16+30.22 | 0.00 | 822.22 | 822.22 |
| UNIT 3 | | | | |
| CL PIER 4 | 16+75.94 | 0.00 | 822.39 | 822.39 |
| CL E. BRG. PIER 4 | 16+76.69 | 0.00 | 822.42 | 822.42 |
| A | 16+86.69 | 0.00 | 822.92 | 823.01 |
| B | 16+96.69 | 0.00 | 823.42 | 823.58 |
| C | 17+06.69 | 0.00 | 823.92 | 824.10 |
| D | 17+16.69 | 0.00 | 824.42 | 824.60 |
| E | 17+26.69 | 0.00 | 824.92 | 825.07 |
| F | 17+36.69 | 0.00 | 825.42 | 825.52 |
| G | 17+46.69 | 0.00 | 825.92 | 825.95 |
| CL BRG. PIER 5 | 17+52.94 | 0.00 | 826.24 | 826.24 |
| H | 17+62.94 | 0.00 | 826.74 | 826.72 |
| I | 17+72.94 | 0.00 | 827.24 | 827.23 |
| J | 17+82.94 | 0.00 | 827.74 | 827.74 |
| K | 17+92.94 | 0.00 | 828.24 | 828.25 |
| L | 18+02.94 | 0.00 | 828.74 | 828.75 |
| M | 18+12.94 | 0.00 | 829.24 | 829.23 |
| N | 18+22.94 | 0.00 | 829.74 | 829.73 |
| CL BRG. PIER 6 | 18+29.19 | 0.00 | 830.05 | 830.05 |
| O | 18+39.19 | 0.00 | 830.55 | 830.59 |
| P | 18+49.19 | 0.00 | 831.05 | 831.15 |
| Q | 18+59.19 | 0.00 | 831.55 | 831.71 |
| R | 18+69.19 | 0.00 | 832.05 | 832.23 |
| S | 18+79.19 | 0.00 | 832.55 | 832.72 |
| T | 18+89.19 | 0.00 | 833.05 | 833.18 |
| U | 18+99.19 | 0.00 | 833.55 | 833.61 |
| CL W. BRG. PIER 7 | 19+05.44 | 0.00 | 833.86 | 833.86 |

## BEAM 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|---|---|---|---|---|
| UNIT 1 | | | | |
| BK. OF W. ABUT. | 15+50.39 | 3.25 | 818.19 | 818.19 |
| CL. BRG. W. ABUT. | 15+52.72 | 3.25 | 818.31 | 818.31 |
| A | 15+62.72 | 3.25 | 818.81 | 818.90 |
| B | 15+72.72 | 3.25 | 819.30 | 819.46 |
| C | 15+82.72 | 3.25 | 819.80 | 820.00 |
| D | 15+92.72 | 3.25 | 820.29 | 820.51 |
| E | 16+02.72 | 3.25 | 820.79 | 820.98 |
| F | 16+12.72 | 3.25 | 821.29 | 821.43 |
| G | 16+22.72 | 3.25 | 821.78 | 821.85 |
| CL. E. BRG. PIER 1 | 16+29.47 | 3.25 | 822.12 | 822.12 |
| CL. PIER 1 | 16+30.22 | 3.25 | 822.15 | 822.15 |
| UNIT 3 | | | | |
| CL PIER 4 | 16+75.94 | 3.25 | 822.32 | 822.32 |
| CL E. BRG. PIER 4 | 16+76.69 | 3.25 | 822.35 | 822.35 |
| A | 16+86.98 | 3.25 | 822.87 | 822.96 |
| B | 16+96.98 | 3.25 | 823.37 | 823.52 |
| C | 17+06.98 | 3.25 | 823.87 | 824.05 |
| D | 17+16.98 | 3.25 | 824.37 | 824.55 |
| E | 17+26.98 | 3.25 | 824.87 | 825.02 |
| F | 17+36.98 | 3.25 | 825.37 | 825.47 |
| G | 17+46.98 | 3.25 | 825.87 | 825.90 |
| CL BRG. PIER 5 | 17+52.94 | 3.25 | 826.17 | 826.17 |
| H | 17+63.23 | 3.25 | 826.68 | 826.67 |
| I | 17+73.23 | 3.25 | 827.18 | 827.17 |
| J | 17+83.23 | 3.25 | 827.68 | 827.69 |
| K | 17+93.23 | 3.25 | 828.18 | 828.20 |
| L | 18+03.23 | 3.25 | 828.68 | 828.69 |
| M | 18+13.23 | 3.25 | 829.18 | 829.18 |
| N | 18+23.23 | 3.25 | 829.68 | 829.68 |
| CL BRG. PIER 6 | 18+29.19 | 3.25 | 829.98 | 829.98 |
| O | 18+39.48 | 3.25 | 830.49 | 830.54 |
| P | 18+49.48 | 3.25 | 830.99 | 831.09 |
| Q | 18+59.48 | 3.25 | 831.49 | 831.66 |
| R | 18+69.48 | 3.25 | 831.99 | 832.17 |
| S | 18+79.48 | 3.25 | 832.49 | 832.67 |
| T | 18+89.48 | 3.25 | 832.99 | 833.12 |
| U | 18+99.12 | 3.31 | 833.48 | 833.54 |
| CL W. BRG. PIER 7 | 19+05.29 | 3.50 | 833.78 | 833.78 |

| | |
|---|---|
| DESIGNED | MJD |
| CHECKED | AEU |
| DRAWN | MJD |
| CHECKED | AEU |

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Consulting Engineers
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# TOP OF SLAB ELEVATIONS UNITS 1 AND 3

PEDESTRIAN BRIDGE OVER RANDALL ROAD
AT SILVER GLEN ROAD
FAU 2505, SECTION 94-P4008-01-BR
KANE COUNTY
STRUCTURE NO. 045-9000

DATE: OCTOBER 31, 2008