

**Beam 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+75.704	-15.333	555.337	
℄ Brg. S. Abut.	98+77.147	-15.333	555.319	555.319
a	98+81.574	-15.333	555.264	555.280
b	98+86.000	-15.333	555.208	555.240
c	98+90.426	-15.333	555.153	555.197
d	98+94.853	-15.333	555.098	555.149
e	99+01.730	-15.333	555.041	555.066
f	99+08.608	-15.333	554.925	554.970
g	99+15.485	-15.333	554.839	554.865
℄ Brg. Pier 1	99+22.362	-15.333	554.753	554.753
℄ Pier 1	99+23.647	-15.333	554.737	

**Beam 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	100+94.647	-15.333	552.597	
℄ Brg. Pier 2	100+95.933	-15.333	552.581	552.581
l	101+00.359	-15.333	552.526	552.543
m	101+04.785	-15.333	552.470	552.502
n	101+09.211	-15.333	552.415	552.459
o	101+13.638	-15.333	552.360	552.411
p	101+20.515	-15.333	552.274	552.328
q	101+27.392	-15.333	552.188	552.232
r	101+34.270	-15.333	552.102	552.127
℄ Brg. N. Abut.	101+41.147	-15.333	552.015	552.015
Bk. N. Abut.	101+42.591	-15.333	551.997	

**Beam 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+80.130	-7.667	555.435	
℄ Brg. S. Abut.	98+81.574	-7.667	555.417	555.417
b	98+86.000	-7.667	555.362	555.378
c	98+90.426	-7.667	555.306	555.338
d	98+94.853	-7.667	555.251	555.295
e	99+01.730	-7.667	555.165	555.219
f	99+08.608	-7.667	555.079	555.131
g	99+15.485	-7.667	554.993	555.032
h	99+22.362	-7.667	554.907	554.923
℄ Brg. Pier 1	99+26.789	-7.667	554.851	554.851
℄ Pier 1	99+28.074	-7.667	554.835	

**Beam 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	100+99.074	-7.667	552.695	
℄ Brg. Pier 2	101+00.359	-7.667	552.679	552.679
m	101+04.785	-7.667	552.624	552.641
n	101+09.213	-7.667	552.568	552.600
o	101+13.638	-7.667	552.513	552.557
p	101+20.515	-7.667	552.427	552.481
q	101+27.393	-7.667	552.341	552.393
r	101+34.270	-7.667	552.255	552.294
s	101+41.147	-7.667	552.169	552.186
℄ Brg. N. Abut.	101+45.574	-7.667	552.113	552.113
Bk. N. Abut.	101+41.017	-7.667	552.170	

**Beam 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+84.557	0.000	555.533	
℄ Brg. S. Abut.	98+86.000	0.000	555.515	555.515
c	98+90.426	0.000	555.460	555.476
d	98+94.853	0.000	555.404	555.436
e	99+01.730	0.000	555.318	555.367
f	99+08.608	0.000	555.232	555.287
g	99+15.485	0.000	555.146	555.195
h	99+22.362	0.000	555.060	555.092
i	99+26.789	0.000	555.005	555.021
℄ Brg. Pier 1	99+31.215	0.000	554.949	554.949
℄ Pier 1	99+32.500	0.000	554.933	

**Beam 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	101+03.500	0.000	552.793	
℄ Brg. Pier 2	101+04.785	0.000	552.777	552.777
n	101+09.211	0.000	552.722	552.739
o	101+13.638	0.000	552.666	552.698
p	101+20.515	0.000	552.580	552.629
q	101+27.393	0.000	552.494	552.549
r	101+34.270	0.000	552.408	552.457
t	101+41.147	0.000	552.322	552.354
s	101+45.574	0.000	552.267	552.284
℄ Brg. N. Abut.	101+50.000	0.000	552.211	552.211
Bk. N. Abut.	101+51.443	0.000	552.193	

**Beam 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+88.983	7.667	555.324	
℄ Brg. S. Abut.	98+90.426	7.667	555.306	555.306
d	98+94.853	7.667	555.251	555.268
e	99+01.730	7.667	555.165	555.204
f	99+08.608	7.667	555.079	555.131
g	99+15.485	7.667	554.993	555.046
h	99+22.362	7.667	554.907	554.950
i	99+26.789	7.667	554.851	554.883
j	99+31.215	7.667	554.796	554.813
℄ Brg. Pier 1	99+35.641	7.667	554.740	554.740
℄ Pier 1	99+36.926	7.667	554.724	

**Beam 4**

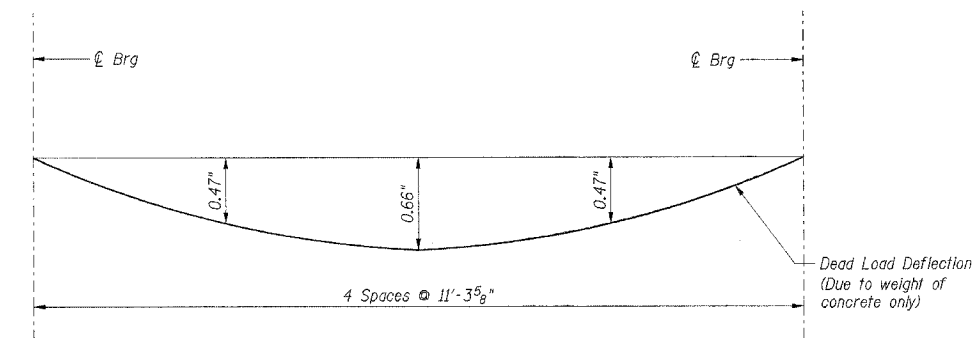
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	101+07.927	7.667	552.585	
℄ Brg. Pier 2	101+09.213	7.667	552.568	552.568
o	101+13.638	7.667	552.513	552.530
p	101+20.515	7.667	552.427	552.466
q	101+27.393	7.667	552.341	552.393
r	101+34.270	7.667	552.255	552.309
s	101+41.147	7.667	552.169	552.213
t	101+45.574	7.667	552.113	552.145
u	101+50.000	7.667	552.058	552.075
℄ Brg. N. Abut.	101+54.426	7.667	552.003	552.003
Bk. N. Abut.	101+55.870	7.667	551.985	

