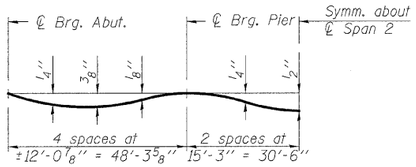
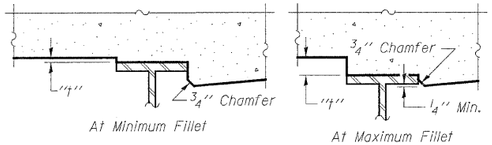


DEAD LOAD DEFLECTION DIAGRAM

(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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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.
F.A.P. 328	(8BR-2) B-1	WAYNE	140	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
25 SHEETS

Contract #74040

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	887+83.86	-18.54	428.06	428.06
℄ Brg. S. Abut.	887+85.14	-18.54	428.07	428.07
A	887+95.14	-18.54	428.11	428.13
B	888+05.14	-18.54	428.15	428.18
C	888+15.14	-18.54	428.18	428.20
D	888+25.14	-18.54	428.21	428.21
℄ Pier 1	888+33.44	-18.54	428.22	428.22
E	888+43.44	-18.54	428.24	428.25
F	888+53.44	-18.54	428.24	428.28
G	888+63.44	-18.54	428.25	428.29
H	888+73.44	-18.54	428.24	428.28
I	888+83.44	-18.54	428.23	428.25
℄ Pier 2	888+94.44	-18.54	428.21	428.21
J	889+04.44	-18.54	428.18	428.19
K	889+14.44	-18.54	428.15	428.18
L	889+24.44	-18.54	428.11	428.14
M	889+34.44	-18.54	428.07	428.09
℄ Brg. N. Abut.	889+42.74	-18.54	428.03	428.03
Bk. N. Abut.	889+44.02	-18.54	428.02	428.02

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	887+82.28	-11.13	428.20	428.20
℄ Brg. S. Abut.	887+83.56	-11.13	428.21	428.21
A	887+93.56	-11.13	428.25	428.28
B	888+03.56	-11.13	428.29	428.32
C	888+13.56	-11.13	428.33	428.35
D	888+23.56	-11.13	428.35	428.36
℄ Pier 1	888+31.86	-11.13	428.37	428.37
E	888+41.86	-11.13	428.39	428.40
F	888+51.86	-11.13	428.39	428.43
G	888+61.86	-11.13	428.40	428.44
H	888+71.86	-11.13	428.39	428.43
I	888+81.86	-11.13	428.38	428.40
℄ Pier 2	888+92.86	-11.13	428.36	428.36
J	889+02.86	-11.13	428.34	428.35
K	889+12.86	-11.13	428.31	428.33
L	889+22.86	-11.13	428.27	428.30
M	889+32.86	-11.13	428.23	428.24
℄ Brg. N. Abut.	889+41.17	-11.13	428.18	428.18
Bk. N. Abut.	889+42.44	-11.13	428.18	428.18

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	887+80.71	-3.71	428.31	428.31
℄ Brg. S. Abut.	887+81.99	-3.71	428.32	428.32
A	887+91.99	-3.71	428.36	428.39
B	888+01.99	-3.71	428.40	428.43
C	888+11.99	-3.71	428.44	428.46
D	888+21.99	-3.71	428.47	428.47
℄ Pier 1	888+30.29	-3.71	428.48	428.48
E	888+40.29	-3.71	428.50	428.51
F	888+50.29	-3.71	428.51	428.54
G	888+60.29	-3.71	428.51	428.56
H	888+70.29	-3.71	428.51	428.55
I	888+80.29	-3.71	428.50	428.52
℄ Pier 2	888+91.29	-3.71	428.48	428.48
J	889+01.29	-3.71	428.46	428.47
K	889+11.29	-3.71	428.43	428.45
L	889+21.29	-3.71	428.39	428.42
M	889+31.29	-3.71	428.35	428.37
℄ Brg. N. Abut.	889+39.59	-3.71	428.31	428.31
Bk. N. Abut.	889+40.87	-3.71	428.30	428.30

Note:
Offsets are based off of ℄ F.A.P. Route 328.

DESIGNED	EML
CHECKED	KLH
DRAWN	KLH
CHECKED	EML

HORNER & SHIFRIN, INC.
ENGINEERS

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 328 - SECTION (8BR-2)B-1
WAYNE COUNTY
STATION 888+60.00
STRUCTURE NO. 096-0067