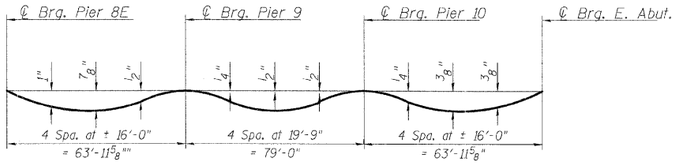
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 2505	94-P4008-01-BR	KANE	81	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. S-8

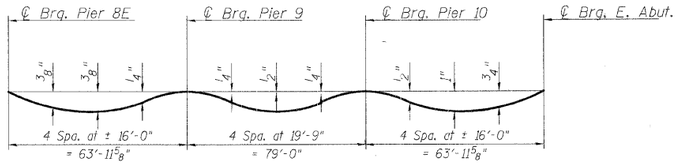
S-42 SHEETS

Contract #83984



DEAD LOAD DEFLECTION DIAGRAM BEAM 5.1

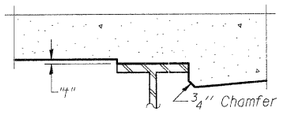
(Includes weight of concrete only.)



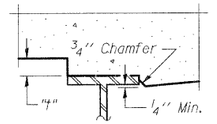
DEAD LOAD DEFLECTION DIAGRAM BEAM 5.2

(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.



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. 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

BEAM 5.1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 8	20+82.44	-3.25	833.79	833.79
CL E. BRG. PIER 8	20+83.44	-3.25	833.74	833.74
A	20+93.32	-3.25	833.24	833.29
B	21+03.14	-3.25	832.75	832.82
C	21+12.95	-3.25	832.26	832.34
D	21+22.77	-3.25	831.77	831.83
E	21+32.59	-3.25	831.28	831.31
F	21+42.40	-3.25	830.79	830.80
CL PIER 9	21+47.40	-3.25	830.54	830.54
G	21+57.22	-3.25	830.05	830.05
H	21+67.03	-3.25	829.56	829.58
I	21+76.85	-3.25	829.07	829.10
J	21+86.88	-3.25	828.56	828.61
K	21+96.83	-3.25	828.07	828.11
L	22+07.03	-3.25	827.56	827.59
M	22+17.23	-3.25	827.05	827.06
CL PIER 10	22+26.40	-3.25	826.59	826.59
N	22+36.60	-3.25	826.08	826.09
O	22+46.80	-3.25	825.57	825.59
P	22+57.00	-3.25	825.06	825.09
Q	22+67.20	-3.25	824.55	824.58
R	22+77.40	-3.25	824.04	824.06
CL BRG. E. ABUT.	22+90.37	-3.25	823.39	823.39
BK. OF E. ABUT.	22+92.70	-3.25	823.27	823.27

℄ PATH & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 8	20+82.44	0.00	833.85	833.85
CL E. BRG. PIER 8	20+83.44	0.00	833.80	833.80
A	20+93.44	0.00	833.30	833.34
B	21+03.44	0.00	832.80	832.86
C	21+13.44	0.00	832.30	832.36
D	21+23.44	0.00	831.80	831.85
E	21+33.44	0.00	831.30	831.33
CL PIER 9	21+47.40	0.00	830.61	830.61
F	21+57.40	0.00	830.11	830.11
G	21+67.40	0.00	829.61	829.63
H	21+77.40	0.00	829.11	829.14
I	21+87.40	0.00	828.61	828.65
J	21+97.40	0.00	828.11	828.14
K	22+07.40	0.00	827.61	827.63
L	22+17.40	0.00	827.11	827.11
CL PIER 10	22+26.40	0.00	826.66	826.66
M	22+36.40	0.00	826.16	826.17
N	22+46.40	0.00	825.66	825.69
O	22+56.40	0.00	825.16	825.20
P	22+66.40	0.00	824.66	824.71
Q	22+76.40	0.00	824.16	824.20
CL BRG. E. ABUT.	22+90.37	0.00	823.46	823.46
BK. OF E. ABUT.	22+92.70	0.00	823.34	823.34

BEAM 5.2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL PIER 8	20+82.44	3.25	833.79	833.79
CL E. BRG. PIER 8	20+83.44	3.25	833.74	833.74
A	20+93.53	3.25	833.23	833.25
B	21+03.73	3.25	832.72	832.75
C	21+13.93	3.25	832.21	832.25
D	21+24.13	3.25	831.70	831.73
E	21+34.33	3.25	831.19	831.21
CL PIER 9	21+47.40	3.25	830.54	830.54
F	21+57.60	3.25	830.03	830.04
G	21+67.80	3.25	829.52	829.54
H	21+78.00	3.25	829.01	829.04
I	21+88.05	3.25	828.51	828.54
J	21+97.98	3.25	828.01	828.03
K	22+07.80	3.25	827.52	827.53
L	22+17.61	3.25	827.03	827.04
CL PIER 10	22+26.40	3.25	826.59	826.59
M	22+36.22	3.25	826.10	826.12
N	22+46.03	3.25	825.61	825.66
O	22+55.85	3.25	825.12	825.18
P	22+65.67	3.25	824.63	824.71
Q	22+75.49	3.25	824.13	824.19
CL BRG. E. ABUT.	22+90.37	3.25	823.39	823.39
BK. OF E. ABUT.	22+92.70	3.25	823.27	823.27

DESIGNED	MJD
CHECKED	AEU
DRAWN	MJD
CHECKED	AEU

RHA&A
Robert H. Anderson & Associates, Inc.
Consulting Engineers
License No. 184-005281

TOP OF SLAB ELEVATIONS
UNIT 5

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