**Beam 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	98+93.409	15.333	555.116	
℄ Brg. S. Abut.	98+94.853	15.333	555.098	555.098
e	99+01.730	15.333	555.011	555.037
f	99+08.608	15.333	554.925	554.970
g	99+15.485	15.333	554.839	554.893
h	99+22.362	15.333	554.753	554.805
i	99+26.789	15.333	554.698	554.742
j	99+31.215	15.333	554.642	554.674
k	99+35.641	15.333	554.587	554.604
℄ Brg. Pier 1	99+40.068	15.333	554.532	554.532
℄ Pier 1	99+41.353	15.333	554.516	

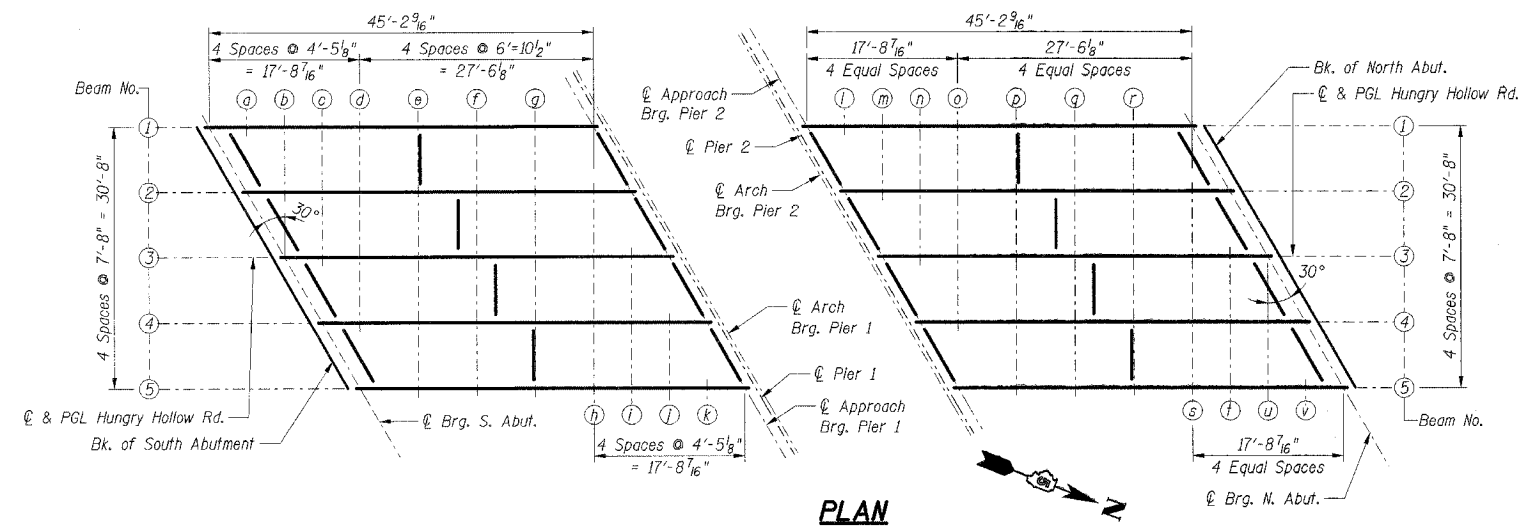
**Beam 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 2	101+12.353	15.333	552.376	
℄ Brg. Pier 2	101+13.638	15.333	552.360	552.360
p	101+20.515	15.333	552.274	552.299
q	101+27.393	15.333	552.188	552.232
r	101+34.270	15.333	552.102	552.156
s	101+41.147	15.333	552.015	552.067
t	101+45.574	15.333	551.960	552.004
u	101+50.000	15.333	551.905	551.937
v	101+54.426	15.333	551.849	551.866
℄ Brg. N. Abut.	101+58.853	15.333	551.794	551.794
Bk. N. Abut.	101+60.296	15.333	551.776	

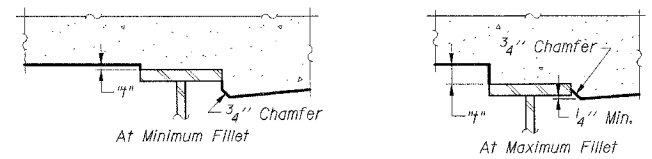


**DEFLECTION DIAGRAM**

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 at left.



**PLAN**



To determine "h": 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 at left, minus slab thickness, equals the fillet heights "h" above top flange of beams.

**FILLET HEIGHTS**

- Notes:**
1. Offsets & Elevations are given in Feet.
  2. Negative offsets are "Left". Positive Offsets are "Right"

SHT. S-07 OF 40

REVISIONS	
NAME	DATE

CITY OF DANVILLE, ILLINOIS  
HUNGRY HOLLOW ROAD BRIDGE

**TOP OF DECK ELEVATIONS  
APPROACH SPANS**

SCALE: \_\_\_\_\_ DRAWN BY: LAR  
DATE 12/06/05 CHECKED BY: JRH

**TENG**

TENG & ASSOCIATES, INC.  
ENGINEERS ARCHITECTS INTERIORS  
202 S. WASHINGTON AVE. CHICAGO, IL 60604  
TELEPHONE 312.881.8100

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